State Clearinghouse No.: 2013051082
Final EIR (Certified): February 24, 2015

City of Chino Hills

Attachment B
Mitigation Monitoring Program

Attachment B to
City of Chino Hills
Final Program EIR General Plan Update

Mitigation Monitoring Program

Section 15097 of the California Environmental Quality Act (CEQA) requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of a Mitigated Negative Declaration or an EIR that proposes mitigation measures.

The following is the Mitigation Monitoring Plan (MMP) for the City of Chino Hills General Plan Update EIR. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the EIR. This MMP is intended to be used by City of Chino Hills staff to ensure compliance with mitigation measures during future project implementation.

The following MMP table is the primary tool for implementing the MMP. The table includes a topical listing of all mitigation measures identified in the EIR. For each measure, the table identifies the party responsible for its implementation, the timing of its implementation, and the method for determining its implementation. The table is intended to serve as a checklist to assist the City with future development, and its ongoing implementation of the General Plan Update and its annual review of General Plan accomplishments.

For each development proposal that proceeds pursuant to the General Plan Update, the City is expected to review that development proposal against the table, and ensure its compliance with each applicable mitigation measure. Within the MMP table is space in which City staff can identify the development proposal by name and project case number(s). The last column of the table is to be used by staff to verify that each applicable mitigation measure been implemented and the date of implementation.

City of Chino Hills General Plan Update
Mitigation Monitoring Program
(State Clearinghouse No. 2013051082)

Mitigation Measure	Implementation Responsibility	Implementation Timing	Method for Implementation	Implementation	
				Verified	Date
Development Proposal Project Name					
Case Number(s)					
Land Use and Planning					
LU-1 City of Chino Hills Community Development Department shall work closely with SANBAG and SCAG to ensure the 2016-2040 RTP/SCS correctly incorporates the City of Chino Hills General Plan Update land use projections for population, households, and employment. This coordination shall occur with each subsequent cycle of updates to the RTP/SCS.	Community Development Department	During RTP/SCS updates.	City to plan for and work with SANBAG and SCAG during RTP/SCS updates.		
Aesthetics					
AE-1 All new multifamily and non-residential development shall be required to prevent light spill beyond the property of origin, by ensuring that outdoor illumination levels do not exceed zero foot-candles at the property line.	Community Development Department	During preliminary project review and through Project Review Committee (PRC) provided Conditions of Approval (COA)	City to work with developers and condition new multifamily and non-residential development to prevent light spill.		
Air Quality					
AQ-1 Additional Conservation Element Measures to Reduce Construction Emissions. The following Goal and accompanying Policies and Actions will be added to the General Plan Update Conservation Element. Policy CN-6.3: Reduce air pollution emissions from construction activities. Action CN-6.3.1: Require preparation of air quality analyses of construction-related air quality impacts using the latest	Community Development Department	During General Plan Update process.	Incorporate in General Plan Update.	To be completed upon City approval of City of Chino Hills General Plan Update.	

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available air emissions model or other analytical method determined in conjunction with SCAQMD for all projects subject to the California Environmental Quality Act (CEQA). If such analyses identify potentially significant regional or local air quality impacts, require the incorporation of appropriate mitigation to reduce such impacts. Action CN-6.3.2: Encourage large construction projects to mitigate diesel exhaust emissions through the use of alternative fuels and emission control devices. Action CN-6.3.3: Require dust abatement actions for all new construction and redevelopment projects.					
AQ-2 Additional Conservation Element Policies and Actions for Operational Emissions. The following goal, policies and actions will be added to the General Plan Update Conservation Element. Policy CN-6.4: Reduce air pollution emissions from new development. Action CN-6.4.1: Require preparation of air quality analyses that analyze operational air quality impacts using the latest available air emissions model or other analytical method determined in conjunction with SCAQMD for all projects subject to the California Environmental Quality Act (CEQA). If such analyses identify potentially significant regional or local air quality impacts, then require the incorporation of appropriate mitigation to reduce such impacts.	Community Development Department	During General Plan Update process.	Incorporate in General Plan Update.	To be completed upon City approval of City of Chino Hills General Plan Update.	
Hazards and Hazardous Materials					
HAZ-1 The City shall continue to keep contact with the Aerojet property owners and California Department of Toxic Substances Control (DTSC) to ensure that no development occurs on the property without the property owner demonstrating to the satisfaction of the City and DTSC that the area to be developed is sufficiently cleared of hazards.	Community Development Department	During preliminary project review and through Project Review Committee (PRC).	City to contact DTSC upon receipt of any proposed project plans in the vicinity of Aerojet.		

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Hydrology and Water Quality					
HWQ-1 At such time as a new development proposal is submitted for the Boys Republic campus and adjacent undeveloped land, an assessment of potential impacts to groundwater resources shall be conducted, including consideration of potential new groundwater production to meet community or project needs.	Community Development Department Engineering Department	During preliminary project review and through Project Review Committee (PRC) for new development proposals at Boys Republic.	City to work with Boys Republic and prospective developers to require groundwater studies.		
HWQ-2 All local or private project drainage facilities to be constructed shall be evaluated on an individual basis by the City Engineering Department. The Department shall also determine the amount of responsibility for costs of improvements by the developers for local or private project facilities on private property based upon the impacts on drainage created by the development.	Engineering Department	During project review.	City to require drainage plans of new development projects.		
Noise					
N-1 The City will amend its Municipal Code to identify and enforce specific limits on the ground-borne vibration level that is permitted outside of an active construction site. As part of this code amendment, projects proposing construction methods involving vibratory equipment shall be reviewed for the potential to generate significant construction vibration prior to the issuance of building permits. When a project could exceed the City's standard for vibration limits, appropriate mitigation measures shall be applied to reduce such vibration to acceptable levels. Such measures are anticipated to include restrictions on equipment and procedures, continuous monitoring at sensitive locations, and notification of neighbors.	Community Development Department	Within 36 months of General Plan Update approval.	City to amend Municipal Code.		

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Public Services					
PS-1 The City shall coordinate with the Chino Valley Independent Fire District (CVIFD) during the development review process for properties in the vicinity of the stations proposed at Woodview Avenue and Pipeline, Eucalyptus west of Chino Hills Parkway, and possibly Grand Avenue. If CVIFD demonstrates through the project planning and environmental review process that a fire station site is needed, City staff shall work with CVIFD and the project developer to identify and secure an appropriate site.	Community Development Department	During project review for projects at Woodview Avenue and Pipeline, Eucalyptus west of Chino Hills Parkway, and possibly Grand Avenue.	City to require developers to coordinate with CVIFD to ensure adequate fire facilities are provided.		
PS-2 The City shall work with Chino Valley Independent Fire District (CVIFD) to evaluate future facility needs and identify potential funding sources for identified facilities and personnel. This information shall be incorporated as deemed appropriate by the City into future City contracts with CVIFD, the City capital improvement program process, development impact fees, conditions of approval and project development agreements.	Finance Department City Manager Office Community Development Department	During City review of development impact fees, CVIFD contract, or as required through preliminary project review and through Project Review Committee (PRC) provided Conditions of Approval.	City to work with CVIFD to ensure required fire safety facilities are identified.		
PS-3 As part of the annual City budget process, the City shall work with the City of Chino Hills Police Department to assess and accommodate Department personnel and vehicle needs as the City determines are necessary.	Finance Department City Manager Office	During City annual budget process.	City to coordinate with Police Department to identify personnel and equipment needs.		
Transportation/Traffic					
TR-1 **Improvements to Soquel Canyon Parkway at Butterfield Ranch Road**. Modify signal phasing to include a split phase for the northwest/southeast left-turn movements. This would require changing four of the signal heads from three-section protected type to four-section heads.	Engineering Department	By Year 2027	City to continue to require developers to contribute fair share and City to complete improvements.		
TR-2 **Improvements to Soquel Canyon Parkway at Pomona Rincon Road**. The major sources of traffic delay at this location are experienced by westbound left turns from Pomona Rincon Road onto Soquel Canyon Parkway, and by northbound through traffic on	Engineering Department	By Year 2027	City to continue to require developers to contribute fair share and City to complete improvements.		

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Soquel Canyon Parkway, toward SR-71. Thus, the proposed improvements at this location are aimed at reducing delays and improving peak-hour traffic flow for these two vehicular movements, as well as the westbound right-turn lane which is expected to see a significant increase in traffic with the future development of the nearby Heritage Professional Center. The proposed mitigations are as follows: 1. Remove the existing striped median on Pomona Rincon Road near the intersection and re-stripe the full roadway width to include the addition of one receiving lane on Pomona Rincon Road. 2. Reconfigure the westbound approach lanes on Pomona Rincon Road (currently striped as left, shared left-right, right) to provide for dual left turns and a single dedicated right-turn lane. This will reduce a significant amount of traffic delays currently experienced on Pomona Rincon Road turning left (southbound) onto Soquel Canyon Parkway. 3. Install raised right-turn "pork chop" islands at the southeast and northeast corners of the intersection, and re-configure the northbound and westbound right-turn lanes to be protected by the median islands to allow for unrestricted rights from Pomona Rincon Road onto Soquel Canyon Parkway and vice versa. This feature will achieve several benefits, including i) reducing northbound right-turn delays from Soquel Canyon Parkway toward the high school; ii) allowing for the #2 northbound lane to be re-striped and re-designated from shared through-right to through-only, improving northbound delays and capacity; and iii) reducing westbound delays from Pomona Rincon Road onto Soquel Canyon Parkway. In conjunction with the installation/ construction of the pork chop islands, adjacent acceleration lanes should be designed to allow for safe merging and weaving movements; in particular, eastbound in advance of the nearby freeway ramp, and southbound on Pomona Rincon Road as the travelway narrows to two lanes. The improvements will also require moderate signal and loop detector modification, as well as reconfiguration/ relocation of pedestrian crosswalks and signals to utilize the pork chop islands as safety refuge areas.					

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TR-3 **Improvements to Chino Hills Parkway at Pipeline Avenue.** Modify signal phasing to include a split phase for the eastbound/ westbound left-turn movements. This would require changing four of the signal heads from three-section protected type to four-section heads. By changing the existing signal phasing at this intersection, critical peak hour delays will be reduced by 91 seconds per vehicle, and overall operations will improve from LOS F to an acceptable LOS D, and significant impacts will be eliminated.	Engineering Department	By Year 2027	City to continue to require developers to contribute fair share and City to complete improvements.		
TR-4 **Traffic signal timing plan modification for Chino Hills Parkway at Peyton Drive.** Optimize cycle lengths and splits to address changes in traffic volumes and patterns due to ambient growth and future, cumulative citywide development. Signal timing optimization and green interval adjustments are anticipated to improve reduce overall traffic delays by an average of 17 seconds per vehicle. Although not fully mitigated, the proposed signal re-timing and optimization adjustments would reduce vehicle delays to about 50% of the required amount to reach a less-than-significant impact (8 seconds per vehicle in the AM, 12 seconds per vehicle in the PM). This mitigation measure was determined to be the most feasible given the built-out environment of the intersection and the anticipated geometric conditions following the completion of the City's Peyton Drive Widening Project.	Engineering Department	By Year 2027	City to continue to require developers to contribute fair share and City to complete improvements.		
TR-5 **Modify signal phasing for Chino Hills Parkway at Carbon Canyon Road.** This would include a northbound right-turn protected overlap for vehicles on Carbon Canyon Road to turn east concurrently with westbound left-turning vehicles on Chino Hills Parkway. Currently, the northbound right-turn movement is on permissive phase signal timing, with right turns on red (RTOR) allowed. The proposed modifications would require changing the side-mounted vehicle head on the northeast quadrant from three-section to five-section, along with the other modifications such as appropriate signal retiming, re-wiring, and No U Turn signage. By modifying the existing northbound right-turn signal phasing at this intersection as described above, peak hour delays will be reduced by an average of 36 seconds per vehicle and significant impacts	Engineering Department	By Year 2027	City to continue to require developers to contribute fair share and City to complete improvements.		

Mitigation Measure	Implementation Responsibility	Implementation Timing	Method for Implementation	Implementation	
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during the critical PM peak hour will be eliminated.					
TR-6 Improvements for Chino Hills Parkway at Ramona Avenue - Add exclusive eastbound left-turn lane - Reconfigure eastbound approach from (left-through-through-shared through/right) to (left-left-through-through-shared through/right) - Add exclusive northbound right-turn lane - Reconfigure northbound approach from (left-through-shared through/right) to (left-through-through-right) Reconfigure westbound approach from (left-through-through-right) to (left-through-through-shared through/right) - Reconfigure downstream lanes in the westbound direction from two to three travel lanes - Install a protected+overlap signal phase for the southbound right-turn lane - Conduct traffic signal re-timing to optimize intersection splits and peak hour cycle length for Future Year 2027 traffic conditions	Engineering Department	By Year 2027	City to continue to require developers to contribute fair share and City to complete improvements.		
TR-7 Improvements for Chino Hills Parkway at Grand Avenue. Conduct Traffic Signal Re-Timing to optimize intersection splits and peak hour cycle length for Future Year 2027 traffic conditions. As shown in the technical appendices, this improvement signifies that there is timing plan suitable for each of the AM and PM peak hour periods which allows the intersection to operate at LOS D, with acceptable delays and under the LOS E threshold for CMP intersections.	Engineering Department	By Year 2027	City to continue to require developers to contribute fair share and City to complete improvements.		
TR-8 Modify signal phasing for Peyton Drive at Grand Avenue. This would include a northbound right-turn protected overlap for vehicles on Peyton Drive to turn east concurrently with the westbound left-turn phase on Grand Avenue. Westbound U-turns would be maintained, with the exception of westbound truck U-turns which would be prohibited, as the eastbound roadway width is sufficient and would not introduce conflict with the northbound right-turn movement. Currently, the northbound right-turn movement is on permissive phase signal timing, with right-turn on red allowed. The proposed modifications would require changing one vehicle	Engineering Department	By Year 2027	City to continue to require developers to contribute fair share and City to complete improvements.		

Mitigation Measure		Implementation Responsibility	Implementation Timing	Method for Implementation	Implementation	
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	head on the northeast quadrant from three- to five-section type. Additional modifications such as signal retiming and re-wiring would also be required. By modifying the existing northbound right-turn signal phasing at this intersection, peak hour delays will be reduced by an average of 32 seconds per vehicle and significant impacts will be eliminated.					
TR-9	Improvements for Peyton Drive at Eucalyptus Avenue. As part of the City's on-going construction work for Phase 3 of the Peyton Widening project, the existing overhead utilities on the south side of Eucalyptus Avenue near this intersection will be relocated off of the existing shoulder. In order to improve the intersection's capacity, it is recommended that Eucalyptus Avenue be completed as two-lane collector and widened to four lanes to the east and west of Peyton Drive. The following modification of eastbound and westbound approaches on Eucalyptus Avenue are then recommended: - Reconfigure eastbound approach lanes from L-TR to L-T-TR - Reconfigure westbound approach lanes from L-TR-R to L-T-TR. These improvements are recommended to mitigate the impacts of regional traffic on the City of Chino Hills intersection and primarily are not required as a result of City of Chino Hills build-out.	Engineering Department	By Year 2027	City to monitor impacts of regional growth on intersection and program future improvements as needed.		
TR-10	Improvements for Pipeline Avenue at Woodview Road. Install a painted "pork chop" median allowing for 1) a deceleration lane for northbound vehicles turning left from northbound Pipeline Avenue onto westbound Woodview Road, and 2) an acceleration lane for eastbound vehicle turning left from Woodview Road to merge with northbound through traffic on Pipeline Avenue. This treatment would be installed with appropriate taper lengths within an appropriate distance from the intersection, and would not require reconfiguring any through lanes on other sections of Pipeline Avenue. The paved roadway width on Pipeline Avenue is 40 feet wide, and could sufficiently provide for two 15-foot through lanes and a 10-foot center lane for the improvements in the vicinity of Woodview Road. Depending on the timing, the extension of Soquel Canyon Park Parkway may alleviate the need for this improvement.	Engineering Department	By Year 2027	City to continue to require developers to contribute fair share and City to complete improvements.		

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TR-11 **Improvements to Chino Hills Parkway at Carbon Canyon Road.** A significant number of additional trips are expected to originate on Carbon Canyon and turn right (east) onto Chino Hills Parkway during both AM and PM peak hours under future build-out conditions. As a measure to relieve the impacts generated by this traffic, it is recommended that a large-radius, channelized right-turn lane be constructed on the Carbon Canyon Road approach of the intersection. The channelized lane would allow for free right-turn movements to occur independently from the traffic signal operation, and would reduce delays by about 1 minute per vehicle, on average, during the worst AM and PM peak hours of the day. The shared through/right-turn lane on Carbon Canyon Road would be rededicated as a through/left-turn lane and require some additional modification to the loops and/or traffic signal controller.	Engineering Department	By Year 2037	City to continue to require developers to contribute fair share and City to complete improvements.		
TR-12 **Improvements to Peyton Drive at Grand Avenue.** Construct a right-turn "pork chop" island at the southeast corner and install a free right-turn lane for northbound traffic on Peyton Drive turning east onto Grand Avenue. This improvement will allow northbound right movements to continue throughout the full cycle and utilize the dedicated turn lane beyond the currently programmed northbound through and overlap phases. These improvements are recommended to mitigate the impacts of regional traffic on the City of Chino Hills intersection and primarily are not required as a result of City of Chino Hills build-out.	Engineering Department	By Year 2037	City to monitor impacts of regional growth on intersection and program future improvements as needed.		

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TR-13 Improvements at Chino Hills Parkway at Ramona Avenue 1. Add exclusive westbound left-turn lane; 2. Widen the roadway curb line on the northeast corner of the intersection – adjacent to the vacant lot – and construct an exclusive westbound right-turn lane. This improvement would require some right of way acquisition as well as additional cost to relocate three existing utility poles in the existing sidewalk on the north side of Chino Hills Parkway east of Ramona Parkway; 3. Replace double-double striped median with single-double yellow centerline and reconfigure the east leg to include the abovementioned include dual left-turn lanes, exclusive right-turn lane, as well as 10-foot through lanes in both directions, and maintain the existing 4-5' bike lane into the neighboring City of Chino; and 4. Conduct Traffic Signal Re-Timing to optimize intersection splits and peak hour cycle length	Engineering Department	By Year 2037	City to continue to require developers to contribute fair share and City to complete improvements.		
TR-14 Improvements at Chino Hills Parkway at Grand Avenue. Provide for a dual left-turn pocket in the southeast direction on Chino Hills Parkway to match the opposing northwest left-turn configuration on Chino Hills Parkway. This would require moderate construction costs for signal modification, pavement markings, lane reconfiguration and cut/removal and reconstruction of the raised median north of Grand Avenue to provide sufficient lateral width for the second turn lane.	Engineering Department	By Year 2037	City to continue to require developers to contribute fair share and City to complete improvements.		
TR-15 Extend Soquel Canyon Parkway to Peyton Drive. The intersection of Pipeline Avenue at Woodview Road is expected to experience a significant level of traffic delays under build-out conditions without the implementation of major intersection improvements. This particular location is unique in that Pipeline Avenue serves as the only north/south street in the area which provides access between the southwest (Carbon Canyon) portion of the City and southeast area (Los Serranos neighborhood). Thus, the 9,000 vehicles per day traveling through on Pipeline Avenue is likely to increase without expanding the existing infrastructure. Woodview Road similarly functions as a connecting route from Pipeline Avenue to Peyton Drive and Carbon Canyon Road.	Engineering Department	By Year 2037	City to continue to require developers to contribute fair share and City to complete improvements.		

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To relieve traffic congestion passing through Pipeline Avenue, and to mitigate traffic delays at the Woodview Road intersection, the City will actively pursue the extension of Soquel Canyon Parkway from its existing westerly terminus to Peyton Drive, consistent with the General Plan Circulation Element Roadway Plan. This would allow motorists to use Peyton Drive as an alternate route to Pipeline Avenue, between Soquel Canyon Parkway and Carbon Canyon Road.					