

Appendix A City of Chino 2045 General Plan MMRP Applicability Matrix Vesting Tentative Tract Map (VTTM) No. 20845 Project		
Impact Thresholds <sup>1</sup>	General Plan Policies and General Plan EIR Mitigation Measures (MM)	Applicability
<b>4.1 Aesthetics</b>		
<b>Topic 1: Scenic Vistas.</b> Would the Project have a substantial adverse effect on a scenic vista?	<b>Policy LCC-8.7.</b> Protect and improve scenic vistas in Chino, including views of the San Gabriel Mountains and the Puente-Chino Hills from major roadways and public spaces.	Applicable and the Project complies.
<b>Topic 3: Visual Character or Quality.</b> In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<b>Policy LCC-2.9:</b> Recognize historic-age buildings, including the youth museum, green building, and Seventh Street Theater as integral components of downtown character. Promote preservation, rehabilitation, and adaptive reuse of historic-age buildings while accommodating new development and intensification of uses downtown.  <b>Policy LCC-2.11:</b> Emphasize human-scaled design in commercial, residential, and mixed-use development and employ measures such as articulated massing, awnings, and landscape elements to break down the scale of larger developments.  <b>Policy LCC-2.12:</b> Build the visual presence of the Downtown core with distinctive branding and signage, street furniture, and trees and plantings.	Not applicable because Project is not within Downtown Chino.
	<b>Policy LCC-3.4.</b> Encourage new mixed-use and commercial development within centers to incorporate visual quality and interest in architectural design on all visible sides of buildings through the following approaches: <ul style="list-style-type: none"> <li>• Utilizing varied massing and roof types, floor plans, detailed planting design, or color and materials;</li> <li>• Maintaining overall harmony while providing smaller-scale variety; and</li> <li>• Articulating building facades with distinctive architectural features like awnings, windows, doors, and other such elements.</li> </ul> <b>Policy LCC-3.7.</b> Ensure that the introduction of higher-intensity mixed-use development within commercial centers and along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following: <ul style="list-style-type: none"> <li>• Buildings set back from rear or side yard property lines adjoining single-family dwelling residential uses;</li> <li>• Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;</li> <li>• Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or</li> <li>• Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses.</li> </ul>	Not applicable because Project is not within a commercial center.

<sup>1</sup> Topics without GPU Policies or GPU EIR MMs have not been included in this table.

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	<p><b>Policy LCC-4.1:</b> Insist on high-quality development that is sensitive to surrounding context throughout the City and particularly in centers and corridors.</p> <p><b>Policy LCC-4.5:</b> Enhance community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved cross-walks, and City-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.</p> <p><b>Policy LCC-4.6:</b> Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual confusion where businesses are competing for attention.</p>	Not applicable because Project is not within a corridor or gateway.
	<p><b>Policy LCC-5.9:</b> Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.</p>	Applicable and the Project complies through Project design.
<p><b>Topic 4: Light or Glare.</b>                      Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<p><b>Policy LCC-3.7 identified above.</b></p>	Not applicable, as identified above.
<b>4.2 Air Quality</b>		
<p><b>Topic 1: Air Quality Plans.</b>                      Would the project conflict with or obstruct implementation of the applicable air quality plan?</p>	<p><b>Policy INF-3.5:</b> Require development projects to prepare traffic impact studies, including VMT analysis and level of service assessments as appropriate per the City's adopted Traffic Impact Analysis Guidelines.</p> <p><b>Policy INF-3.7:</b> Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic deficiencies and impacts, including through payment of Development Impact Fees.</p> <p><b>Policy INF-3.8:</b> Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.</p> <p><b>Policy INF-4.4:</b> Design streets to promote walking by including design elements such as the following:</p> <ul style="list-style-type: none"> <li>• Grid networks that provide high levels of connectivity;</li> <li>• Closely spaced intersections;</li> <li>• Frequent and low-stress crossings;</li> <li>• Wide, unobstructed walkable sidewalks;</li> </ul>	Applicable and the Project complies.

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	<ul style="list-style-type: none"> <li>• Street trees that provide shading; and</li> <li>• Minimize curb cuts to only required access areas.</li> </ul> <p><b>Policy INF-4.5:</b> Provide for a safe, convenient pedestrian environment with strategies such as separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible. Plan for direct connections from the interiors of residential neighborhoods to nearby parks, schools, retail, and other services using sidewalks, trails, and paseos.</p> <p><b>Policy INF-4.8:</b> Require that new subdivisions, new multi-family developments, and new developments along commercial corridors include well-lit, tree-shaded walkways that provide direct links to the public realm or adjacent public destinations such as transit stops, schools, parks, and shopping centers.</p> <p><b>Policy INF-4.9:</b> Remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the City, including through the following:</p> <ul style="list-style-type: none"> <li>• Provision of curb ramps, crosswalks, and overpasses;</li> <li>• Relocation of infrastructure or street furniture that impedes travel pathways;</li> <li>• Reducing or consolidating driveways and curb cuts; and</li> <li>• Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.</li> </ul> <p><b>Policy INF-4.10:</b> When designing projects, prioritize designs that encourage walking, improve pedestrian safety, and incorporate best practice designs and considerations for efficiencies in walking.</p> <p><b>Policy INF-4.13:</b> When designing projects, prioritize designs that strengthen the protection of cyclists, such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.</p> <p><b>Policy HEQ-5.7:</b> Promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.</p>	
	<p><b>Policy INF-1.1:</b> Support regional transportation infrastructure investments for all modes to relieve congestion and support community health in Chino.</p>	Not applicable – City action.

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	<p><b>Policy INF-1.3:</b> Pursue transportation infrastructure improvements and associated funding for projects such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.</p> <p><b>Policy INF-1.4:</b> Work with Omnitrans and other transit providers to improve the frequency and convenience of transit connections from Chino to major regional destinations, such as the Ontario International Airport, Metrolink rail stations, and large employment centers.</p> <p><b>Policy INF-2.1:</b> Maintain a street classification system that considers the role of streets as corridors for movement but also reflects a context-sensitive complete streets approach that enables safe, convenient travel for all roadway users.</p> <p><b>Policy INF-2.2:</b> Foster a cohesive circulation system through a “layered network” approach that promotes complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas. Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.</p> <p><b>Policy INF-2.5:</b> Plan and invest to foster a transportation system that improves the health of Chino residents through actions that make active transportation, non-motorized modes, and high-occupancy vehicles viable, attractive alternatives to the private automobile.</p> <p><b>Policy INF-2.6:</b> Ensure the design of new streets and the retrofit of existing streets minimizes traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:</p> <ul style="list-style-type: none"> <li>• management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate;</li> <li>• short block lengths, reduced street widths, and/or traffic calming measures; and</li> <li>• providing pedestrians and bicyclists with options where motorized transportation is prohibited.</li> </ul> <p><b>Policy INF-2.7:</b> Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved.</p> <p><b>Policy INF-2.10:</b> Consider innovative design and technology solutions to improve mobility, efficiency, connectivity, and safety such as traffic calming devices, roundabouts, traffic circles, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, smart road technologies, and signal coordination.</p> <p><b>Policy INF-2.11:</b> As part of street redesigns, plan for the needs of different modes—such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, and transit amenities. Coordinate with the future Urban Forest Management Plan to ensure the right tree, is placed in the right place, for the right reason.</p>	

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	<p><b>Policy INF-2.12:</b> Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street rights-of-way or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.</p> <p><b>Policy INF-2.14:</b> Explore the use of green infrastructure in the design of new roadways and retrofit existing roadways where appropriate.</p> <p><b>Policy INF-2.15:</b> Incorporate traffic calming design into local and collector streets to promote safe vehicle speeds.</p> <p><b>Policy INF-3.6:</b> Support regional efforts for the development of a VMT Mitigation Bank in coordination with SBCTA.</p> <p><b>Policy INF-3.14:</b> Promote the greater use of Transportation Demand Management (TDM) strategies by employers and large residential developments to reduce dependence on single-occupancy vehicles.</p> <p><b>Policy INF-3.15:</b> Use public outreach to encourage alternative modes of travel and inform the community about the benefits of participation in new programs, approaches, and strategies.</p> <p><b>Policy INF-3.16:</b> As a TDM strategy, encourage large scale employers to provide on-site childcare services within employment districts to reduce or avoid vehicle trips associated with child pick-up and drop-off.</p> <p><b>Policy INF-3.17:</b> Encourage collaboration between transit partners and event producers to promote awareness of additional and timely transit service before and after large events.</p> <p><b>Policy INF-3.18:</b> Partner with Omnitrans to expand participation in programs that offer free or discounted transit passes for low-income residents, youth, and/or senior citizens.</p> <p><b>Policy INF-3.19:</b> Balance on-street and off-street parking supply with objectives for reducing VMT, improving air quality, supporting economic vitality, and fostering a high quality of life throughout the City.</p> <p><b>Policy INF-3.20:</b> Through the development review process, encourage applicants proposing projects in mixed use areas and activity centers to explore shared-use of existing parking spaces that can be available for dual uses before proposing to construct new parking facilities.</p> <p><b>Policy INF-3.21:</b> Require traffic and parking management plans for major events that utilize travel demand management strategies encouraging transit and other alternatives to single occupant vehicles to limit the impact to City streets.</p>	

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	<p><b>Policy INF-3.22:</b> Lead by example by continuing to incentivize the use of electric vehicles and hybrids, such as by expanding the availability of electric vehicle charging infrastructure in City parking lots and structures and/or providing priority parking locations for electric and hybrid vehicles.</p> <p><b>Policy INF-4.1:</b> Strengthen active transportation circulation routes between residential neighborhoods, parks, schools, and mixed-use mixes use areas.</p> <p><b>Policy INF-4.2:</b> As new development and redevelopment occurs, seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a half-mile walk of mixed-use areas.</p> <p><b>Policy INF-4.6:</b> Work to complete the network of tree-shaded sidewalks throughout the City, to the greatest extent feasible, through development project improvements and grant funding to build new sidewalks and crossings, especially near important destinations, such as schools, parks, and mixed-use areas.</p> <p><b>Policy INF-4.7:</b> Require pedestrian-friendly traffic signal accessories, such as Accessible Pedestrian Signals which include countdown information in both a visual and auditory format, and similar technologies at all significant pedestrian crossings.</p> <p><b>Policy INF-4.11:</b> Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips. Coordinate the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.</p> <p><b>Policy INF-4.12:</b> Plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the City.</p> <p><b>Policy INF-4.14:</b> Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.</p> <p><b>Policy INF-4.15:</b> Encourage the routing of buses to the Chino Airport, Chaffey College, and other major destinations to facilitate transit access for workers, students, and airport passengers.</p> <p><b>Policy INF-4.16:</b> Work with Omnitrans to expand bus service to additional areas of the City and improve north-south connections. Prioritize connections to/from job centers in Chino and between The Preserve and the northern part of the City.</p> <p><b>Policy INF-5.5:</b> Support implementation of new technologies that result in logistics operations that are cleaner, greener, and more efficient, including electric truck charging stations, autonomous vehicle sensors and communications.</p>	

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	<p><b>Policy INF-5.7:</b> Coordinate with public agencies in the region to catalyze the development and deployment of zero-emission medium- and heavy-duty vehicle fleets, buses, and lighter duty electric bicycles, and support development of shared charging hubs and resources, and prioritization of zero-emission vehicle technologies for goods movement in the City.</p> <p><b>Policy INF-5.10:</b> Prohibit freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets.</p> <p><b>Policy HEQ-5.5:</b> Consistent with AB 98 regulations, regulate new light industrial and warehouse uses in proximity to housing and other sensitive uses and require such projects to route trucks and minimize idling in order to reduce diesel particulate emissions.</p> <p><b>Policy HEQ-5.9:</b> Continue to purchase or lease of fuel-efficient and low emissions vehicles for City fleet vehicles.</p>	
	<p><b>MM AQ-1: Construction Air Quality</b>                      Applications for future development and redevelopment, wherein the City’s Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with construction, shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The City’s Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. The City shall require that applicants for new development projects with the potential to exceed the SCAQMD’s adopted thresholds of significance to incorporate the measures listed below to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions.</li> <li>• During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions.</li> <li>• During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust.</li> </ul>	<p>Applicable to the Project and required to be implemented during the Project’s construction activities.</p>

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	<ul style="list-style-type: none"> <li>• During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403.</li> <li>• During all construction activities, construction contractors shall sweep on- and off-site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.</li> <li>• During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 mph or less to reduce fugitive dust.</li> <li>• During grading and all site disturbance activities, at the discretion of the City’s Director of the Development Services Department, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust.</li> <li>• During grading and all site disturbance activities, at the discretion of the City’s Director of the Development Services Department, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 mph to reduce fugitive dust.</li> <li>• During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned.</li> <li>• During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by SCAQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.</li> <li>• During all construction activities, the construction contractors shall use existing on-site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions.</li> <li>• During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer.</li> <li>• During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads.</li> <li>• During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads.</li> </ul>	

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	<ul style="list-style-type: none"> <li>During architectural coating activities, use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website.</li> </ul>	
	<p><b>MM AQ-2: Operational Air Quality</b>                      Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with operation, shall prepare and submit a technical assessment evaluating potential project operational-related air quality impacts to the City for review and approval. For individual projects that may exceed the daily operational emissions thresholds established by the SCAQMD, the owner/permittee shall conduct an analysis of the project's operational air quality impacts using the latest available CalEEMod mode, or other analytical method determined in conjunction with the City. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to:</p> <ul style="list-style-type: none"> <li>Demonstrate net zero energy expenditure.</li> <li>Implementation of transportation demand management measures.</li> <li>Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the General Plan Update.</li> <li>Expand and facilitate completion of planned networks of active transportation infrastructure.</li> <li>Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CALGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards.</li> <li>Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.</li> </ul>	Applicable to the Project and required to be implemented during the Project's operation and maintenance.
<p><b>Topic 2: Criteria Pollutants.</b>                      Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable</p>	<p><b>Policy INF-4.13 and Policy HEQ-5.7</b> identified above.</p>	Applicable, as identified above.
	<p><b>MM AQ-1 and MM AQ-2</b> identified above.</p>	Applicable, as identified above.
	<p><b>Policy INF-3.14 through Policy INF-3.22, Policy INF-4.11, Policy INF-4.12, Policy INF-4.14, Policy HEQ-5.5, and Policy HEQ-5.6</b> identified above.</p>	Not applicable, as identified above.

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federal or state ambient air quality standards?		
<b>Topic 3: Sensitive Receptors.</b> Would the project expose sensitive receptors to substantial pollutant concentrations?	<b>Policy HEQ-5.3:</b> Require new development that would locate sensitive uses adjacent to sources of TACs to be designed to minimize any potential health risks, consistent with state law.	Not applicable as the Project is not located adjacent to sources of TACs.
	<b>Policy LCC-1.5:</b> Locate manufacturing, warehousing, logistics and industrial uses in areas with good access to the regional transportation network while providing for adequate separation and buffering from residential uses.	Not applicable – City action.
	<b>Policy HEQ-5.5 and Policy INF-5.10</b> identified above.	Not applicable, as identified above.
	<b>MM AQ-3: Health Risk Assessment.</b> For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City Development Services Department.	Not applicable as the Project site is located beyond 500 feet from both SR-71 and SR-60.
<b>Topic 4: Odor.</b> Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<b>Policy HEQ-5.10:</b> Ensure adequate buffer distances are provided between offensive odor sources and sensitive receptors, such as schools, hospitals, and community centers.	Applicable and the Project complies.
<b>4.3 Biological Resources</b>		
<b>Topic 1: Special Status Species.</b> Would the project result in a substantial adverse impact, either	<b>Policy HEQ-5.13:</b> Require construction projects that disturb 10,000 square feet of ground cover revegetate graded areas with native or locally appropriate vegetation to restore biological diversity, minimize erosion, and promote groundwater recharge.	Applicable and the Project complies.

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directly or through habitat modifications, to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the CDFW or USFWS?	<p><b>Policy HEQ-8.8:</b> Cooperate with federal, state, and local regulatory agencies as well as non-profit organizations to promote the responsible stewardship of natural resources and habitats within the Planning Area.</p> <p><b>Policy HEQ-8.9:</b> Ensure that adverse impacts on sensitive biological resources, sensitive natural communities, sensitive habitat, and wetlands are avoided or mitigated to the greatest extent feasible as development takes place.</p> <p><b>Policy HEQ-8.10:</b> In areas where development (including trails or other improvements) has the potential for adverse effects on special-status species, require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval.</p>	
	<p><b>MM BIO-1: Biological Assessment and Mitigation</b>                      Applications for future development of vacant properties (and portions thereof), wherein the City’s Director of Development Services or their designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.</p>	Applicable and the Project complies.
	<p><b>MM BIO-2: Nesting Birds</b>                      Applications for future development, wherein the City’s Director of Development Services or their designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is January 15 to September 15, as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid impacts to nesting birds which typically includes a pre-construction survey within three days of the start of construction to determine the presence of active nests.                      If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City, If activity buffer zones are not feasible, temporary noise barriers may be</p>	Applicable and would be completed prior to vegetation clearing, if necessary.

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	installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.	
<b>Topic 2: Sensitive Natural Communities and Riparian Habitat.</b> Would the project result in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	<b>MM BIO-1 identified above.</b>	Applicable, as identified above.
<b>Topic 3: Jurisdictional Wetlands.</b> Would the project result in substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<b>MM BIO-1 identified above.</b>	Applicable, as identified above.
<b>4.4 Cultural and Tribal Cultural Resources</b>		
<b>Topic 1: Historic Resources.</b> Would the project cause a substantial adverse change in the significance of a historic-era resource pursuant to CEQA Section 15064.5?	<b>Policy LCC-2.9:</b> Recognize historic-age buildings, including the youth museum, green building, and Seventh Street Theater as integral components of downtown character. Promote preservation, rehabilitation, and adaptive reuse of historic-age buildings while accommodating new development and intensification of uses downtown.  <b>Policy LCC-7.3:</b> Foster the preservation, restoration, and compatible reuse of historically significant structures and sites in Chino while accommodating new development.	Not applicable because the Project Site is not in Downtown Chino and does not contain any historic resources.
	<b>Policy LCC-7.4:</b> Evaluate all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource.	Applicable to the Project; required Cultural Resources Study has been completed.

Appendix A City of Chino 2045 General Plan MMRP Applicability Matrix Vesting Tentative Tract Map (VTTM) No. 20845 Project		
Impact Thresholds <sup>1</sup>	General Plan Policies and General Plan EIR Mitigation Measures (MM)	Applicability
	<p><b>MM CUL-1: Historic Evaluation.</b>                      Prior to approval of a future site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant. The evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian.</p>	Applicable to the Project; required Cultural Resources Study has been completed.
<p><b>Topic 2: Archaeological Resources.</b>                      Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?</p>	<p><b>Policy LCC-7.7:</b> Continue to comply with federal and state regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources.</p>	Applicable to the Project and the Project complies.
	<p><b>Policy HEQ-8.7:</b> Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas.</p>	Applicable to the Project; required Cultural Resources Study has been completed.
	<p><b>MM CUL-2: Cultural Resources Assessment</b>                      Prior to project approval or the issuance of grading permits (whichever is applicable and comes first), the City shall require applicants for future proposed ground disturbing projects to determine the presence or absence of archaeological resources and appropriate mitigation measures. The following steps to achieve these goals:</p> <ol style="list-style-type: none"> <li>1) A qualified archaeologist meeting the Secretary of the Interior Standards shall conduct a cultural resources assessment consisting of a record search from the SCCIC, a sacred lands search from the NAHC, a pedestrian survey, background context and project specific recommendations</li> <li>2) If the cultural resources assessment identifies archaeological resources that have not been evaluated for significance per CEQA thresholds (see Section 4.4.3 above), then an evaluation program shall be completed. An evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material,</li> <li>3) If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program shall be implemented to reduce impacts to an archaeological resource to below a significant level, and</li> <li>4) After construction, a final data recovery and monitoring report shall be completed documenting the result of the data recovery, research design, and monitoring efforts.</li> </ol>	Applicable to the Project; required Cultural Resources Study has been completed.

<b>Appendix A</b> <b>City of Chino 2045 General Plan MMRP Applicability Matrix</b> <b>Vesting Tentative Tract Map (VTTM) No. 20845 Project</b>		
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	Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation, data recovery, and monitoring efforts must be curated at an appropriate facility consistent with the state and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to the artifact collections.	
<b>Topic 3: Human Remains.</b> Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	<b>Policy LCC-7.8:</b> Treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California PRC. The City shall collaborate with the MLD identified by the NAHC.	Applicable to the Project if human remains are discovered during ground-disturbing activities.
<b>Topic 4: Tribal Cultural Resources.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, features, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: <ul style="list-style-type: none"> <li>i) Listed or eligible for listing in the CRHR, or in a local register or</li> <li>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision c of PRC Section 5024.1?</li> </ul>	<b>Policy LCC-7.7 and Policy HEQ-8.7</b> identified above.  <b>MM CUL-2</b> identified above.	Applicable, as identified above.  Applicable, as identified above.
<b>4.5 Geology/Soils</b>		
<b>Topic 1: Seismic Hazards and Topic 3: Geologic Instability.</b> Would the project directly or indirectly cause potential substantial adverse effects,	<b>Policy HSN-1.2:</b> Require that buildings intended for human occupancy and critical facilities be set back a safe distance (as determined by a qualified geologist) from surface traces of active and potentially active faults. As appropriate, require that proponents of projects in high-risk areas submit geotechnical investigation reports prepared by qualified professionals and demonstrate that the project conforms to all mitigation measures recommended by the reports prior to City approval.	Applicable and the Project complies through Project design.

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Impact Thresholds <sup>1</sup>	General Plan Policies and General Plan EIR Mitigation Measures (MM)	Applicability
<p>including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> <li>i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42);</li> <li>ii) strong seismic ground shaking?</li> <li>iii) seismic-related ground failure, including liquefaction; or</li> <li>iv) landslides?</li> </ul> <p>Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	<p><b>Policy HSN-1.3:</b> Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the CBC.</p> <p><b>Policy HSN-1.4:</b> In order to maximize soil stability and erosion prevention, minimize excavation, grading, cutting, or filling during construction; permit grading operations only in areas scheduled for immediate construction or paving; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies.</p>	
<p><b>Topic 2: Soil Erosion.</b>                      Would the project result in substantial soil erosion or the loss of topsoil?</p>	<p><b>Policy HSN-1.4</b> identified above.</p>	<p>Applicable, as identified above.</p>
<p><b>Topic 4: Expansive Soils.</b>                      Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</p>	<p><b>Policy HSN-1.4</b> identified above.</p>	<p>Applicable, as identified above.</p>

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<b>Topic 6: Paleontological Resources and Unique Geology.</b> Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>MM GEO-1: Paleontological Resources Evaluation.</b> Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall provide a paleontological resources technical report consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If it is determined there is potential for paleontological resources to be present, a qualified paleontological monitor shall be present during grading in locations where the paleontological resources technical report determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The paleontological resources technical report shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.	Applicable to the Project; required Paleontological Assessment has been completed.
<b>4.6 Greenhouse Gas Emissions</b>		
<b>Topic 1: GHG Emissions.</b> Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	<b>Policy HEQ-5.9, Policy INF-1.1, Policy INF-1.3, Policy INF-1.4, Policy INF-2.1, Policy INF-2.2, Policy INF-2.5, Policy INF-2.6, Policy INF-2.7, Policy INF-2.10, Policy INF-2.11, Policy INF-2.12, Policy INF-2.14, Policy INF-2.15, Policy INF-3.6, Policies INF-3.14 through INF-3.18, Policies INF-3.19 through INF-3.22, Policy INF-4.1, Policy INF-4.2, Policy INF-4.6, Policy INF-4.7, Policy INF-4.11, Policy INF-4.12, Policy INF-4.14, Policy INF-4.15, Policy INF-4.16, Policy INF-5.5, and Policy INF-5.7</b> identified above.	Not applicable, as identified above.
	<b>Policy INF-3.5, Policy INF-3.7, Policy INF-3.8, Policy INF-4.4, Policy INF-4.5, Policy INF-4.8, Policy INF-4.9, Policy INF-4.10, Policy INF-4.13, Policy HEQ-5.7, and Policy INF-5.10</b> identified above.	Applicable, as identified above.
	<b>MM GHG-1: Greenhouse Gas.</b> All future site-specific projects shall be required to demonstrate consistency with the City's CAP. As stated in Appendix A of the CAP, analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. Site-specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions. Per Section 15.45.070 of the City's Municipal Code, GHG Performance Standards for New Development, all new development not utilizing the Screening Tables shall contribute to the reduction of GHG emissions by demonstrating consistency with the CAP by implementing one or a combination of the following three options: <ol style="list-style-type: none"> <li>1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or</li> </ol>	Applicable and the Project complies.

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	<p>2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of development application submittal for discretionary review; or</p> <p>3. Provide other equivalent GHG reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 MT CO<sub>2</sub>E per residential dwelling unit per year and/or per thousand square feet of commercial/ industrial use per year.</p> <p>Applicants that choose Option 1 described above would be required to verify that their site-specific project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above would be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.</p>	
<p><b>Topic 2: GHG Plans.</b>                      Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs?</p>	<p><b>Policy LCC-1.1:</b> Foster a balanced mix of housing, employment, commercial, educational, civic, entertainment, and recreational uses in the City to support a complete community.</p> <p><b>Policy LCC-1.2:</b> Ensure logical City boundaries that facilitate the efficient delivery of City services, address economic development needs, and optimize municipal costs and revenues.</p> <p><b>Policy LCC-1.3:</b> Direct new growth so as to promote a land and resource efficient development pattern, strengthen north-south connections, and enhance the quality of life in Chino.</p> <p><b>Policy LCC-1.4:</b> Promote infill development in opportunity areas along Central Avenue, Riverside Drive, and Philadelphia Street in order to create a network of lively activity centers that provide for community needs, capitalize on market opportunities, and are well-integrated with the surrounding neighborhoods.</p>	Not applicable – City action.
	<p><b>Policy LCC-2.3:</b> Focus the highest intensity of development along D Street and Seventh Street to create a distinctive, walkable mixed-use core between Sixth Street and Central Avenue, south of C Street.</p> <p><b>Policy LCC-2.6:</b> Promote a mix of commercial, office, and residential uses along Central Avenue to strengthen its role as a mixed-use corridor at the heart of Chino.</p> <p><b>Policy LCC-2.13:</b> Within the core area, orient new buildings to the street, minimize setbacks along street frontages, and ensure a consistent street wall to promote a walkable, pedestrian-friendly environment.</p>	Not applicable because Project is not within Downtown Chino.

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	<p><b>Policy LCC-3.1:</b> Within commercial centers where permitted on sites identified in the Zoning Code, foster mixed-use development and the co-location of residential and commercial uses within site distance of one another on the site to promote day and evening vitality.</p> <p><b>Policy LCC-3.3:</b> Promote the integration of amenities, events, and programming into regional, community and neighborhood shopping centers that strengthen their role as places for area residents to shop and gather. Features to integrate should include the following:</p> <ul style="list-style-type: none"> <li>• Pedestrian amenities;</li> <li>• Electric vehicle charging;</li> <li>• Bike parking;</li> <li>• Traffic-calming features;</li> <li>• Plazas and public areas;</li> <li>• Shade trees;</li> <li>• Lighting;</li> <li>• Public art;</li> <li>• Farmers markets;</li> <li>• Retail and other services that provide for everyday needs; and</li> <li>• Community events.</li> </ul> <p><b>Policy LCC-3.16:</b> Foster attractive, human-scaled mixed-use development that contributes to local character and enhances “small town” sense of place along key segments of Riverside Drive and Central Avenue.</p> <p><b>Policy LCC-3.17:</b> Provide for a mix of commercial-retail and services in commercial centers on Riverside Drive and Central Avenue that cater to the daily needs of local residents together with multifamily housing where permitted under zoning.</p> <p><b>Policy LCC-3.18:</b> Focus efforts to attract essential services such as medical clinics, grocery stores, banks, and dry cleaners to commercial centers in order to provide for the needs of area residents and ensure the vitality of the site over time.</p> <p><b>Policy LCC-3.23:</b> Provide bicycle and pedestrian connections to retail and restaurants from surrounding residential areas.</p> <p><b>Policy LCC-3.24:</b> Incorporate on-site amenities into the commercial area, such as outdoor dining; landscaped gardens, plazas, and seating areas; play areas and family-friendly facilities; EV fast charging stations; event spaces and entertainment programming; public art.</p>	<p>Not applicable because Project is not within a commercial center.</p>
	<p><b>Policy INF-1.1, Policy INF-1.2, Policy INF-1.4, Policy INF-2.1, Policy INF-2.2, Policy INF-2.5, Policy INF-2.6, Policy INF-2.7, Policies INF-2.10 through INF-2.12, Policy INF-2.15, Policy INF-3.6,</b></p>	<p>Not applicable, as identified above.</p>

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	<p><b>Policies INF-3.14 through INF-3.18, Policies INF-3.19 through INF-3.22, Policy INF-4.1, Policy INF-4.2, Policy INF-4.6, Policy INF-4.7, Policy INF-4.11, Policy INF-4.12, Policy INF-4.14, Policy INF-4.15, Policy INF-4.16, Policy INF-5.5, Policy INF-5.7, and Policy LCC-1.5 identified above.</b></p>	
	<p><b>Policy INF-3.5, Policy INF-3.7, Policy INF-3.8, Policy INF-4.4, Policy INF-4.5, Policy INF-4.8, Policy INF-4.9, Policy INF-4.10, Policy INF-4.13, and Policy INF-5.10 identified above.</b></p>	Applicable, as identified above.
	<p><b>MM GHG-1 identified above.</b></p>	Applicable, as identified above.
4.7 Hazards and Hazardous Materials		
<p><b>Topics 1, 2, and 3: Transport, Use, or Disposal of Hazardous Materials/Accidental Release, Emissions Near a School.</b>                      Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?                      Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                       Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<p><b>Policy HSN-1.23:</b> Continue to require remediation of hazardous materials releases from previous land uses as part of any redevelopment activities.</p> <p><b>Policy HSN-1.24:</b> Regulate development on sites with known contamination of soil or groundwater to ensure that construction workers, future occupants, adjacent residents, and the environment are adequately protected from hazards associated with contamination.</p> <p><b>Policy HSN-1.26:</b> Promote awareness of and participation in hazardous household waste management, control, and recycling programs.</p>	Not applicable as these are City actions and the Project Site has no known contamination.
	<p><b>Policy HSN-1.25:</b> Consistent with state regulations, require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.</p>	Applicable and the Project complies.
<p><b>Topic 4: Hazardous Materials Sites.</b>                      Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code</p>	<p><b>Policy HSN 1.25</b> identified above.</p>	Applicable, as identified above.

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Section 65962.5 and, as a result, create a significant hazard to the public or the environment?		
<b>Topic 5: Airport Hazards.</b> Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<p><b>Policy HSN-1.29:</b> Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, railway lines, and within areas of aircraft overflight.</p> <p><b>Policy HSN-1.31:</b> Apply the community noise compatibility standards (Table N-1) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the ACLUP in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ACLUP.</p> <p><b>Policy HSN-1.32:</b> Require a noise study and mitigation measures for all projects that would expose people to noise levels greater than the “normally acceptable” standard and for any other projects that are likely to generate noise in excess of these standards.</p> <p><b>Policy HSN-1.36:</b> Developers shall reduce the noise impacts on new development through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). Noise attenuation methods should avoid the use of visible sound walls.</p> <p><b>Policy HSN-4.1:</b> Require that new development be consistent with the safety zone land use and noise compatibility criteria established in the ACLUP, as revised per Action HSN-4.a.</p>	Applicable and the Project complies.
<b>Topic 6: Emergency Response.</b> Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<p><b>Policy HSN-1.19:</b> Require that all new development located in Very High and High FHSZs be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.</p> <p><b>Policy HSN-1.20:</b> To facilitate the orderly evacuation of residential areas within the Very High FHSZs, maintain minimum standards for roadway design, maintenance, and vegetation management.</p>	Not applicable because the Project site is not located within a VHFHSZ or SRA.
	<p><b>Policy HSN-3.1:</b> Maintain and periodically update the EOP to effectively prepare for, respond to, recover from, and mitigate the effects of natural or human caused disasters that require the planned, coordinated response of multiple agencies or jurisdictions.</p> <p><b>Policy HSN-3.2:</b> Maintain mutual aid agreements and communication links with San Bernardino County and other neighboring jurisdictions that allow for supplemental aid from other police and fire personnel in the event of emergencies.</p> <p><b>Policy HSN-3.3:</b> To facilitate the orderly evacuation of residential areas, maintain minimum standards for roadway design, maintenance, and vegetation management.</p> <p><b>Policy HSN-3.5:</b> Ensure road surfaces on designated evacuation routes can withstand extreme weather conditions and are maintained to accommodate increased traffic during evacuations.</p>	Not applicable – City action.

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	<p><b>Policy HSN-3.6:</b> Employ technology such as traffic cameras and wildfire early detection systems to monitor conditions and facilitate effective response.</p> <p><b>Policy HSN-3.7:</b> Provide information on and build community awareness of major evacuation routes and notification systems used for emergency alerts to residents and businesses in Chino.</p> <p><b>Policy HSN-3.8:</b> Use the Chino Notify Emergency Alert System to notify residents by phone, text, or email of extreme weather conditions and/or the need to evacuate in the event of emergency. The system should also be used to broadcast the location of evacuation centers, particularly for residents of vulnerable areas and neighborhoods with constrained emergency access.</p> <p><b>Policy HSN-3.9:</b> Partner with local media outlets to release evacuation information through radio, social media, and news apps can work as another channel for evacuation notices.</p>	
	<p><b>Policy HSN-3.4:</b> Require new residential subdivisions to have at least two ingress and egress routes that account for existing and proposed traffic evacuation volumes at buildout. Design of ingress/egress must comply with CVFD standards.</p>	Applicable and the Project complies through Project design.
<p><b>Topic 7: Wildland Fires.</b>                      Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p>	<p><b>Policy HSN-1.14:</b> Continue to participate in regional wildfire prevention initiatives and work to prevent wildland fire and to protect lives, property, and watersheds from fire dangers.</p> <p><b>Policy HSN-1.15:</b> Maintain regulations and standards designed to achieve the greatest practical level of built-in fire protection to confine fires, including requirements for compliance with applicable provisions of the California Building Code, the California Fire Code, Board of Forestry Fire Safe Regulations, and California Government Code sections 51175 and 51189 related to Very High and High FHSZs.</p> <p><b>Policy HSN-1.16:</b> Jointly with state, County, and other local agencies, inform property owners of wildfire risks and measures to reduce those risks, including by:</p> <ul style="list-style-type: none"> <li>• Maintaining and making publicly available an up-to-date map of high and very high fire hazard areas consistent with CAL FIRE designations; and</li> <li>• Disseminating information on fire weather watches and fire risks via the City website, social media, and newsletters.</li> </ul> <p><b>Policy HSN-1.18:</b> Require new development in Very High and High FHSZs to prepare a Fire Protection Plan that minimizes risks by:</p> <ul style="list-style-type: none"> <li>• Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.;</li> <li>• Siting and designing development to avoid hazardous locations (e.g., through fire breaks) to the extent feasible;</li> <li>• Incorporating fuel modification and brush clearance techniques (including the removal of invasive species) in accordance with applicable fire safety requirements and carried out in a</li> </ul>	Not applicable because the Project site is not located within a VHFHSZ or SRA.

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	<p>manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent;</p> <ul style="list-style-type: none"> <li>• Using appropriate fire-safe building materials and design features, consistent with the adopted City Code and Fire and Building Code standards;</li> <li>• Using fire-retardant, native plant species in landscaping;</li> <li>• Complying with established standards and specifications for fuel modification, defensible space, access, and water facilities; and</li> <li>• Requiring property owners to enter into a long-term maintenance agreement for vegetation management in defensible space, fuel breaks, and roadside fuel reduction.</li> </ul> <p><b>Policy HSN-1.19:</b> Require that all new development located in Very High and High FHSZs be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.</p>	
	<p><b>Policy HSN-1.17:</b> Avoid, where feasible, locating new development in Very High FHSZs. If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.</p> <p><b>Policy HSN-1.21:</b> To the extent feasible, ensure that housing, hospitals, care facilities, community centers, places of worship, and other facilities where people gather are set a minimum of 100 feet back from high voltage power lines or substations.</p>	Applicable and the Project complies through Project design.
4.8 Hydrology/Water Quality		
<p><b>Topic 1: Violate Water Quality Standards/Degrade Water Quality.</b>                      Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>	<p><b>Policy HSN-1.9:</b> Require that development projects employ low impact development (LID) design techniques that manage stormwater so as to infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall in order to reduce stormwater runoff and minimize increases in downstream runoff and/or impacts resulting from new development.</p>	Applicable and the Project complies through Project design.
<p><b>Topic 2: Deplete Groundwater Supplies.</b>                      Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable</p>	<p><b>Policy HSN-1.9</b> identified above.</p>	Applicable, as identified above.

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Impact Thresholds <sup>1</sup>	General Plan Policies and General Plan EIR Mitigation Measures (MM)	Applicability
groundwater management of the basin?		
<b>Topic 3: Drainage Patterns.</b> Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> <li>i) result in a substantial erosion or siltation on- or off-site;</li> <li>ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</li> <li>iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or</li> <li>iv) impede or redirect flood flows?</li> </ul>	<b>Policy HSN-1.4:</b> In order to maximize soil stability and erosion prevention, minimize excavation, grading, cutting, or filling during construction; permit grading operations only in areas scheduled for immediate construction or paving; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies.  <b>Policy HSN-1.6:</b> Design, construct, and maintain street and storm drain flood control systems to accommodate storm flows and comply with federal and State requirements, employing “green infrastructure” techniques as feasible and appropriate.	Applicable and the Project complies through Project design.
	<b>Policy HSN-1.9</b> identified above.	Applicable, as identified above.
<b>Topic 4: Flood Hazard, Tsunami, or Seiche.</b> In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	<b>Policy HSN-1.5:</b> Coordinate with the SBCFCD to address storm drainage and flood control on a sub-regional basis in order to optimize the use of existing and planned conveyance facilities.  <b>Policy HSN-1.7:</b> Permit in the 100-year floodplain only that development which represents an acceptable use of the land in relation to the hazards involved and the costs of providing flood control facilities. Locate critical facilities, such as hospitals, fire stations, police stations, public administration buildings, and schools outside of flood hazard areas to the extent practicable.  <b>Policy HSN-1.8:</b> Review all development applications for areas within a 100-year flood hazard zone for consistency with FEMA NFIP standards to mitigate flood hazard potential.  <b>Policy HSN-1.12:</b> Refer projects proposing development below of the 566-foot elevation mark to the United States Army Corp of Engineers (USACE) to ensure that future land use proposals and activities	Not applicable – City action.

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	are compatible with estimated levels and frequency of inundation. Permit only development that has been approved by USACE below the 566-foot elevation mark. <b>Policy HSN-1.13:</b> Coordinate with USACE to ensure the safety of the Prado and San Antonio Dams through regular inspection and routine maintenance.	
	<b>Policy HSN-1.6</b> identified above.	Applicable, as identified above.
	<b>Policy HSN-1.10:</b> Through development agreements and compliance with adopted master drainage plans and existing regulations, require that new development provide necessary storm drainage improvements and ensure that upstream stormwater generators fully address stormwater needs on their property.	Applicable and the Project complies through Project design.
<b>Topic 5: Water Quality Plans.</b> Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>Policy HSN-1.9</b> identified above.	Applicable, as identified above.
<b>4.9 Land Use/Planning</b>		
<b>Topic 1: Physically Divide an Established Community.</b> Would the project physically divide an established community?	<b>Policy LCC-1.1:</b> Foster a balanced mix of housing, employment, commercial, educational, civic, entertainment, and recreational uses in the City to support a complete community. <b>Policy LCC-1.3:</b> Direct new growth so as to promote a land and resource efficient development pattern, strengthen north-south connections, and enhance the quality of life in Chino. <b>Policy LCC-1.8:</b> Integrate uses and amenities that increase economic opportunity, neighborhood vitality, and quality of life in and around anchor institutions in Chino, including Chaffey College and the Chino Valley Medical Center. Such uses and amenities may include the following: retail, restaurants, lodging, neighborhood services, arts/culture venues, athletic facilities, and other publicly accessible facilities. <b>Policy LCC-1.9:</b> Encourage the co-location of parks, schools, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and optimize the use of public funds.	Not applicable – City action.
	<b>Policy LCC-1.5</b> identified above.	Not applicable, as identified above.
<b>Topic 2: Conflicts with Applicable Plans and Policies.</b> Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation	<b>Policy LCC-1.8</b> identified above.	Not applicable, as identified above.
	<b>Policy LCC-4.5:</b> Enhance community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved	Not applicable as the Project is not located within a corridor or gateway.

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adopted for the purpose of avoiding or mitigating an environmental effect?	crosswalks, and City-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails. <b>Policy LCC-4.6:</b> Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual chaos where businesses are competing for attention. <b>Policy LCC-4.7:</b> Ensure that commercial and mixed-use development conforms to regulations limiting the size, location, and general character of signage and façades so as not to disrupt the residential character of the neighborhood. <b>Policy LCC-4.8:</b> Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community.	
<b>4.10 Noise</b>		
<b>Topic 1: Increase in Ambient Noise.</b> Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<b>Policy HSN-1.30:</b> Locate and design transportation facilities, industrial uses, and other potential noise generators to minimize the effects of noise on adjacent land uses. <b>Policy HSN-1.29:</b> Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, railway lines, and within areas of aircraft overflight. <b>Policy HSN-1.31:</b> Apply the community noise compatibility standards (Table HSN-1) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the Chino Airport Comprehensive Land Use Plan (ACLUP) in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ACLUP. <b>Policy HSN-1.32:</b> Require a noise study and mitigation measures for all projects that would expose people to noise levels greater than the “normally acceptable” standard and for any other projects that are likely to generate noise in excess of these standards. <b>Policy HSN-1.33:</b> Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, notification of neighbors, and sound attenuation devices. <b>Policy HSN-1.34:</b> Noise impacts should be controlled at the noise source where feasible (as opposed to at receptor end) with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques, for new developments deemed to be noise generators shall be used to control noise sources. <b>Policy HSN-1.35:</b> Require noise buffering, dampening, or active cancellation, on roof-top or other out-door mechanical equipment located near residences, parks, and other noise sensitive land uses.	Not applicable as the Project does not involve development of potential noise generators.  Applicable and the Project complies through Project design.

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	<p><b>Policy HSN-1.36:</b> Developers shall reduce the noise impacts on new development through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). Noise attenuation methods should avoid the use of visible sound walls.</p>	
	<p><b>NOI-1: Exterior Noise Analysis.</b>                      Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the site-specific project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards (Table HSN-1) shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.</p>	Applicable and the Project would comply.
	<p><b>NOI-2: Interior Noise Analysis.</b>                      Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning equipment in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.</p>	Applicable and the Project would comply.
	<p><b>NOI-3: Stationary Noise.</b>                      Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction measures shall include building noise-attenuating walls, limiting the hours of operation, or other attenuation measures. Additionally, future site-specific projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses.</p>	Applicable and the Project would comply.
	<p><b>NOI-4: Construction Noise.</b>                      Construction contractors shall implement the following measures for construction activities</p>	Applicable and the Project complies through Project design.

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	<p>conducted in the Planning Area. These measures shall be identified on demolition, grading, and construction plans submitted to the City:</p> <ul style="list-style-type: none"> <li>• The City’s Development Services Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits.</li> <li>• Construction activity is limited to the hours: Between 7:00 a.m. and 8:00 p.m. Monday through Saturday as prescribed in Municipal Code Section 15.44.030. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays.</li> <li>• During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.</li> <li>• Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.</li> <li>• Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise sensitive land uses.</li> <li>• Stockpiling shall be located as far as feasible from nearby noise sensitive land uses.</li> <li>• Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City’s Development Services Department.</li> <li>• At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City’s and contractor’s authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor’s representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.</li> <li>• Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.</li> <li>• During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart backup alarms, which automatically adjust the alarm level based on the background noise level or switch off backup alarms and replace with human spotters in compliance with all safety requirements and laws.</li> <li>• Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to</li> </ul>	

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	maintain construction noise levels at or below the noise level limits established in the Municipal Code.	
<b>Topic 2: Vibration.</b> Would the project generate excessive groundborne vibration or groundborne noise levels?	<b>NOI-5: Construction Vibration.</b> Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.	Applicable and the Project would comply.
<b>Topic 3: Airports.</b> Would the project expose people residing or working in the project area to excessive aircraft noise levels?	<b>Policy HSN-1.29:</b> Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, railway lines, and within areas of aircraft overflight.  <b>Policy HSN-4.1:</b> Require that new development be consistent with the safety zone land use and noise compatibility criteria established in the Chino ACLUP. However, proposed developments that are not consistent with the ACLUP standards may be referred to the Chino City Council for consistency review, as provided by law.	Applicable and the Project complies through Project design.
<b>4.12 Public Services and Recreation</b>		
<b>Topic 1: Public Services.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable	<b>Policy PRC-3.3:</b> Continue to coordinate with CVUSD in facility planning efforts to ensure the optimal use of existing sites and adequate advanced planning for embedding new school sites and facilities in the neighborhoods they serve. In addition to each school district's criteria and the school siting guidelines of the California Department of Education, the following City criteria should be applied by school districts in identifying new school sites: <ul style="list-style-type: none"> <li>• Locate elementary schools on sites that are safely and conveniently accessible, transit-supportive, and away from heavy traffic, excessive noise, and incompatible land uses;</li> <li>• Locate school sites centrally with respect to their planned attendance areas;</li> <li>• Locate schools in areas where established and/or planned walkways, bicycle paths, or greenways link schools with surrounding uses; and</li> <li>• Locate, plan, and design new schools to be compatible with adjacent uses.</li> </ul>	Not applicable - City action.

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service ratios, response times or other performance objectives for any of the following public services: i. Fire Protection; ii. Police Protection; iii. Schools; iv. Parks/Recreational Facilities; or v. Other Public Facilities?	<b>Policy PRC-3.4:</b> Collaborate with the San Bernardino County Library, CVUSD, and other partners to ensure adequate library services and facilities are maintained for all residents and promote the siting of facilities in accessible locations with the greatest potential for positive neighborhood impact.  <b>Policy PRC-4.3:</b> Locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery. Critical facilities, such as police and fire stations, emergency operations centers, emergency shelters, and communications equipment, should be located so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards.  <b>Policy PRC-4.5:</b> Monitor the pace and location of development in Chino and coordinate the timing of public safety facility construction or expansion to the rise of service demand in surrounding areas.	
	<b>Policy PRC-4.6:</b> Continue to require that new development contribute funds to ensure the provision of adequate police and fire services.	Applicable and development impact fees will be paid.
<b>Topics 2 and 3: Parks and Recreational Facilities.</b> Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?  Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<b>Policy PRC-1.2:</b> Increase the acreage of parks in areas of Chino where population growth is anticipated and maintain a citywide standard of three acres of parkland per 1,000 residents.  <b>Policy PRC-1.6:</b> Continue to facilitate the development of new parks or expansion of existing parks and recreational facilities by co-locating with and promoting joint use of new or existing public and institutional facilities (e.g., colleges, schools, libraries, and cultural facilities) in order to efficiently provide for community needs and offset operations and maintenance costs.  <b>Policy PRC-1.7:</b> As feasible, the City shall acquire, lease, or otherwise obtain rights to the use of odd-shaped or underutilized parcels for park or open space, prioritizing locations where population growth is anticipated and neighborhoods that do not have park or trail facilities within walking distance of homes (see Figure 4.12-2).	Not applicable – City action.
	<b>Policy PRC-1.3:</b> Require that proponents of new development projects contribute to the acquisition and development of adequate parks and recreational facilities within the community, either through the dedication of park land or the payment of in-lieu fees.	Applicable and development impact fees will be paid.
<b>4.13 Transportation</b>		
<b>Topic 1: Circulation System.</b> Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<b>Policy INF-1.3:</b> Pursue transportation infrastructure improvements and associated funding for projects such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.  <b>Policy INF-1.4:</b> Work with Omnitrans and other transit providers to improve the frequency and convenience of transit connections from Chino to major regional destinations, such as the Ontario International Airport, Metrolink rail stations, and large employment centers. Seek expanded fixed	Not applicable – City action

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	<p>route services and collaborate on potential Bus Rapid Transit routes to expand transit throughout Chino.</p> <p><b>Policy INF-2.3:</b> Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 4.13-1. Design arterials with sufficient capacity to accommodate anticipated traffic based on intensity of existing and planned land use, without providing excess capacity to encourage additional non-local cut-through traffic on City streets.</p> <p><b>Policy INF-2.4:</b> Undertake road-widening projects only when they are feasible on a significant length of roadway, while still requiring necessary dedications on an on-going basis.</p> <p><b>Policy INF-2.6:</b> Ensure the design of new streets and the retrofit of existing streets minimizes traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:</p> <ul style="list-style-type: none"> <li>• Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate;</li> <li>• Short block lengths, reduced street widths, and/or traffic calming measures; and</li> <li>• Providing pedestrians and bicyclists with options where motorized transportation is prohibited.</li> </ul> <p><b>Policy INF-2.11:</b> As part of street redesigns, plan for the needs of different modes—such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, bicycle facilities, and transit amenities. Coordinate with the future Urban Forest Management Plan to ensure the right tree, is placed in the right place, for the right reason.</p> <p><b>Policy INF-3.18:</b> Partner with Omnitrans to expand participation in programs that offer free or discounted transit passes for low-income residents, youth, and/or senior citizens.</p> <p><b>Policy INF-4.6:</b> Work to complete the network of tree-shaded sidewalks throughout the City, to the greatest extent feasible, through development project improvements and grant funding to build new sidewalks and crossings, especially near important destinations, such as schools, parks, and mixed-use areas.</p> <p><b>Policy INF-4.7:</b> Require pedestrian-friendly traffic signal accessories, such as Accessible Pedestrian Signals, which include countdown information in both a visual and auditory format, and similar technologies at all significant pedestrian crossings.</p> <p><b>Policy INF-4.11:</b> Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips. Coordinate the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.</p>	

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	<p><b>Policy INF-4.12:</b> Plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the City.</p> <p><b>Policy INF-4.13:</b> When designing projects, prioritize designs that strengthen the protection of cyclists, such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.</p> <p><b>Policy INF-4.14:</b> Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.</p> <p><b>Policy INF-4.15:</b> Encourage the routing of buses to the Chino Airport, Chaffey College, The Preserve, and other major destinations to facilitate transit access for workers, students, and airport passengers.</p> <p><b>Policy INF-4.16:</b> Work with Omnitrans to expand bus service to additional areas of the City and improve north-south connections. Prioritize connections to/from job centers in Chino and between The Preserve and the northern part of the City.</p>	
	<p><b>Policy INF-4.8:</b> Require that new subdivisions, new multifamily developments, and new developments along commercial corridors include well-lit, tree-shaded walkways that provide direct links to the public realm or adjacent public destinations such as transit stops, schools, parks, and shopping centers.</p>	Not applicable as the Project is not located along a commercial corridor.
	<p><b>Policy INF-4.5:</b> Provide for a safe, convenient pedestrian environment with strategies such as separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible. Plan for direct connections from the interiors of residential neighborhoods to nearby parks, schools, retail, and other services using sidewalks, trails, and paseos.</p> <p><b>Policy INF-4.9:</b> Remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the City, including through the following:</p> <ul style="list-style-type: none"> <li>• provision of curb ramps, crosswalks, and overpasses;</li> <li>• relocation of infrastructure or street furniture that impedes travel pathways;</li> <li>• reducing or consolidating driveways and curb cuts; and</li> <li>• creation of additional walking entrances to important destinations like schools, parks, and commercial areas.</li> </ul>	Applicable and the Project complies through Project design.

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	<b>Policy INF-4.10:</b> When designing projects, prioritize designs that encourage walking, improve pedestrian safety, and incorporate best practice designs and considerations for efficiencies in walking.	
<b>Topic 3: Hazards Due to a Design Feature.</b> Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>Policy INF-2.7:</b> Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved. <b>Policy INF-2.8:</b> Prioritize safe railway crossings along rail corridors in Chino. <b>Policy INF-2.10:</b> Consider innovative design and technology solutions to improve mobility, efficiency, connectivity, and safety such as traffic calming devices, roundabouts, traffic circles, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, smart road technologies, and traffic signal coordination. <b>Policy INF-2.15:</b> Incorporate traffic calming design into local and collector streets to promote safe vehicle speeds. <b>Policy INF-4.3:</b> Adopt a “vision zero” approach to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.	Not applicable – City action.
<b>Topic 4: Emergency Access.</b> Would the project result in inadequate emergency access?	<b>Policy INF-3.11:</b> Minimize emergency vehicle response time and improve emergency access.	Not applicable – City action.
<b>4.14 Utilities and Service Systems</b>		
<b>Topic 1: Utility Infrastructure.</b> Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<b>Policy INF-6.1:</b> Continue to provide reliable water, sewer, stormwater, energy and telecommunications services through capital improvement projects and other mechanisms. <b>Policy INF-6.10:</b> Operate, maintain and update the City-owned storm sewer system as needed to serve existing and future development. <b>Policy INF-6.12:</b> Pursue expanded broadband coverage throughout Chino so that all residents have multiple provider options and improved quality of service. <b>Policy INF-6.14:</b> Endeavor to incorporate state-of-the-art telecommunication systems and services (e.g., internet) for public use in City-owned public buildings and improve gaps in infrastructure to support telecommunication systems. <b>Policy HEQ-6.3:</b> Promote energy and water use awareness community-wide by informing the community regarding energy audits and incentive programs (tax credits, rebates, exchanges, etc.) available for energy conservation as well as water conservation techniques, services, devices, and rebates. <b>Policy HEQ-6.4:</b> Continue to implement energy and water conservation measures in City facilities and operations.	Not applicable – City action.

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Impact Thresholds <sup>1</sup>	General Plan Policies and General Plan EIR Mitigation Measures (MM)	Applicability
	<p><b>Policy INF-6.2:</b> Ensure that water and sewer systems are capable of meeting the daily and peak demands of Chino residents and businesses, including the provision of adequate fire flows.</p> <p><b>Policy INF-6.3:</b> Ensure that public water, wastewater, and stormwater facilities and services are provided in a timely manner to adequately serve new and existing development.</p> <p><b>Policy INF-6.13:</b> Maintain a "dig once" policy to streamline the installation of infrastructure, minimize disruption from construction activities, and optimize coordination among responsible agencies and developers. Encourage the undergrounding of utilities for all new development.</p> <p><b>Policy HEQ-6.5:</b> Promote the retention and reuse of rainwater onsite and promote the use of rain barrels or other rainwater reuse systems throughout the community.</p> <p><b>Policy HEQ-6.6:</b> Encourage new development to incorporate as many water-wise practices as feasible in their design and construction.</p> <p><b>Policy HEQ-6.7:</b> Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, and recycled usage to support public parks and landscaped areas.</p> <p><b>Policy HEQ-6.8:</b> Conserve water through the planting and maintenance of trees and landscaping, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements. Ensure that any 'community greening' projects utilize water-efficient landscape.</p>	Applicable and the Project complies through Project design.
<p><b>Topic 2: Water Supply.</b>                      Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<p><b>Policy INF-6.4:</b> Plan comprehensively for adequate water supply to meet future demand, considering projected growth in the City and the impacts of climate change on sources of supply. Review utility plans regularly and update as needed to accommodate projected demand as the City grows.</p> <p><b>Policy INF-6.5:</b> Continue to coordinate with MWD, IEUA, and other partner agencies to ensure the provision of adequate water service to Chino residents and businesses.</p> <p><b>Policy INF-6.6:</b> Improve the reliability of the City's water system to meet future demand, including through the construction of new water treatment facilities, groundwater wells, and storage tanks.</p> <p><b>Policy INF-6.8:</b> Support implementation of the Chino Basin Recharge Master Plan Update to enhance groundwater recharge and ensure long-term water sustainability in the Chino Basin.</p> <p><b>Policy INF-6.9:</b> Maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited.</p>	Not applicable – City action.
	<p><b>Policy HEQ-6.3 and Policy HEQ-6.4</b> identified above.</p>	Not applicable, as identified above.

<b>Appendix A</b>		
<b>City of Chino 2045 General Plan MMRP Applicability Matrix</b>		
<b>Vesting Tentative Tract Map (VTTM) No. 20845 Project</b>		
<b>Impact Thresholds<sup>1</sup></b>	<b>General Plan Policies and General Plan EIR Mitigation Measures (MM)</b>	<b>Applicability</b>
	<b>Policy HEQ-6.5 through Policy HEQ-6.8</b> identified above.	Applicable, as identified above.
<b>Topic 3: Wastewater Treatment.</b> Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<b>Policy INF-6.1 and Policy INF-6.10</b> identified above.	Not applicable, as identified above.
	<b>Policy INF-6.2 and Policy INF-6.3</b> identified above.	Applicable, as identified above.
<b>Topics 4 and 5: Solid Waste.</b> Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?  Would the project comply with federal, state, or local management and reduction statutes and regulations related to solid waste?	<b>Policy HEQ-7.1:</b> Reduce the amount of solid waste disposed in landfills by promoting source reduction and recycling throughout Chino and by expanding the range of programs and information available to residents and businesses, consistent with state requirements.  <b>Policy HEQ-7.2:</b> Strive to reduce at source, recycle, or compost 75 percent of solid waste generated in the community from the year 2025 forward, consistent with state targets.	Not applicable – City action.
<b>4.15 Wildfire</b>		
<b>Topic 1: Emergency Response Plans.</b> Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	<b>Policy HSN-1.20 and Policy HSN-3.3</b> identified above.	Not applicable, as identified above.
	<b>Policy HSN-3.4</b> identified above.	Applicable, as identified above.
<b>Topic 2: Wildfire.</b> Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and	<b>Policy HSN-1.14, Policy HSN-1.15, Policy HSN-1.16, Policy HSN-1.18, and Policy HSN-1.19</b> identified above.	Not applicable, as identified above.
	<b>Policy HSN-1.17 and Policy HSN-1.21</b> identified above.	Applicable, as identified above.

Appendix A City of Chino 2045 General Plan MMRP Applicability Matrix Vesting Tentative Tract Map (VTTM) No. 20845 Project		
Impact Thresholds <sup>1</sup>	General Plan Policies and General Plan EIR Mitigation Measures (MM)	Applicability
thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<b>Policy HSN-2.7:</b> Require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout Chino.	Applicable and the Project complies through Project design.
<b>Topic 3: Infrastructure.</b> Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<b>Policy HSN-2.7</b> identified above.	Applicable, as identified above.
<b>Topic 4: Flooding or Landslide.</b> Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<b>Policy HSN-1.5, Policy HSN-1.7, Policy HSN-1.8, Policy HSN-1.12, and Policy HSN-1.13</b> identified above.	Not applicable, as identified above.
	<b>Policy HSN-1.6 and Policy HSN-1.10</b> identified above.	Applicable, as identified above.