



CHINO 2045 GENERAL PLAN UPDATE
PROGRAM ENVIRONMENTAL IMPACT REPORT
(SCH #2024090833)

ERRATA

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Chino 2045 General Plan Update Program Environmental Impact Report SCH #2024090833

This Errata has been prepared for the Final Program Environmental Impact Report (PEIR) to summarize changes since public review of Draft PEIR that began on June 20, 2025, and concluded on August 4, 2025. Changes were made to the Final PEIR both in response to comments received on the Draft PEIR and as minor changes initiated by City of Chino (City) staff to clarify or correct information the Chino 2045 General Plan Update (project). Changes made to the Final PEIR in response to comments received on the Draft PEIR are presented first, followed by a summary of changes to the text of General Plan Update elements initiated by City staff that did not result in changes to the Final PEIR.

Executive Summary

Table S-1, mitigation measure AQ-3, was revised on page S-10 to clarify that building plans would be submitted specifically to the City Development Services Department:

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
4.2 Air Quality			
Would the project expose sensitive receptors to substantial pollutant concentrations?	Buildout of the project would not result in a CO hot spot. Additionally, construction and operation of future site-specific projects would not result in the exposure of sensitive receptors to TACs from construction activities or stationary sources. However, future site-specific projects within 500 feet of SR-71 and SR-60 could result in the exposure of sensitive receptors to substantial concentrations of DPM and impacts would be considered potentially significant.	AQ-3: Health Risk Assessment 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	Significant and Unavoidable

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		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 Planning and Development Services Department.	

2.0 Environmental Setting

Section 2.1.3 was revised on page 2-3 to clarify that Prado Regional Park is 2,200 acres in size.

4.1 Aesthetics

Section 4.1.1.3 was revised on page 4.1-6 to clarify that Prado Regional Park is 2,200 acres in size.

4.2 Air Quality

Section 4.2.2.4(b) was revised on page 4.2-21 to reflect an update to Policy INF-4.11:

- Policy INF-4.11: 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.

Section 4.2.3.1(b) was revised on page 4.2-25 to clarify the following regarding South Coast Air Quality Management District's Final Localized Significance Threshold (LST):

The LST Methodology includes screening tables that may be used for projects that are five acres or less in size. Project-specific air dispersion modeling may be necessary for projects that are greater than five acres in size, involve a substantial source of emissions, or are located near sensitive receptors.

Section 4.2.6.1(b) was revised on page 4.2-36 to clarify the following regarding construction emissions:

Additionally, due to CARB's ongoing implementation of off-road emission standards, cleaner construction equipment would be available in the future. Potential amendments to the off-road diesel engine standards include Tier 5 rulemaking which would reduce NO_x and particulate matter emissions beyond the Tier 4 final emission standards. A September 2020 state executive order also requires CARB to develop and proposed a transition to zero

emissions by 2035. Future construction activities would be required to comply with all applicable regulations in effect at the time that construction activities are proposed.

Section 4.2.7.1(b) was revised on page 4.2-41 to clarify the following regarding toxic air emissions during construction:

Further, as discussed in Section 4.2.6.1(a) above, future construction activities would be required to comply with all applicable CARB off-road equipment regulations in effect at the time that construction activities are proposed.

Section 4.2.7.1(b) was revised on page 4.2-41 to clarify the following regarding stationary sources of toxic air emissions:

Furthermore, future site-specific warehouse projects 100,000 square feet or larger would comply with SCAQMD Rule 2305-WAIRE, as applicable.

4.2.7.3 Mitigation

Section 4.2.7.3, mitigation measure AQ-3, was revised on page 4.2-42 to clarify that building plans would be submitted specifically to the City Development Services Department:

AQ-3: Health Risk Assessment

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 ~~Planning~~Development Services Department.

4.6 Greenhouse Gas Emissions

Section 4.6.2.3(e) was revised on page 4.6-25 to reflect an update to Policy INF-4.11:

- Policy INF-4.11: 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.

4.9 Land Use

Section 4.9.1.1 was revised on page 4.9-2 to clarify that Prado Regional Park is 2,200 acres in size.

4.12 Public Services and Recreation

Section 4.12.1.4 was revised on page 4.12-5 to clarify that Prado Regional Park is 2,200 acres in size.

Section 4.12.2.2(e) was revised on page 4.12-15 to reflect an update to Policy PRC-1.8:

- Policy PRC-1.8: Coordinate local trail planning with regional efforts to ensure connectivity and access to the regional trail system and networks in neighboring communities to support a comprehensive active transportation network.

4.13 Transportation

Figure 4.13-1 has been revised on page 4.13-2 to correctly present roadway classifications on the proposed circulation network. See revised Figure 4.13-1 below.

Figure 4.13-2 has been revised on page 4.13-5 to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue. See revised Figure 4.13-2 below.

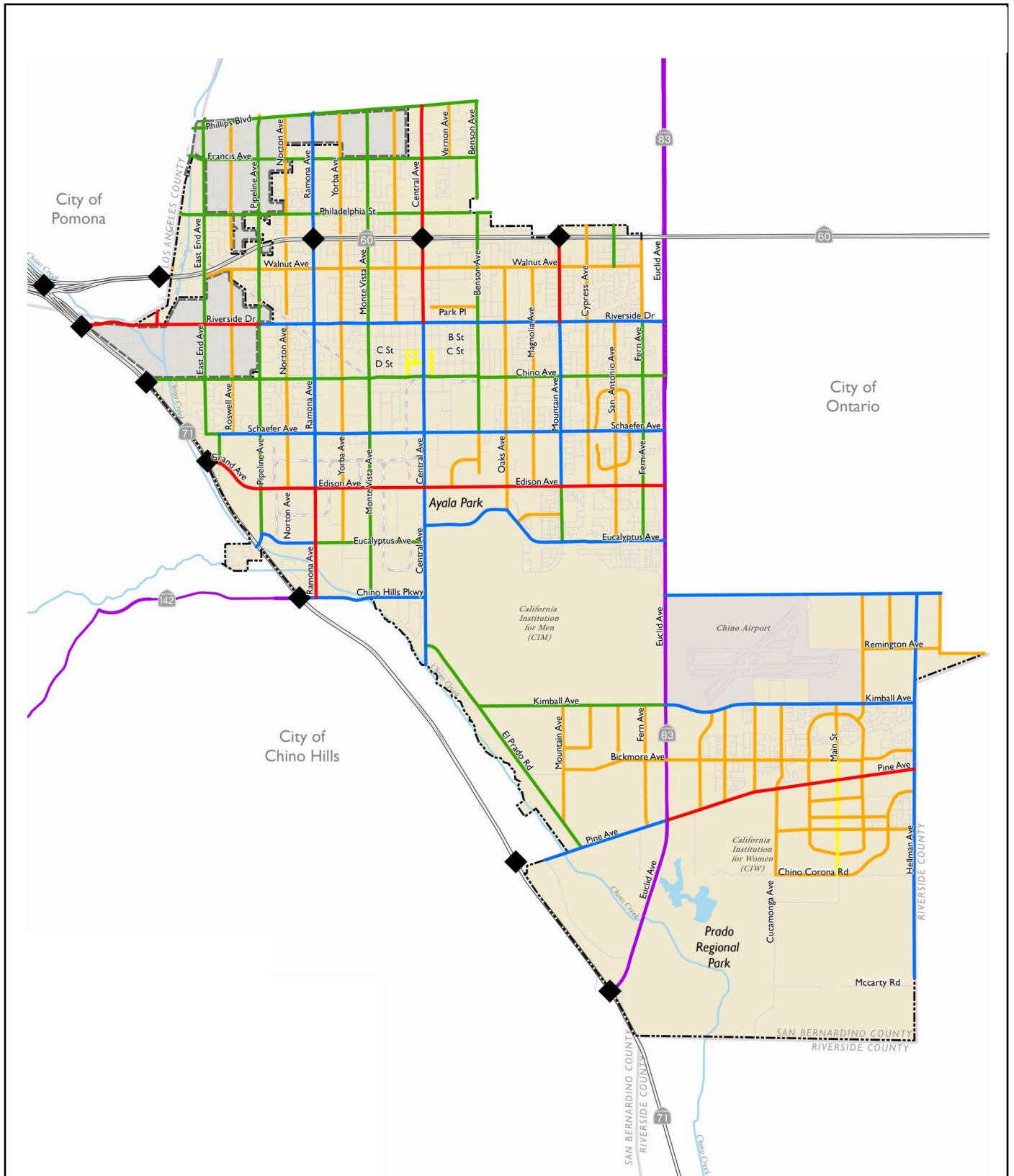
Figure 4.13-3 has been revised on page 4.13-7 to correctly present planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan. See revised Figure 4.13-3 below.

Section 4.13.2.3(d) was revised on page 4.13-16 to reflect an update to Policy INF-4.11:

- Policy INF-4.11: 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.

Figure 4.13-4 has been revised on page 4.13-21 to remove the designation of Flight Avenue between Kimball Avenue and Remington Avenue as a potential bicycle-truck point of conflict and renumber the subsequent potential bicycle-truck point of conflict. Figure 4.13-4 has also been revised to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue and to correctly present planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan. See revised Figure 4.13-4 below.

Table 4.13-1 has been revised on page 4.13-23 to remove the designation of Flight Avenue between Kimball Avenue and Remington Avenue as a potential bicycle-truck point of conflict and renumber the subsequent potential bicycle-truck point of conflict. See revised Figure 4.13-4 below.



Classification

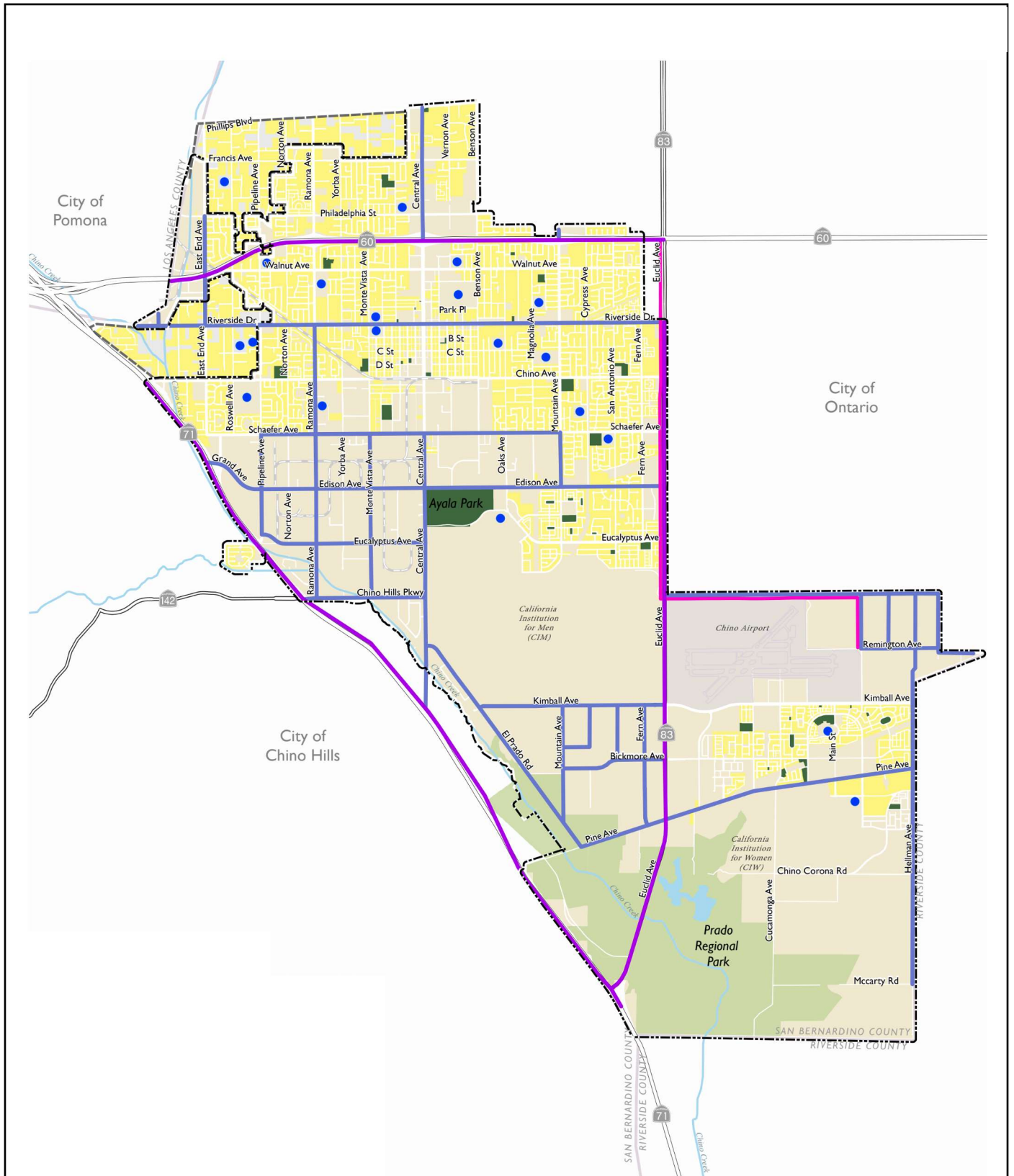
- Freeway
- Expressway
- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector
- Downtown

- Interchange
- City of Chino
- Sphere of Influence

0 Miles 1.5



FIGURE 4.13-1
Proposed Circulation Network



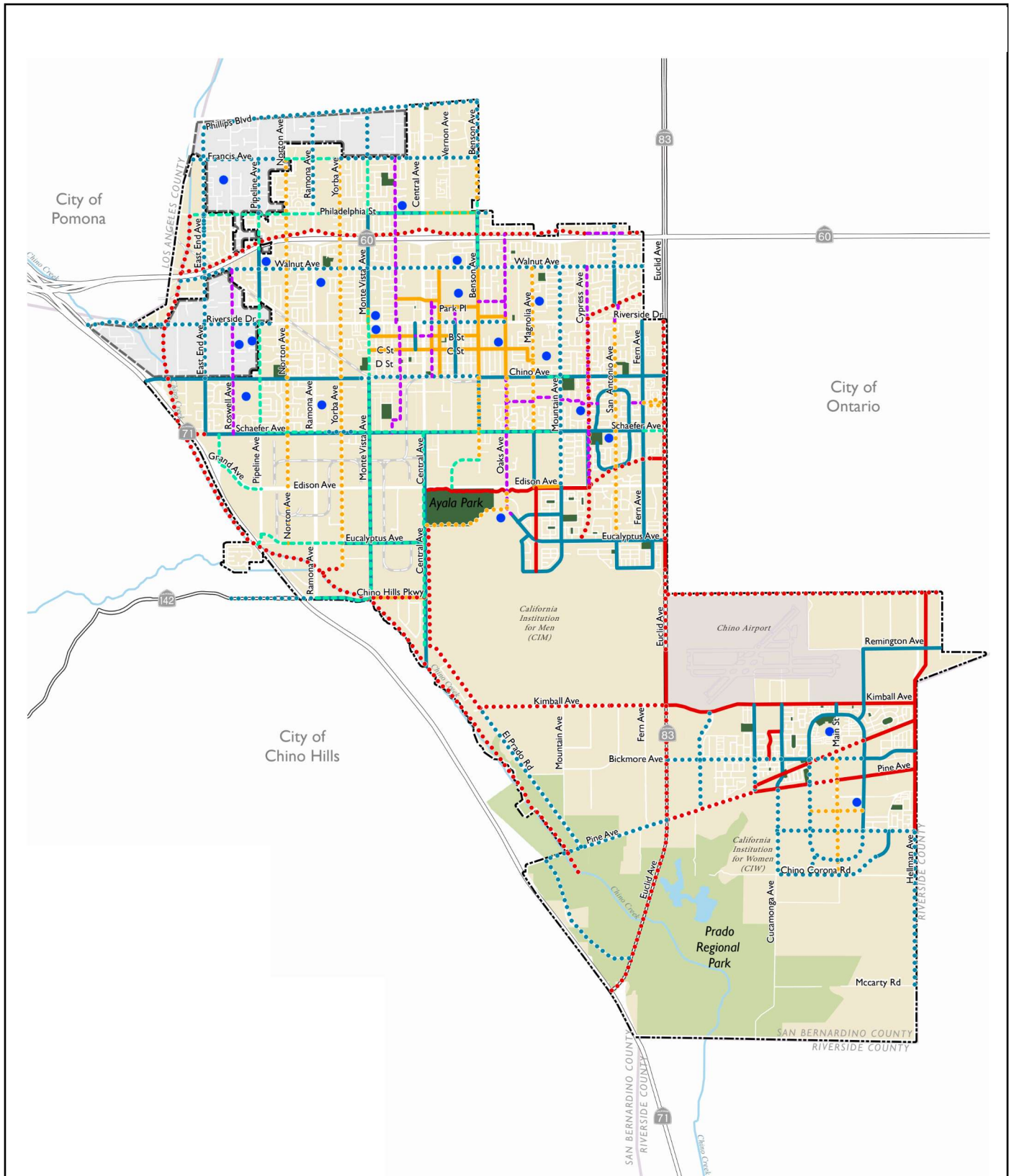
Truck Routes

- City Route
- State Route
- STAA Terminal Access Route

- Schools
- Existing Park
- Regional Park
- Existing Residential Areas
- City of Chino
- Sphere of Influence

0 Miles 1.5





Existing Bicycle Facilities

- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes

Proposed Bicycle Facilities

- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes
- Class IV Protected Bike Lanes/Cycle Tracks
- Bicycle Boulevards

- Schools
- Existing Park
- Regional Park
- City of Chino
- Sphere of Influence

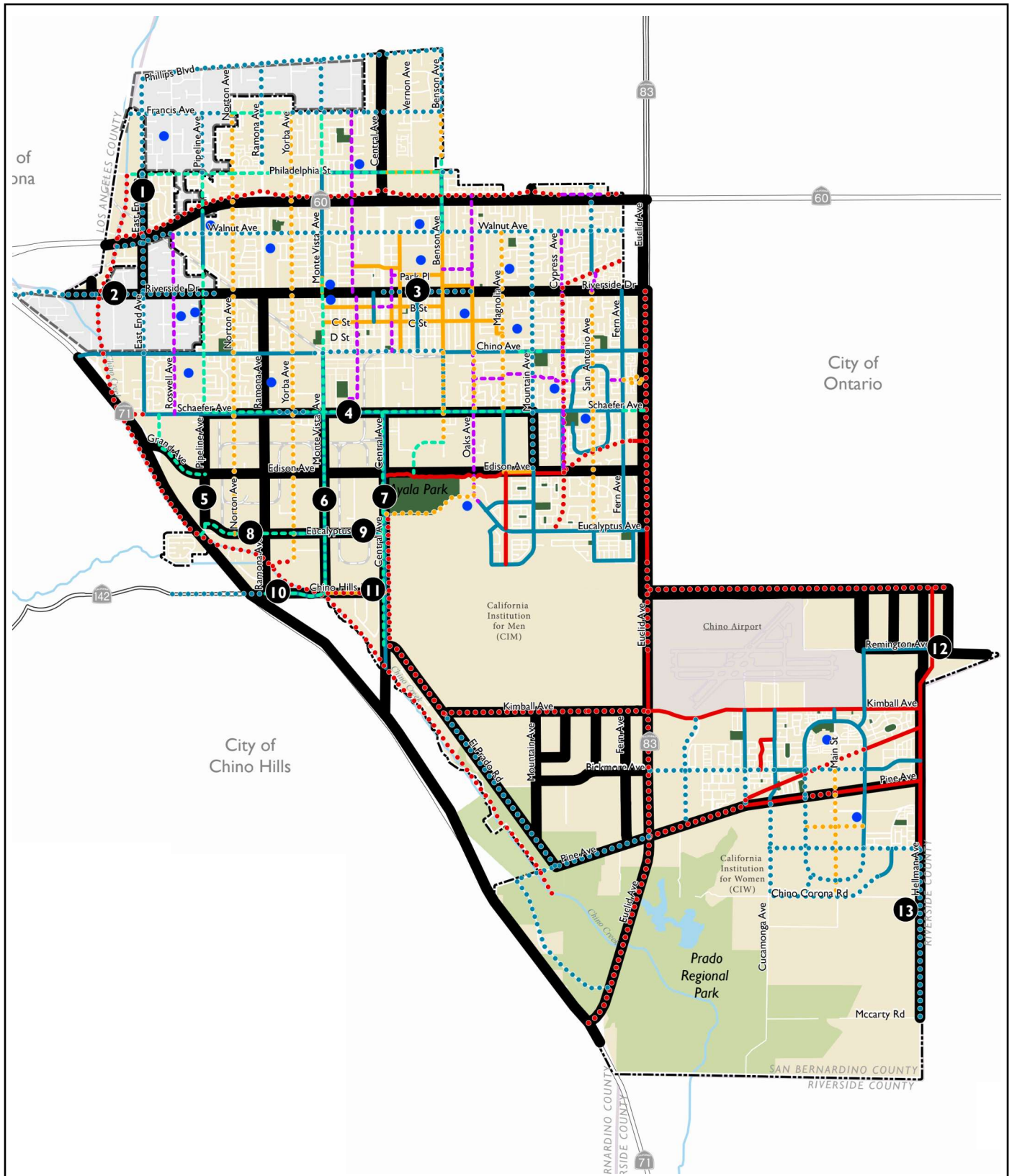
0 Miles 1.5



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FIGURE 4.13-3
Existing and Proposed Bicycle Network



- Truck Routes
- Existing Bicycle Facilities**
 - Class I Multi-Use Paths
 - Class II Bicycle Lanes
 - Class III Bicycle Routes

- Proposed Bicycle Facilities**
 - Class I Multi-Use Paths
 - Class II Bicycle Lanes
 - Class III Bicycle Routes
 - Class IV Protected Bike Lanes/Cycle Tracks
 - Bicycle Boulevards

- Schools
- Existing Park
- Regional Park
- City of Chino
- Sphere of Influence

0 Miles 1.5

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Figure 4.13-4
Segments with Overlapping Truck Routes and Bicycle Facilities

**Table 4.13-1
Bicycle-Truck Points of Conflict**

ID	Roadway Segment Extents	Recommendation
1	East End Avenue between Philadelphia Street and Riverside Drive	The existing variable right-of-way presents a barrier to implementing bicycle facilities without widening the roadway. Reroute cyclists to parallel roadway (i.e., Pipeline Avenue) near-term and long-term invest in the bicycle facilities along East End Avenue and its connection to Philadelphia Street and Riverside Drive.
2	Riverside Drive between Ficus Street and Norton Avenue	Consider expanding the proposed Class II bicycle lane to Central Avenue to support connectivity with the Riverside Drive mixed-use boulevard.
3	Riverside Drive between Central Avenue and Oaks Avenue	Continue to invest in bicycle facility improvements, pending feasibility and congruency with the Riverside Drive mixed-use boulevard.
4	Schaefer Avenue between Pipeline Avenue and Mountain Avenue	As proposed by the project (see Figure 4.13-3), enhance existing Class II bicycle lane by adding buffers or converting it to a Class IV cycle track with physical barriers, such as bollards. Continue to improve with additional supportive treatments along the corridor and through intersections.
5	Pipeline Avenue between Schaefer Avenue and Eucalyptus Avenue	The existing constrained right-of-way limits opportunities for Class II bicycle lanes and/or separation. Consider rerouting cyclists onto parallel roadway (i.e., Norton Avenue), and invest further into upgrading that roadway to be a lower speed bike boulevard.
6	Monte Vista Avenue between Schaefer Avenue and Chino Hills Parkway	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle lanes with buffer or separation. If the roadway cannot be expanded for separation, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
7	Central Avenue between Schaefer Avenue and El Prado Road	As proposed by the project (see Figure 4.13-3), convert the existing Class II bicycle buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic.
8	Eucalyptus Avenue between Pipeline Avenue and Yorba Avenue	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle lanes with buffer or separation. If the roadway cannot be expanded for separation, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
9	Eucalyptus Avenue between Yorba Avenue and Central Avenue	As proposed by the project (see Figure 4.13-3), convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic—where feasible, if not retain Class II bicycle lanes. In addition, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
10	Chino Hills Parkway between Ramona Avenue and Monta Vista Avenue	Enhance the existing Class II bicycle lane (on the south side of the roadway) by adding buffers or convert it to a Class IV cycle track with physical barriers. Install new Class II bicycle lanes, and if feasible, Class IV cycle tracks on the north side of the roadway. In addition, require intersection treatments including green conflict markings across

Table 4.13-1
Bicycle-Truck Points of Conflict

ID	Roadway Segment Extents	Recommendation
		driveways and intersections, leading bike intervals, and additional signage and lighting.
11	Chino Hills Parkway between Monta Vista Avenue and Central Avenue	Existing bicycle lanes are present on both sides of the roadway along the existing sidewalk. Consider investing in on-street bicycle facilities, pending a feasibility study of right-of-way. Alternatively, invest in a dedicated bi-directional Class I shared use path on one side of the roadway.
12	Remington Avenue between Flight Avenue and Carpenter Avenue	Convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic, pending further feasibility. If not feasible, consider the implementation of Class I share use on one side of the roadway.
13	Flight Avenue between Kimball Avenue and Remington Avenue	The existing variable right-of-way limits the possibility of bike lane separation without widening the roadway. Consider investing in a Class I share use on one side of the roadway or rerouting cyclists to the Class I share use path along Hellman Avenue to the east of Flight Avenue.
4413	Hellman Avenue between River Road and Walters Street	The existing variable and constrained right-of-way limits opportunities for bike lanes and/or separation. Continue to invest in an off-street Class I shared use path on the west side of the roadway, which connects to an existing network of off-street facilities.

Summary of Staff Initiated Changes to the Project

In addition to the changes made to address the comment letters submitted during public review of the Draft PEIR described above, City staff revised the text of the General Plan Update elements as presented in the bullet list below. The changes listed below represent minor edits for clarification purposes and do not trigger any additional revisions to the Final PEIR beyond that presented above.

- Action LCC-3.C was revised to add off-site bicycle and trail facilities as a desired community benefit to be offered in exchange for bonus floor area ratio in the Boulevard Mixed Use and Regional Mixed Use districts.
- Action HEQ-2.C was deleted, which called for the establishment of a Safe Routes To School Advisory Committee and replaced with new Policy HEQ-2.6, recognizing that the standing Traffic Advisory Committee can fulfill the role envisioned for the proposed committee.
- New Action HEQ-4.D was added calling for the City to consider amending the Zoning Code to incorporate regulatory or process incentives to encourage restaurants that serve healthy food.
- Action HSN-1.K was revised to reflect that the Municipal Code already prohibits the use of fireworks in areas of elevated wildfire risk.
- New Action HSN-2.G was added that calls for exploring the feasibility of offering incentives for commercial centers to install backup generators and/or solar batteries to increase energy resilience.
- Text in the Parks, Recreation and Community Services Element and in the Health and Environmental Quality Element was revised to clarify the acreage of the Prado Regional Park and that the park is overseen by the San Bernardino County Regional Parks Department, who lease the land from the U.S. Army Corps of Engineers and further sublease portions of that land to partner recreational organizations and businesses.
- Policies INF-4.11, HEQ-8.15, and PRC-1.8 were revised to add text clarifying that local multi-use trail planning should be coordinated with regional trail planning initiatives to support a comprehensive active transportation network.
- Map INF-1 of the Infrastructure Element was revised to correctly present roadway classifications on the proposed circulation network.
- Maps INF-2 and INF-3 of the Infrastructure Element were revised to correctly represent planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan.
- Various photographs were replaced and various typographical errors and omissions were corrected in elements of the project.

Finding Related to Recirculation

The minor changes to the Final PEIR presented above do not constitute a new significant environmental impact or a substantial increase in the severity of an environmental impact which would trigger the requirement to recirculate the PEIR pursuant to Section 15088.5 of the California Environmental Quality Act Guidelines. All changes listed above were made to clarify or to provide minor corrections to the project.