

City of Colton
**AB 98 Mobility
Element Update**

Planning Commission Study
Session

October 28th, 2025

**Fehr
& Peers**



Presentation on AB 98 and Interactive Public Participation

Fehr & Peers

Jason Pack, Principal and Riverside Office Leader

Fatemeh Ranaiefar, Senior Associate and Freight Technical Lead, Long Beach

Jolene Hayes, Principal, Irvine Office, Freight Leader

Presentation

- Project Description
- Presentation on AB 98 and Deadlines
- Colton Current Goals and Policies – 2013 Mobility Element
- Sensitive Receptors and Industrial Land Uses/Zones
- Existing Truck Routes and Sensitive Receptors
- Interactive Public Participation

Remote
Meeting &
Spanish
Translation by
Ruben Salas

Project Description

State Law (Assembly Bill 98 and Senate Bill 415)

- Passed in September 30, 2024 (AB 98) and October 3, 2025 (SB 415)
- Requires “warehouse concentration region” (including Colton) to comply by January 1, 2026

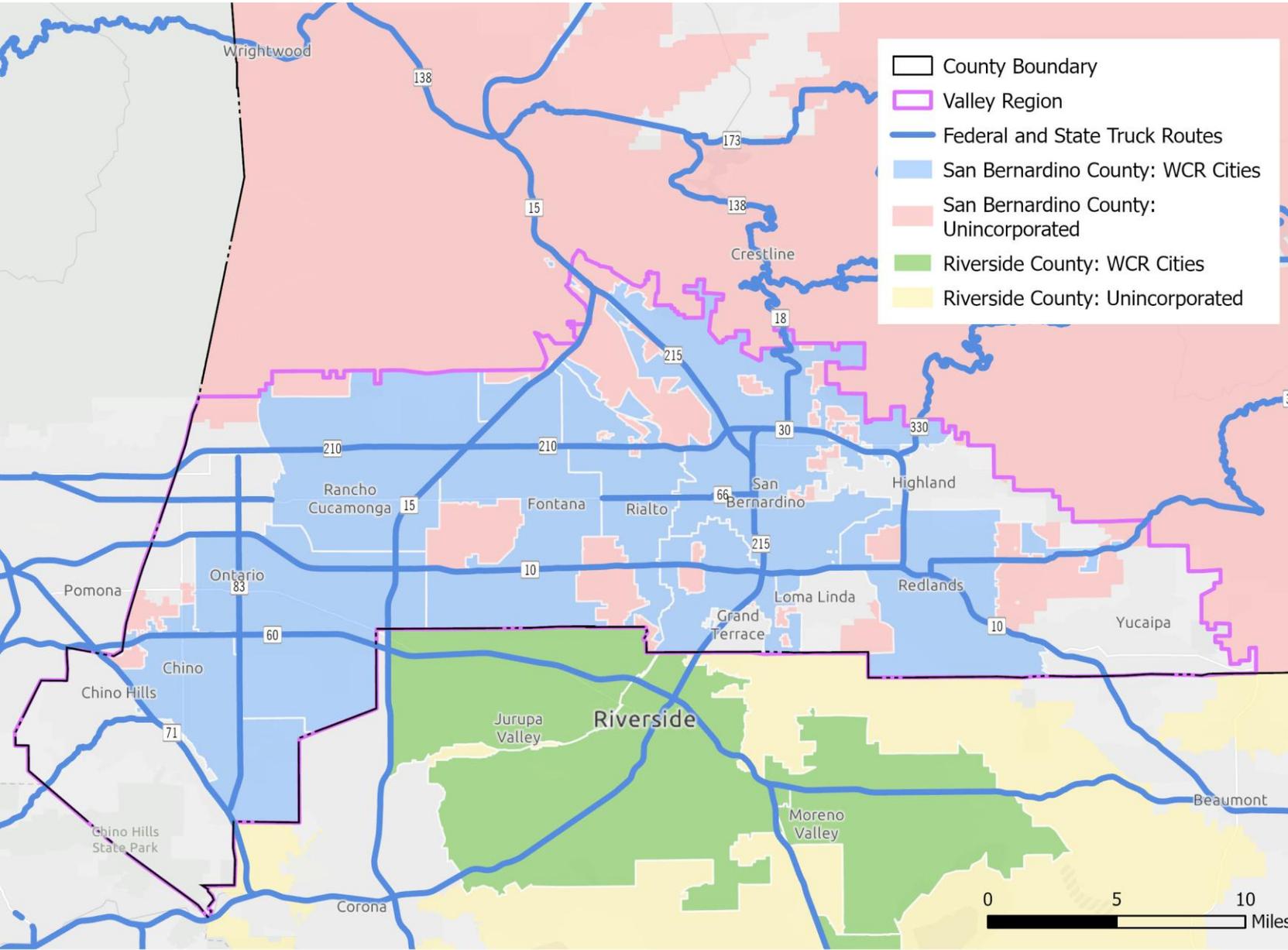
Project Objectives

- Update Mobility Element and Municipal Code:
 - Review and update truck routes with community input
 - Coordinate truck route changes with adjacent jurisdictions
 - Update code definitions and provisions for siting and design of “logistics uses”

Sensitive Receptors

- Defined as residences, schools, daycare facilities, publicly-owned parks/playgrounds, nursing homes (and other healthcare facilities), and hospitals

Warehouse Concentration Region (WCR)



Deadline for compliance

State law lists the jurisdictions shown in color on this map as the WCR.

They must update their truck routes by January 1, 2026.

(all other jurisdictions with “logistics uses” have until 2028 or 2030)

Current Goals and Policies: General Plan Mobility Element (2013)

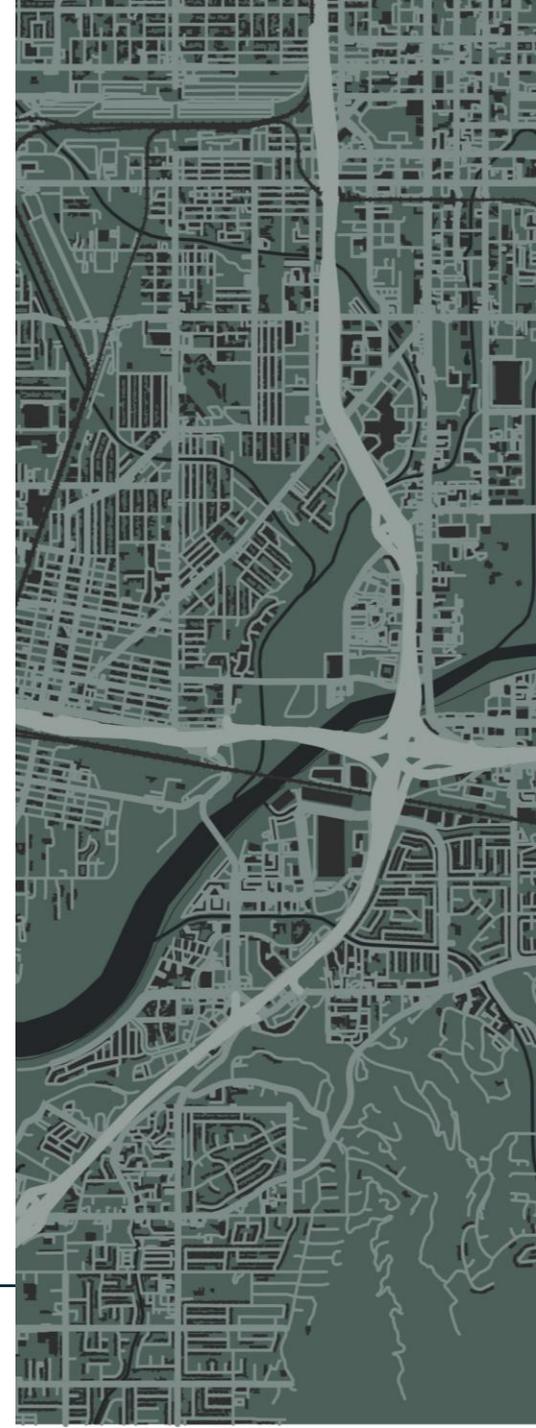
Mobility Element: Policy M-5.5

Vigorously enforce established truck routes to discourage truck shortcuts through residential neighborhoods.

Mobility Element: Policy M-5.6

Ensure that the designated truck routes conform to the following performance criteria:

- Truck routes must avoid intrusions into residential neighborhoods to limit noise, vibration, and air quality impacts.
- To the extent feasible, truck routes will not be provided on local streets and on streets with mostly residential frontage.
- Truck routes must be located on roadways that provide direct and convenient access between Major Arterials and freeways (I-10 and I-215) and industrial and commercial businesses.
- Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic.



Current Goals and Policies: General Plan Land Use Element (2013)

Land Use Element: Goal LU-1.9

Apply a Special Development Area overlay zone on industrially zoned properties that abut properties zoned for residential uses and apply appropriate conditions through the discretionary review process to minimize impacts.

Land Use Element: Goal LU-6

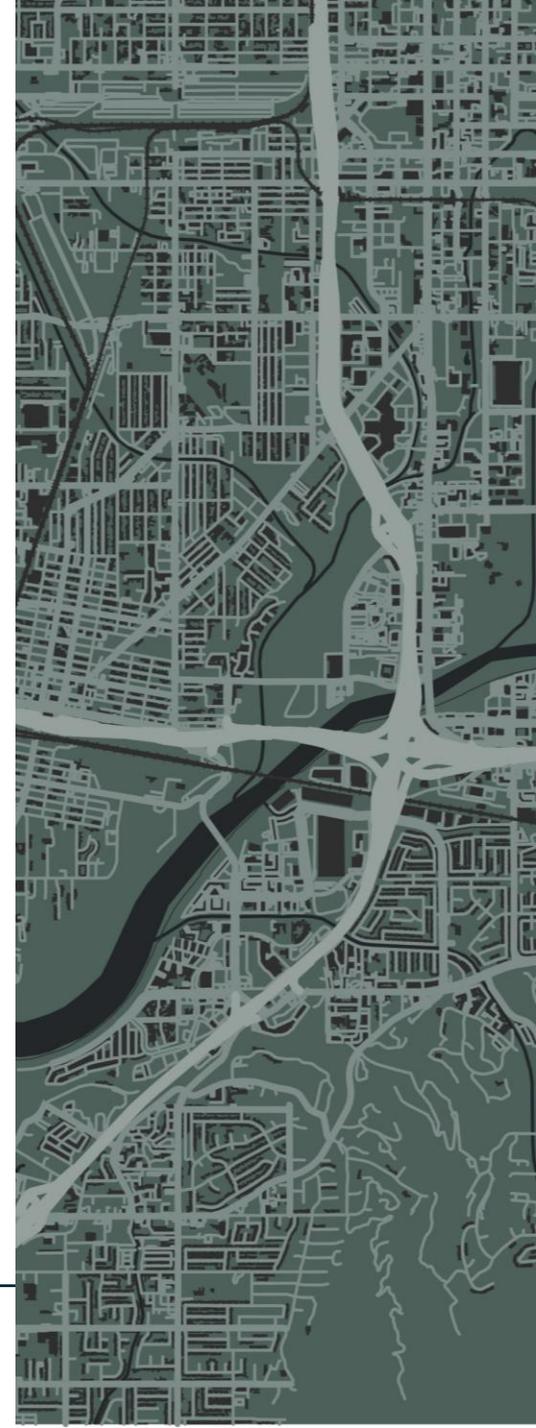
Minimize or eliminate land use conflicts where residences are in close proximity to rail lines, freeways, and industrial businesses.

- Includes subgoals discouraging incompatible uses, requiring analyses for new developments within 1,000 feet of existing industrial uses, and requiring truck routing plans for industrial businesses adjacent to residential uses.

Land Use Element: Goal LU-19

Minimize conflicts between industrial activity and residential neighborhoods in south Colton.

- Includes subgoals prohibiting through truck traffic on residential streets in south Colton and requiring design features such as buffering and landscaping that minimize noise, vibration, dust, and odor effects on residential areas adjacent to industrial uses.



Current Goals and Policies: Title 18 Zoning Code Amendment (2023)

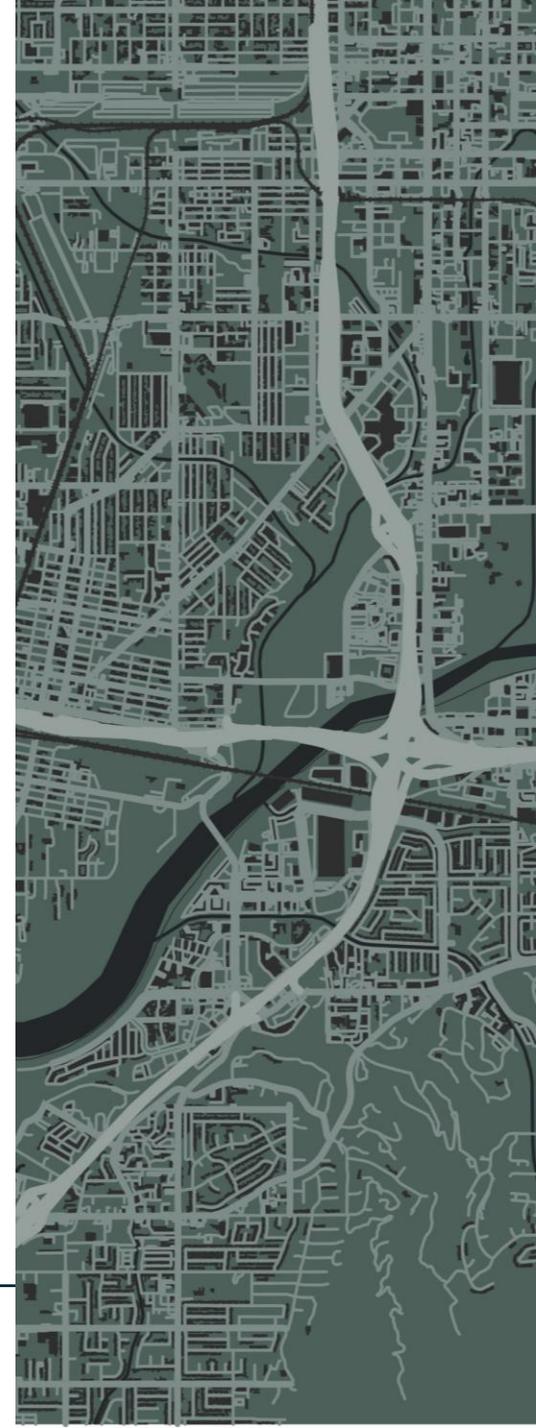
What does this Ordinance do?

1) Restricts and tightens where large warehouses and truck yards are allowed

- Logistics/distribution warehouses and are now only allowed in Heavy Industrial (M-2) zones and must get City approval through a Conditional Use Permit (CUP).
- Truck and trailer storage or parking lots are also restricted to M-2 zones and must get a CUP.
- Smaller general warehouses (maximum 98k sq ft) are still allowed in other industrial areas but must also obtain a CUP and comply with Special Provisions.

2) Modifies Special Provisions (design and operating standards) for warehouses

- Requires industrial uses to maintain certain distances away from sensitive receptors based on use.
- Requires landscaping and architectural design that reduces industrial impacts.
- Limits hours of operations of uses within 800 feet of residential uses to between the hours of 7 AM and 7 PM on weekdays, 8 AM and 5 PM on Saturdays, and prohibited on Sundays and holidays.

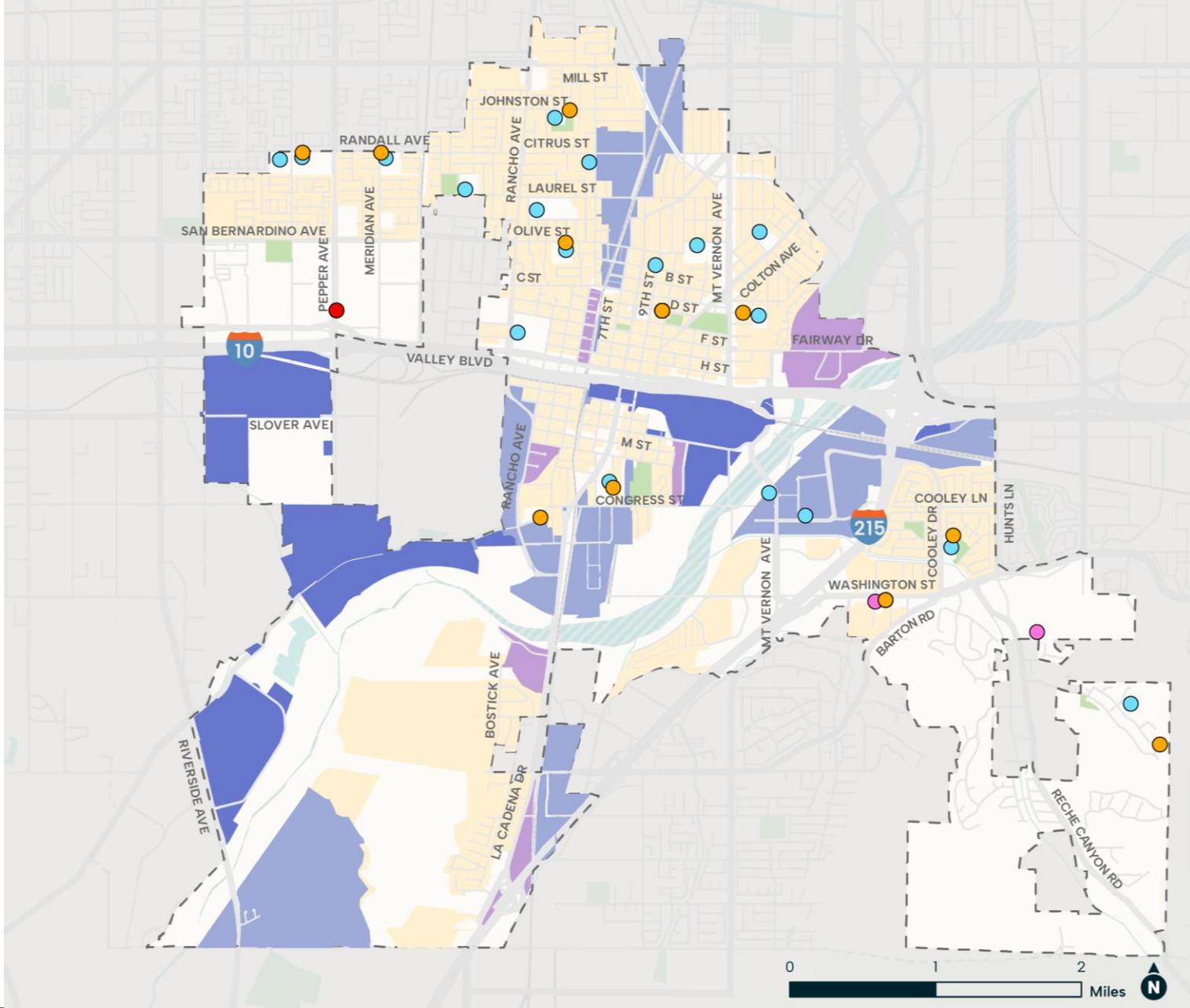


Sensitive Receptors and Industrial Land Uses

- Larger industrial uses (high-cube warehouses, truck yards, distribution centers) only permitted in M-2 zones
- Truck routes must maintain access to M-2 zones

Legend

- M-2 Heavy Industrial
- M-1 Light Industrial
- Industrial Park
- Residential or Mixed-Use
- Parks and Playgrounds
- Hospitals
- Daycare Facilities
- Schools
- Healthcare Facilities

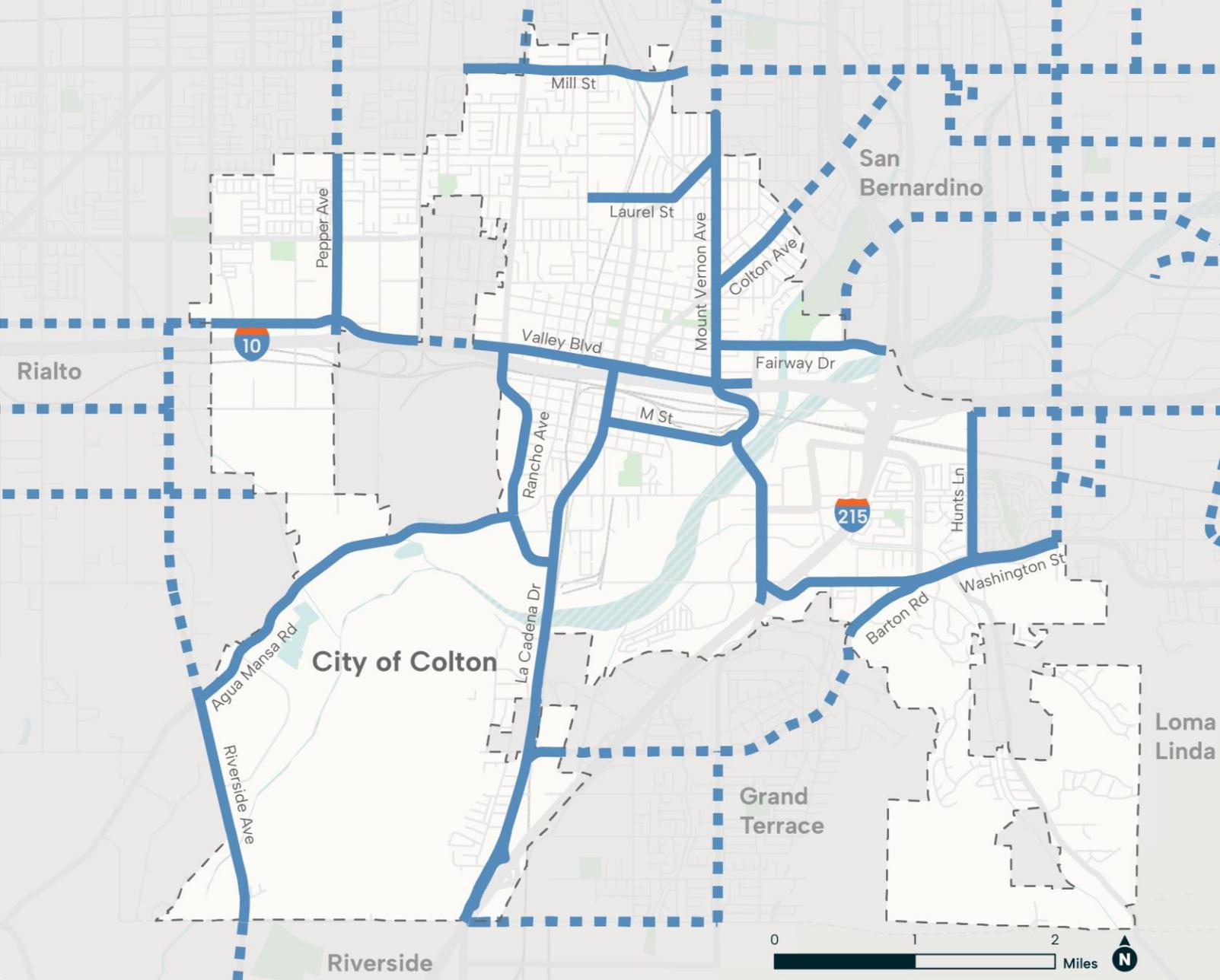


Existing Truck Routes

- Last updated in Title 10 Vehicles and Traffic Amendment (2016)

Legend

- ■ | Adjacent Agency Truck Routes
- City of Colton Truck Routes
- ┌ ┐ City Boundary



Existing Truck Routes and Sensitive Receptors

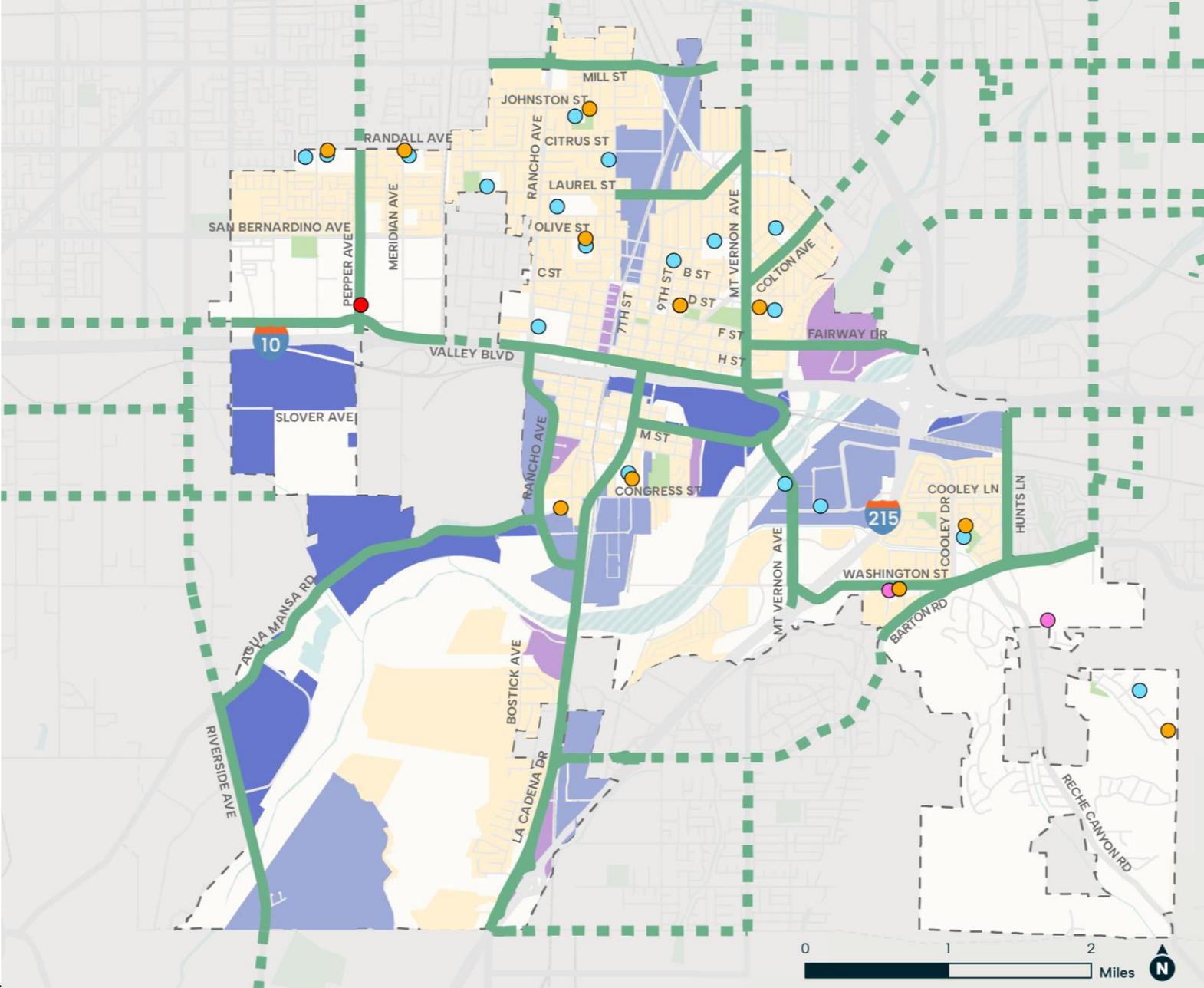
Legend

Land Uses

- M-2 Heavy Industrial
- M-1 Light Industrial
- Industrial Park
- Residential or Mixed-Use
- Parks and Playgrounds
- Hospitals
- Daycare Facilities
- Schools
- Healthcare Facilities

Existing Truck Routes

- Adjacent Agency Truck Routes
- City of Colton Truck Routes



Interactive Community Workshop

Community Meeting with Planning Staff

When: Monday, November 3, 2025

Where: City Council Chambers, 650 North
La Cadena Drive, Colton, CA 92324

Time: 6:30 p.m. – 8:00 p.m.



Q&A Session

Feel free to provide any feedback on the current policies or ask any questions about the update process. Consider the questions below to guide your comments and help us understand your thoughts:

- 1) *Where and how does truck activity affect your daily travel, work, or neighborhood quality of life?*
- 2) *Are there particular streets, intersections, or areas where truck movement causes challenges?*
- 3) *Are there any safety concerns relating to truck travel that you think we should take a look at?*
- 4) *Do you notice any recurring instances of truck parking or idling on the side of the road?*

Thank You!

Additional Questions? Please Contact:

Mario Suarez, AICP, CNU-A | Planning Manager
msuarez@coltonca.gov

Jolene Hayes, AICP | Principal
j.hayes@fehrandpeers.com

**Fehr
& Peers**

