

EIR ADDENDUM

**ADDENDUM TO THE CITY OF COLTON
GENERAL PLAN ENVIRONMENTAL IMPACT REPORT –
MINOR GENERAL PLAN AMENDMENT
AB 98 MOBILITY ELEMENT UPDATE**

**Prepared for:
The City of Colton Planning Department**

**City of Colton
659 N. La Cadena Drive
Colton, CA 92324**

**Prepared by:
Meridian Consultants
860 Hampshire Rd.
Westlake Village, CA 91361**

November 2025

This Page Left Intentionally Blank

TABLE OF CONTENTS

1.0	INTRODUCTION	1-1
1.1	Project History	Error! Bookmark not defined.
1.2	Purpose of Addendum	Error! Bookmark not defined.
1.3	Content and Organization of This Addendum.....	1-6
2.0	ENVIRONMENTAL SETTING.....	2-1
2.1	Project Location	Error! Bookmark not defined.
2.2	Environmental Setting	Error! Bookmark not defined.
3.0	PROJECT DESCRIPTION.....	3-1
3.1	Project Background	3-1
3.2	Project Description.....	3-4
3.3	Existing Zoning and General Plan	Error! Bookmark not defined.
3.4	City Action Requested	3-6
4.0	ENVIRONMENTAL CHECKLIST	4-1
4.1	Background.....	4-1
4.2	Environmental Factors Potentially Affected	4-2
4.3	Determination (To be Completed by Lead Agency).....	4-2
4.4	Evaluation of Environmental Impacts	Error! Bookmark not defined.
5.0	ENVIRONMENTAL ANALYSIS.....	5-1
5.1	Aesthetics.....	5-1
5.2	Agriculture and Forestry Resources.....	5-1
5.3	Air Quality	5-1
5.4	Biological Resources	5-3
5.5	Cultural Resources.....	5-3
5.6	Geology and Soils.....	5-3
5.7	Greenhouse Gas Emissions	5-3
5.8	Hazards and Hazardous Materials.....	5-3
5.9	Hydrology and Water Quality	5-5
5.10	Land Use.....	5-5
5.11	Mineral Resources.....	5-5
5.12	Noise and Vibration	5-5
5.13	Population and Housing.....	5-6
5.14	Public Services	5-6
5.15	Recreation	5-6

Table of Contents

5.16 Transportation/Traffic 5-6
5.17 Utilities and Service Systems 5-6
5.18 Mandatory Findings of Significance 5-7
6.0 MITIGATION MONITORING AND REPORTING PROGRAM.....1

TABLES

Table 2.0-1-Related Projects **Error! Bookmark not defined.**

FIGURES

Figure 2.0-1-City of Colton Existing Truck Route **Error! Bookmark not defined.**
Figure 3.0-1-, City of Colton Proposed Truck Routes 3-1
Figure 3.0-2- City of Colton Truck Routes Removed 3-2

1.0 INTRODUCTION

This document is an addendum (Addendum) to the City of Colton General Plan Update: Land Use, Housing, and Mobility Final Environmental Impact Report (SCH No. 20122031037) (as used herein, the General Plan EIR), prepared in accordance with the California Environmental Quality Act and its implementing guidelines and regulations (CEQA). This Addendum was prepared by Meridian Consultants and reviewed by the City of Colton Community Development Department, serving as the Lead Agency for the proposed Project, as defined in CEQA Guidelines Sections 15050–15051. The Lead Agency is defined as the agency with primary responsibility for approving and carrying out the proposed project (the proposed Project).

The following information is provided in this Introduction: 1) the principal requirements of CEQA; 2) 3.) a summary of the proposed General Plan Amendment to the City of Colton 2013 General Plan Mobility Element (Mobility Element), 4) a summary of Assembly Bill (AB) 98, 5) the purpose of this Addendum in relation to the certified General Plan EIR; 6) the standards for adequacy of an addendum to an EIR pursuant to the State CEQA Guidelines; and 7) a description of the format and content of this Addendum. Following this introductory information is an analysis of the Mobility Update, which provides conclusive evidence that all potentially significant environmental effects of the proposed Project were previously adequately analyzed in the General Plan EIR.

The purpose of the City’s Mobility Element is to bring the City into compliance with the recent legislation and its impact upon cities and counties located within a Warehouse Concentration Region (WCR), as defined in Government Code Section 65098, which states, “‘Warehouse concentration region’ includes the Counties of Riverside and San Bernardino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino. As such, the City of Colton City Council is required to approved and adopt regulations to be in compliance with AB 98.

AB 98 introduces specific requirements for assigning truck routes and adopting them into the Circulation Element (Transportation and Mobility Element) of the General Plan. The City must adopt the following Truck Route Requirements:

- Truck Routes must be adopted by January 1, 2026, in the Warehouse Concentration Region (WCR) which includes the City of Colton.
- Truck Routes must maximize the use of major highways and only utilize commercial roads when necessary.
- Truck Routes will be provided in a Geographic Information System (GIS) format and will be made publicly accessible.
- Conspicuous signage will be installed to identify truck routes, truck parking, and appropriate idling locations.
- The City must provide opportunities for public input and participation.

1.0-INTRODUCTION

1.1 PROJECT BACKGROUND AND SUMMARY OF THE CITY OF COLTON GENERAL PLAN EIR

Colton traces its beginnings to its founding as a railroad town. The original town of Colton, with its classic grid street network that is still evident today, was laid out when the Southern Pacific Railway (now Union Pacific) was constructed through the San Bernardino Valley on its way eastward from Los Angeles in 1875. The area around Colton was selected for a train stop instead of the City of San Bernardino due to the direct location of the town on the planned route. In fact, Colton was named for David Douty Colton, then Vice President of the Southern Pacific Railroad Company.

While the railroad defined the shape of early Colton, construction of Interstate 10 in 1957 bisected the City. Interstate 10 and later Interstate 215, opened in 1963, linked Colton by roadway to the region and the nation, but the freeways created divides that made it difficult for residents and employees of local businesses to move across town. With this Mobility Element, the City looks to re-establish connections to bind the community together again, even as large-scale improvements to rail lines and freeways proceed.

In 2013, the City of Colton (City) has completed an update of its General Plan, to establish a vision and guiding policies to shape and manage long term growth in the Colton planning area, which is referred to as the “General Plan Update” and is the subject of this Environmental Impact Report. The proposed General Plan Update is a long range planning program, to guide the orderly growth and development of the Colton planning area over the long-term. It is intended to communicate the City’s vision of its future and to establish a policy framework to govern decision-making concerning the physical development of the community, including assurances that the community at large will be supported by an adequate range of public services and infrastructure systems.

The General Plan Update include the City’s Mobility Element which establishes long-term goals and policies designed to improve the local transportation system and create options for residents to move about the City. The Mobility Element balances the need for efficient traffic operations with the desire to maintain Colton as a safe and attractive community, one with walkable neighborhoods, successful business districts, and distinctive streets. key transportation corridors—such as Mount Vernon Avenue and Valley Boulevard—must be able to accommodate new development and complement regional transportation while meeting local mobility needs. Policies in the Mobility and Land Use Elements together shape the overall physical structure and form of Colton.

1.0-INTRODUCTION

1.2 PROJECT SUMMARY

The City of Colton proposes to update its 2013 General Plan Mobility Element to comply with Assembly Bill 98 (AB 98) passed on September 30, 2024, and the subsequent cleanup legislation, Senate Bill 415 (SB 415) passed on October 3, 2025. This legislation introduces significant changes to how California regulates logistics uses defined as facilities in excess of 250,000 square feet that are primarily used for the handling, storage, and distribution of goods. A key component of the legislation is the requirement for cities designated by the legislation as warehouse concentration region jurisdictions to designate truck routes that are consistent with the requirements of the bill (codified as Section 65302.02 of the Government Code) and incorporate the routes into the General Plan before January 1, 2026. This will supplement the City's recent work in updating the City Zoning Code that resulted in the adoption of Ordinance O-01-23, adopted on February 21, 2023, amending various sections of Title 18 (Zoning Code) and providing new definitions, permitted uses, and Special Provisions which provide added standards for all City Industrial zones related to truck and trail storage uses, general warehouses, and warehouse logistics and distribution projects.

The City must consider the following when updating the truck routes:

- Ensure efficient and safe routes for goods movement
- Maximize the use of freeways, highways, and major roadways (arterials/collectors fronted by commercial/industrial uses)
- Minimize exposure of sensitive receptors as defined by Section 65098(e)
- Make a diligent effort to achieve public participation of all economic segments of the community

The proposed project would revise the City's Mobility Element to include updated truck route designations, goals, and policies in compliance with the legislation.

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA is a Statewide environmental law codified in the California Public Resources Code §§ 21000-21 177. CEQA applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. CEQA requires that public agencies analyze and acknowledge the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts to the environment when avoidance or reduction is feasible. The CEQA compliance process also gives other public agencies and the general public an opportunity to comment on a proposed Project's environmental effects.

1.0-INTRODUCTION

1.4 CEQA STANDARDS FOR AN ADDENDUM

When a General Plan EIR has been certified for a project, the California Environmental Quality Act (CEQA) and the State CEQA Guidelines define standards and the procedure for additional environmental review. Sections 15162–15164 of the State CEQA Guidelines define the standards for determining the level of additional environmental review required when an EIR has been certified for a project.

Pursuant to Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

1.0-INTRODUCTION

Under Section 15164 of the State CEQA Guidelines, when an EIR has been prepared and certified, and new information becomes available, it is appropriate to prepare an addendum to the EIR when only minor or technical additions or changes to an EIR are required. The changes to the EIR are considered minor if the new information being addressed does not result either in the identification of any new significant impacts or a substantial increase in the severity of significant impacts previously identified in the EIR. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

1.0-INTRODUCTION

1.5 CONTENT AND ORGANIZATION OF THIS ADDENDUM

This Addendum is an addendum to the certified City of Colton’s 2013 General Plan EIR for the proposed Mobility Element Update. This Addendum was prepared to provide information regarding the potential effects associated with implementation of the proposed Project. Section 15161 of the State CEQA Guidelines states that a project EIR, “should focus primarily on the changes in the environment that would result from the development project.” In addition, a project EIR must “examine all phases of the project including planning, construction, and operation.” This Addendum provides the environmental information necessary for the City to consider the environmental effects of the proposed Project prior to considering approval of the proposed discretionary actions.

The City determined that an Addendum should be prepared, rather than a Supplemental or Subsequent EIR, based on the following facts:

- The proposed Project would not require “major revisions” to the certified General Plan EIR since the proposed Project would not involve any substantial increases in the severity of the previously identified significant impacts, nor would it involve any new significant impacts not previously addressed. The effects of the proposed Project would occur within portions of the Project Site that were previously evaluated for physical impacts, and no new significant on-site or off-site impacts would occur.
 - No substantial changes in circumstances under which the proposed Project is undertaken would occur that would require major revisions of the certified General Plan EIR due to the occurrence of new significant environmental effects or a substantial increase in the severity of previously identified effects; and
 - No new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the General Plan EIR was prepared and certified shows any of the following:
 - The proposed Project would have one or more significant effects not discussed in the General Plan EIR;
 - Significant effects previously examined would be substantially more severe than shown in the General Plan EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the proposed Project, but the project proponents decline to adopt the mitigation measure or alternative;
- or

1.0-INTRODUCTION

- Mitigation measures or alternatives that are considerably different from those analyzed in the General Plan EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Overall, the proposed Project would result in impacts that are equal to those already addressed in the General Plan EIR. As demonstrated in this Addendum, changes proposed as part of the proposed Project would not generate new significant impacts or substantially increase the severity of impacts to the environment as compared to impacts that were evaluated and disclosed as part of the General Plan EIR.

A transportation analysis was conducted to identify changes to the 2016 truck routes. This technical analysis did not identify any new impacts or substantial increases in impacts to the environment beyond that which was disclosed in the General Plan EIR.

Based on these facts, the City, acting as Lead Agency, determined that this Addendum to the previously certified General Plan EIR would be prepared for the proposed Project. The analysis of the proposed Project in this Addendum supports the conclusion that revising the City of Colton 2016 Truck Routes and updating the 2013 Mobility Element will neither result in any new significant impacts nor any substantial increase in the severity of any of the significant impacts identified in the certified General Plan EIR. Additionally, no new information of substantial importance has been identified that indicates the Project as currently proposed would result in any new significant impacts nor any substantial increase in the severity of the significant impacts identified in the General Plan EIR.

This Addendum incorporates several main topics within the document: 1) an update to the environmental information in the General Plan EIR, 2) provides an analysis of the impacts of the proposed Project, and 3) presents a comparison of the environmental impacts of this proposal with the impacts identified in the Certified EIR.

This Addendum provides a summary of impacts identified in the General Plan EIR, followed by an analysis of the proposed Project and a comparison with the impacts identified in General Plan EIR and Mobility Element.

2.0 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The proposed Project is located throughout most of the City of Colton, as it includes certain streets that large trucks (e.g., Big Rigs, Tractor-Trailers, or 18-wheelers) are authorized to drive on as they enter and exit from they deliver their goods to the various businesses within the City. Generally, the Project is adjacent and south of Mills St. (located at the most northerly portion of the City. The Project extends to the southern part of Colton by way of Riverside Ave. and La Cadena Dr. The Project also extends to the westerly portion of the City by using Valley Blvd. and Auga Manza Rd. and to the west part of the City by way of Barton Rd. and Fairway Dr.

Since the City updated the authorized Truck Route Plan in 2016, the Project is currently in operation; more specifically, there are trucks that currently utilize the existing truck routes and will continue to use the City authorized truck routes. For purposes of the Project Location, the Project boundary is the same as the City's Municipal Boundary as truck operations are mobile, so the Project has the potential to affect the environment of the entire City.

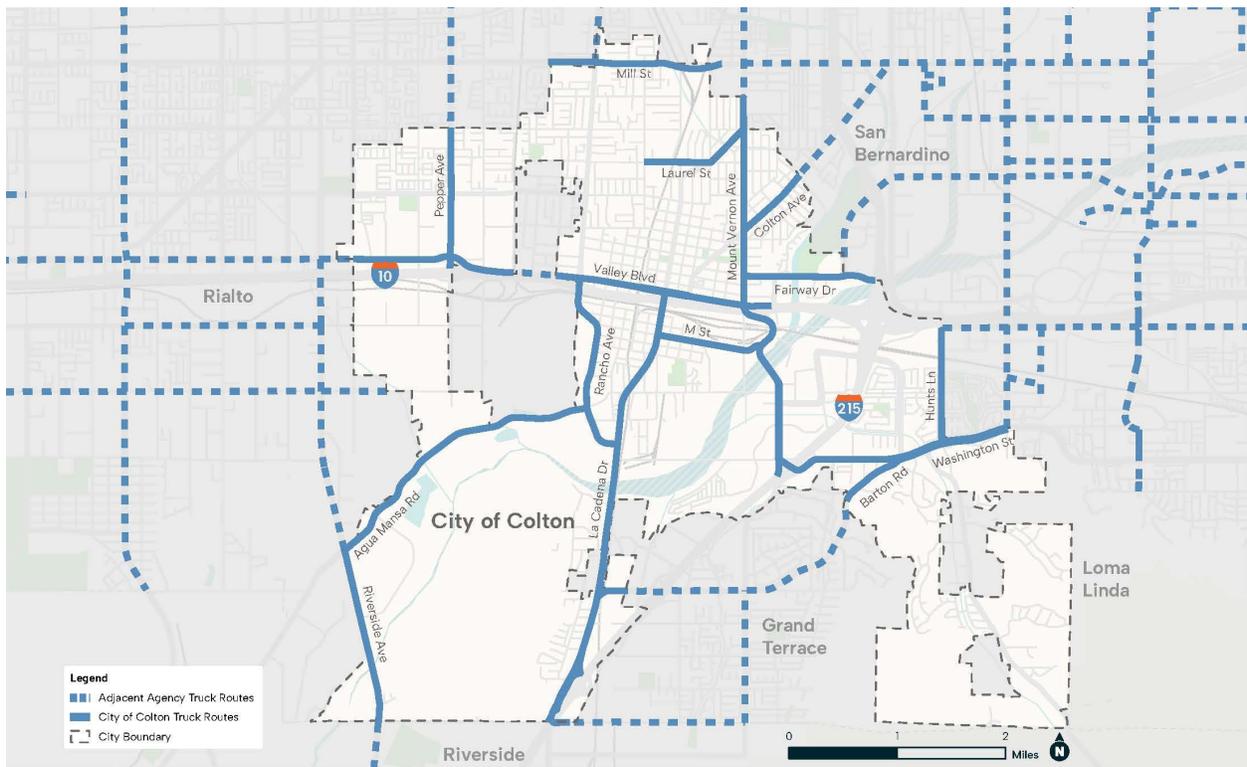
The roads identified on the 2016 Truck Route Plan are identified below:

- Mills St. (from N Rancho Ave to N 8th St.)
- Laurel St (from N La Cadena Dr to Mount Vernon Ave.)
- Mount Vernon Ave (rom Valley Blvd to W Rialto Ave.)
- Valley Blvd (from Pepper Ave to Mount Vernon Ave.)
- Colton Ave (from Mount Vernon Ave to W Rialto Ave)
- Rancho Ave (from N Rancho Ave to N 8th St.)
- M St (from La Cadena Dr to Mount Vernon Ave.)
- Fairway Dr (from Mount Vernon Ave to I-215 freeway)
- Barton Rd (from Lytle-Warm Creek to City of Grand Terrace / Colton boundary.)
- Washington St (from Reche Canyon Rd to S Waterman Ave)
- Hunts Ln (from E Washington St to W Redlands Blvd)
- La Cadena Dr (from Valley Blvd to the City of Riverside/Colton boundary)
- Pepper Ave (from Valley Blvd to Pepper Ave)
- Auga Mansa Rd (from Riverside Ave to Rancho Ave)
- Riverside Ave (from Auga Mansa Rd to Pellisier Rd)

The existing Truck Routes are also shown on **Figure 2.0-1, City of Colton Existing Truck Routes.**

Figure 2.0-1

City of Colton Existing Truck Routes



City of Colton Existing Truck Routes

Fehr & Peers

2.0-ENVIRONMENTAL SETTING

2.2 PROJECT DESCRIPTION

The Project proposes an amendment to the 2013 General Plan Update, update the 2013 Mobility Element, and update the 2016 City Truck Routes.

2.3 CITY REVIEW PROCESS

The proposed Project was reviewed in detail by City staff, including, but not limited to, staff from the City of Colton Public Works. The City has primary approval responsibility for the proposed Project. As such, the City is serving as the Lead Agency pursuant to State CEQA Guidelines Section 15050.

The City of Colton Planning Commission will consider the proposed General Plan Amendment and Mobility Element Update. The Planning Commission will recommend to the City of Colton City Council whether to approve or deny approval of the proposed Project.

The City Council will then consider the information contained in the Final EIR Addendum for the proposed Project in its decision-making processes and will approve or deny approval of the proposed Project and will also make findings relative to the environmental effects of the proposed Project.

2.4 LAND USE

The Project is an amendment to the City's General Plan, as such the Project impacts all Land Use Designations in the City¹

2.5 LANDFORM AND GEOGRAPHY

Colton lies on the broad, relatively flat floor of the San Bernardino Valley, a portion of the larger Inland Valley bounded by surrounding mountain ranges. Elevations generally range from 900 to 1,200 feet above mean sea level (MSL). The City's terrain is gently sloping, to the south and southwest, following the natural drainage patterns toward the Santa Ana River. On the City's northern and eastern edges have slightly less slope near the foothill areas that transition toward the San Bernardino Mountains. The Santa Ana River traverses from the northeast to the southwest.

¹ City of Colton General Plan Update (2013), Land Use Element Figure LU-6, Page 23.

2.0-ENVIRONMENTAL SETTING

2.6 RELATED PROJECTS

Section 15130 of the State CEQA Guidelines requires that cumulative impacts are to be discussed where they are considered significant. It further states that the discussion of cumulative impacts reflects the severity of the impacts and their likelihood of occurrence, but that it does not need to be in as great level of detail as provided for the Project alone. Cumulative impacts are defined by Section 15355 to be “...two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts.” Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The State CEQA Guidelines (Section 15130 (b)(1)) further state that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

- (A) A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- (B) A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analyses contained in the various topical sections of Section 5.0: Environmental Impact Analysis, considers related projects in the County. In addition, the projections in the City’s General Plan are used in the assessment of potential cumulative impacts, where appropriate, as well as related projects in proximate jurisdictions such as the City of Rialto, City of Grand Terrace, City of Riverside, and the unincorporated Riverside County.

The analysis of traffic impacts in the study area was conducted using the San Bernardino Transportation Analysis Model (SBTAM). The SBTAM was developed in order to simplify the complex traffic patterns and public road networks as they relate to socioeconomic data, driver behavior, and goods movement. SBTAM is used to predict where traffic flow will occur as the population grows and changes. RIVCOM includes the 2020 SCAG RTP/SCS growth projections with updated 2019 base year and 2045 future year land use assumptions.

The following pending and approved **Table 2.0-1 Capital Improvement Projects** are included in the cumulative impact analysis:

2.0-ENVIRONMENTAL SETTING

Table 2.0-1

**City of Colton
Public Works Department -Engineering Division
Capital Improvement Program (CIP) Project List for FY 25/26**

No.	Project Title/Location/Scope of Work	Project Cost	Funding Source	Schedule/Status
Multi-Year Carryover Projects:				
1	Barton Road Bridge over UPRR Track Removal Project	\$ 3,562,480.00	Federal/Local	01/2019 - 06/2027; Right of Way Phase
2	Mt.Vernon Ave. over UPRR Bridge Widening Project	\$ 25,095,000.00	Federal/Local	07/2015 - 12/2027; Right of Way Phase
3	La Cadena Drive over Santa Ana River Bridge Replacement Project	\$ 27,535,000.00	Federal/Local	07/2015 -12/2027; Right of Way Phase completed, redesign of abutments
4	Reche Canyon Road Extension to Hunts Lane	\$ 4,166,000.00	Federal/Local	01/2020 - 12/2027; P.E. Phase
5	West Colton Biketrail - Cycle 4 ATP	\$ 2,820,000.00	State/Local	07/2019 - 12/2025; construction phase
6	Agua mansa Rd. Bridge over Rialto Channel Bridge Widening Project (Partially funded by TIF and Development Fair Share)	\$ 3,421,778.00	TIF/Fair Share	7/2021 - 12/2026; on-hold/no funding to complete design and construction
7	Barton Bridge over BNSF Track Widening/Improvement	\$ 22,000,000.00	Local Fund=\$10M from DA	7/2024 - 12/2028; P.E Phase
8	Mt. Vernon Bridge over Santa Ana River Seismic Retrofit	\$ 3,500,000.00	Federal/Local	1/2022 - 12/2026; PE Phase
9	West Colton Bikelane Project	\$ 2,150,000.00	State/Local	const.phase on-going, completion by Dec. 2025
10	San Bernardino Ave. Street Improvement	\$ 460,000.00	MI/Host City fee	Out for bid/estimated completion by Dec. 2025
11	South La Cadena Drive Bikelane Project	\$ 320,000.00	TDA/Art. 3	const. on-going, completion by Dec. 2025
12	Colton Ave. Biketrail Improvement	\$ 575,000.00	Local/ARPA	const. on-going, completion by Dec. 2025
13	Installation of Traffic Signal at Meridian/San Bernardino Ave./Olive Ave. (Design and Construction)	\$ 400,000.00	Measure I/TIF	Out for Bid - completion by June 2026
14	New Traffic Signal - New Traffic Signal at 7th St & Valley	\$ 400,000.00	Measure I/TIF	PSE completed, est. completion by Dec. 2026
15	Traffic Signal Upgrade - Traffic Signal Upgrade - La Cadena/Bordwell/Laurel	\$ 300,000.00	Measure I/TIF	PSE completed, est. completion by Dec. 2026
16	Traffic Signal Modification - Colton Ave/Mt. Vernon Ave.	\$ 200,000.00	Measure I/TIF	PSE completed, est. completion by Dec. 2026
16	Traffic Signal Modification - Cooley/Old Ranch Road	\$ 400,000.00	Measure I/TIF	PSE completed, est. completion by Dec. 2026
Carry-over Projects from Fiscal Year 2024/2025				
1	Pavement Rehabilitation: Pepper Ave. – Randall Ave. to Violet St. including drainage improvement	\$ 536,540.00	SB-1	const. on-going, completion by Sept. 2025
2	Pavement Rehabilitation: Shasta Drive/Scenic Drive – Mt. Vernon Ave. to East end	\$ 281,923.00	SB-1	const. on-going, completion by Sept. 2025
3	Pavement Rehabilitation: Laurel St. – Grand Ave. to Pennsylvania Ave.	\$ 324,598.00	SB-1	const. on-going, completion by Sept. 2025
4	Pavement Rehabilitation: Fairview Ave. – Hillcrest Ave. to Grant Ave.	\$ 54,643.00	SB-1	const. on-going, completion by Sept. 2025
5	Pavement Rehabilitation: K Street- 3rd St. to 5th St.	\$ 101,970.00	SB-1	const. on-going, completion by Sept. 2025
6	Pavement Rehabilitation: South La Cadena Dr. – I-215 on Ramp to 275 north	\$ 21,375.00	SB-1	const. on-going, completion by Sept. 2025
7	Pavement Rehabilitation: D Street – 9th St. to La Cadena Drive	\$ 56,383.00	SB-1	const. on-going, completion by Sept. 2025
8	Pavement Rehabilitation: Cooley Drive (West end to Ashley Way)	\$ 403,608.00	Measure I	const. on-going, completion by Sept. 2025
9	Pavement Rehabilitation: Olive Ave. (La Cadena to Bordwell)	\$ 101,160.00	Measure I	const. on-going, completion by Sept. 2025
10	Pavement Rehabilitation: Bordwell (Olive Ave. to Olive Ave.)	\$ 33,325.00	Measure I	const. on-going, completion by Sept. 2025
11	Pavement Rehabilitation: 11th. St. (M St. to O St.)	\$ 70,360.00	Measure I	const. on-going, completion by Sept. 2025
12	Pavement Rehabilitation: Randall Ave. (South side) - Pepper to West City Limit	\$ 147,753.00	Measure I	const. on-going, completion by Sept. 2025
13	Pavement Rehabilitation: Berkeley Ct.(Rosedale to West end)	\$ 44,505.00	Measure I	const. on-going, completion by Sept. 2025
14	Various Alley Paving	\$ 63,700.00	Measure I	const. on-going, completion by Sept. 2025

2.0-ENVIRONMENTAL SETTING

15	Pavement Rehabilitation: Rialto Ave. - Citrus Ave. to Johnston Ave.	\$ 99,085.00	Host City Fee	const. on-going, completion by Sept. 2025
16	Pavement Rehabilitation: Jantzen Dr. - Citrus Ave. to Johnston Ave.	\$ 92,488.00	Host City Fee	const. on-going, completion by Sept. 2025
17	Pavement Rehabilitation: Riverside Ave. - Citrus Ave. to Johnston Ave.	\$ 95,963.00	Host City Fee	const. on-going, completion by Sept. 2025
18	Pavement Rehabilitation: Virginia Dr. - Citrus Ave. to Johnston Ave.	\$ 92,390.00	Host City Fee	const. on-going, completion by Sept. 2025
19	City Hall Parking Paving Project	\$ 73,100.00	General Fund	const. on-going, completion by Sept. 2025
21	Alley Paving - bet. K St. and L St., 3rd St. to 4th St.	\$ 55,900.00	CDBG	PSE ongoing, est. completion by Mar. 2026
22	Sidewalk Repair Along East H St., Mt. Vernon to Sperry Dr.	\$ 54,507.00	CDBG	PSE ongoing, est. completion by Mar. 2026
23	Alley Paving - 3rd St. to 4th St., south of Valley Blvd.	\$ 52,000.00	CDBG	PSE ongoing, est. completion by Mar. 2026
24	Sidewalk Installation along East E St. at Chavez Park	\$ 123,000.00	CDBG	PSE ongoing, est. completion by Mar. 2026
Fiscal Year 2025/2026				
1	Pavement Rehabilitation: Glenwood Ave. – Westwood St. to Wild Canyon Dr.	\$ 98,007.00	SB-1	09/2025 -03/2026
2	Pavement Rehabilitation: Westwood St. – Myrtlewood Ave. to Laurelwood Ave.	\$ 106,700.00	SB-1	09/2025 -03/2026
3	Pavement Rehabilitation: Agua Mansa Rd. (south side only) – 0.26 mi. west of Rancho Ave. to Walmart Dist. Center	\$ 127,050.00	SB-1	09/2025 -03/2026
4	Pavement Rehabilitation: Riverside Ave. (northbound only) – M. Bustamante to Bridge	\$ 133,650.00	SB-1	09/2025 -03/2026
5	Pavement Rehabilitation: Rancho Ave. – Valley Blvd. – I-10 WB on-off ramps	\$ 24,750.00	SB-1	09/2025 -03/2026
6	Pavement Rehabilitation: G St. – Rancho Ave. to West City limit	\$ 111,073.00	SB-1	09/2025 -03/2026
7	Pavement Rehabilitation: 10th St. – M St. to North end	\$ 60,926.00	SB-1	09/2025 -03/2026
8	Pavement Rehabilitation: Fogg St. – 5th St. to 8th St.	\$ 192,966.00	SB-1	09/2025 -03/2026
9	Pavement Rehabilitation: 8th St. – Fogg St. to Congress St.	\$ 118,187.00	SB-1	09/2025 -03/2026
10	Pavement Rehabilitation: J St. – 3rd St. to Pennsylvania Ave.	\$ 78,645.00	SB-1	09/2025 -03/2026
11	Pavement Rehabilitation: N St. – 9th St. to 12th St.	\$ 171,179.00	SB-1	09/2025 -03/2026
12	Pavement Rehabilitation: Olive St. – Rancho Ave. to City Limit at Grand Ave.	\$ 40,838.00	SB-1	09/2025 -03/2026
13	Pavement Rehabilitation: Skyview Dr – Mohave St. to End	\$ 146,440.00	SB-1	09/2025 -03/2026
14	Pavement Rehabilitation: Holly Ave. - Hillcrest Ave. to Grant Ave.	\$ 58,438.00	Measure I	09/2025 -03/2026
15	Pavement Rehabilitation: Monterey Ave. - Bothwell Ave. to Fairview Ave.	\$ 21,813.00	Measure I	09/2025 -03/2026
16	Pavement Rehabilitation: Miller Dr. - Laurel St. to North end	\$ 126,148.00	Measure I	09/2025 -03/2026
17	Hunts Lane/ Stewart/Harwick Traffic Signal (City of SB is the Lead Agency, total project cost is \$770,000)	\$ 385,000.00	Measure I/TIF	PSE ongoing; construction completion by Dec. 2026
18	Traffic Signal Installation - Fairway and Sperry Dr.	\$ 500,000.00	Measure I/TIF	10/2025 -03/2027
19	C Street Landscaping	\$ 180,000.00	Measure I	PSE ongoing; construction completion by Mar. 2026
20	Alley Paving - C St. and D St. east of Pennsylvania	\$ 50,000.00	CDBG	01/2026 - 08/2026
21	Alley Paving - 12th St. to 13th St., East G St. and East F St.	\$ 74,000.00	CDBG	01/2026 - 08/2026
22	Alley Paving - 12th St. to west end - between G St and F St.	\$ 74,000.00	CDBG	01/2026 - 08/2026
23	Sidewalk Repair - Area no. of Citrus, bet. Mt. Vernon & Bordwell	\$ 116,391.00	CDBG	01/2026 - 08/2026
24	FY 25/26 Citywide Sidewalk/ADA Improvement	\$ 437,806.00	Measure I	PSE ongoing, est. completion by Mar. 2026

2.0-ENVIRONMENTAL SETTING

2.7 SURROUNDING LAND USES

Uses surrounding the Project site include existing industrial uses, ranging from small, to medium warehouse buildings and logistic operations to large format buildings that serve a variety of operations.

2.8 INFRASTRUCTURE

The plan area contains unincorporated areas that are within the City's SOI and, thus, under the jurisdiction of the San Bernardino County General Plan. The San Bernardino County General Plan, adopted in 2007, guides land use decision-making in unincorporated sections of the County. Land use within the unincorporated portions of the plan area is governed by the County's General Plan. The San Bernardino County General Plan includes multiple goals and policies relating to unincorporated areas that serve as a coordination tool and guide to development and the local decision making process. The County General Plan includes policies related to land use, conservation, open space, circulation and infrastructure, seismic and safety, noise, economic development, and housing. The County General Plan allows for 1,172 dwelling units and 2,148,558 square feet of industrial use in the Colton SOI using the County's land use designations.

2.9 CIRCULATION

The circulation system consists not only of roadways but is considered a broad, multi-modal system designed to provide motorized and non-motorized forms of transportation to meet a variety of mobility needs. The existing circulation system within the planning area is described below in terms of pedestrian, bicycle, rail, automobile, and airplane transportation modes.

Roadways

The classification types for all roadways within the City of Colton are based on the current adopted General Plan Circulation Element of January 1993. The City currently designates roadways as one of four primary classifications according to function:

- Freeways
- Major Arterials
- Secondary Arterials
- Collectors

3.1 PROJECT BACKGROUND

California Assembly Bill 98 (AB 98). Meridian Consultants (Meridian) understands that the state legislature enacted AB 98, requiring that all cities and counties in a warehouse concentration region update their Circulation Element to include truck routes, as specified in Government Code Section 65302.02.

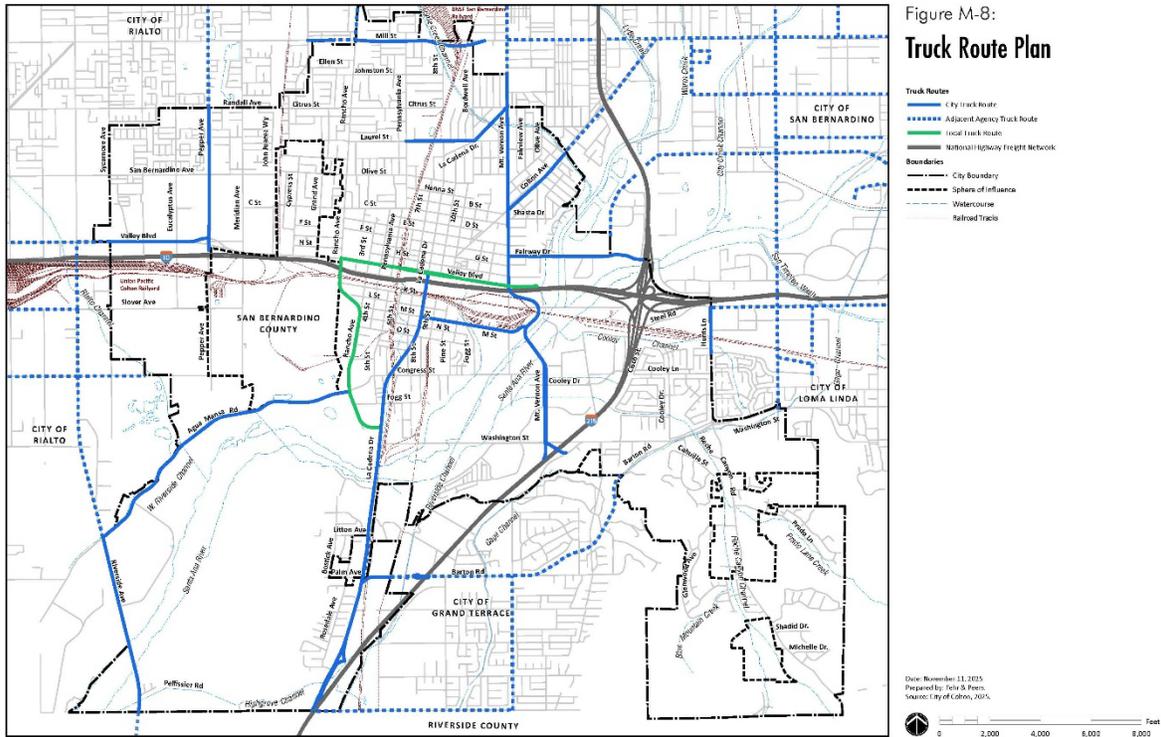
AB 98 requires the City to evaluate and update 2013 Mobility Element to include truck route designations that minimize adverse impacts on disadvantaged communities, while maintaining efficient goods movement throughout California. The bill requires consideration of environmental justice principles, air quality impacts, noise pollution, and community health outcomes when designating truck routes.

In 2013, the City adopted the current Mobility Element, as part of its General Plan Update, on August 20, 2013, per Resolution R-61-13 An Environmental Impact Report (EIR) was prepared and certified by City Council and the General Plan Update was adopted in 2013. In order to bring the Mobility Element into compliance with AB 98 a Minor Amendment to the City's General Plan must be completed prior to January 1, 2026. The Minor General Plan Amendment is considered a "Project" under the CEQA Guidelines Section 15060 and 15061 and is therefore subject to review under CEQA. Meridian will prepare the environmental documentation necessary to ensure that the Minor Amendment to the General Plan and Mobility Element Update, is approved by the City Council, on or before this date.

The proposed Truck Routes are also shown on **Figure 3.0-1, City of Colton Proposed Truck Routes.**

3.0-PROJECT DESCRIPTION

Figure 3.0-1 , City of Colton Proposed Truck Routes



3.0-PROJECT DESCRIPTION

3.1.1 GENERAL PLAN EIR (2013)

The proposed General Plan Update is a long range planning program, to guide the orderly growth and development of the Colton planning area over the long-term. It is intended to communicate the City's vision of its future and to establish a policy framework to govern decision-making concerning the physical development of the community, including assurances that the community at large will be supported by an adequate range of public services and infrastructure systems.

The General Plan Update would not authorize any specific development project or other form of land use approval or any kind of public facilities or capital facilities expenditures or improvements. As such, a Program EIR is the appropriate type of document to identify the geographic extent of sensitive resources and hazards, along with existing and planned services and infrastructure support systems that occur in the planning area. Further, the Program EIR is described in Section 15168 of the CEQA Guidelines as the appropriate analytical framework to assess the cumulative environmental effects of the full plan, in a first tier level of analysis, to identify broad concerns and sets of impacts, and to define/develop regulatory standards and programmatic procedures that reduce impacts and help achieve environmental goals and objectives.

3.1.1.1 Focused General Plan Amendment and Mobility Element Update

A request to amend/modify/add certain polices within the 2013 Mobility Element of the Colton General Plan and Amend Chapter 10.60 (Designated Truck Routes) to Title 10 of the Colton Municipal Code amending the 2016 Truck Routes Master Plan that was adopted by the City to established and regulate Designated Truck Routes in the City of Colton and to Certify an Addendum to Environmental Impact Report (EIR) State Clearing House No. 2012031037.

2013 Certified EIR

Pursuant to Section 15085 of the State CEQA Guidelines, a Notice of Completion (NOC) was filed with the State Office of Planning and Research (OPR) on January 15, 2013, and the DEIR circulated for public and agency review for a period of 45 days. A copy of the DEIR was posted at the Colton Library and at City Hall. Copies of the DEIR were sent to responsible agencies, local agencies, and concerned agencies and individuals, as requested. Public hearings will be held in conjunction with the review of the project.

3.0-PROJECT DESCRIPTION

3.2 PROJECT DESCRIPTION

The City of Colton’s (City) proposes a General Plan Amendment to update the 2013 Mobility Update to comply with Assembly Bill 98 (AB 98), which was signed by the Governor on September 30, 2024. Subsequently, the Legislature passed Senate Bill 415 (SB 415), legislation intended to clarify the regulations set forth in AB 98/ SB 415 was signed by the Governor on October 3, 2025.

AB 98 adds regulations for warehouse logistics facilities over 250,000 square feet that primarily handle, store, and distribute goods and these regulations must be implemented no later than January 1, 2026. As stated in Government Code Sec. 65098.1(b)(4(5), new or expanded logistics use developments in excess of 250,000, or where the loading bay is within 900 feet of a sensitive receptor to implement the following:

(4) Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses.

(5) Locate truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.

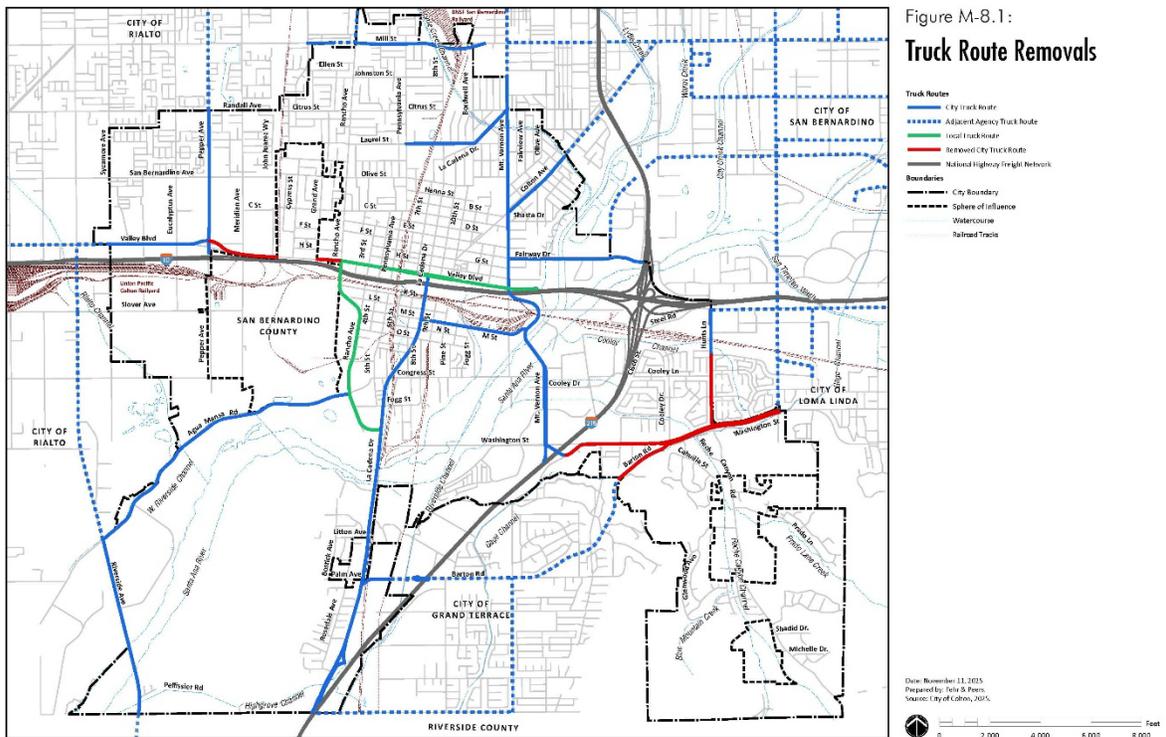
Resulting from this legislation, the City proposes to update the Mobility Element of the General Plan and revise the 2016 Truck Routes to ensure that any future or in-process applications for logistic use development, comply with these provisions of AB 98. To facilitate these updates the City of Colton (City) proposes a General Plan Amendment to update the 2013 Mobility Element and the 2016 Truck Route Plan. The City will utilize an analysis of the Average Daily Trips (ADT), for truck traffic, to comply with Assembly Bill 98 (AB 98). The City has determined that an EIR Addendum (Addendum) is the appropriate environmental document to comply with the California Environmental Quality Act (CEQA). This is herein further known as the “Project”.

The EIR Addendum will supplement the City of Colton General Plan EIR (State Clearinghouse #2012031037). This EIR Addendum focuses on providing additional information and analysis necessary to address proposed changes within the Mobility Element of the General Plan Update and transportation diagrams and typical street cross sections included in the Truck Route Plan. The analysis includes updates to estimates of vehicular travel demand and forecast volumes at key roadway segments within the 2013 Mobility Element that would update the information currently available in an appendix to the 2013 Mobility Element. The City proposes to revise the 2016 Truck Routes to Comply with the provisions listed above.

The updated City Truck Routes are shown in **Figure 3.0-2: City of Colton Truck Routes Removed**.

3.0-PROJECT DESCRIPTION

Figure 3.0-2: City of Colton Truck Routes Removed



3.0-PROJECT DESCRIPTION

3.2.1 PROJECT OBJECTIVES

1. Provide a comprehensive land use plan that identifies development scenarios which designate the distribution, location, and extent of land uses that compliment and serve visitors to the Acrisure Arena and Classic Club, as well as the surrounding area;
2. Guide land uses associated with development of the Classic Club Specific Plan Amendment in sufficient detail to ensure that the subject site develops in a manner consistent with the intent of the General Plan; protects the public health, safety and general welfare; complements zoning and land uses on adjacent properties and is suitable and appropriate for the subject property;
3. Incorporate project design standards which encourage creativity and excellence;
4. Expand the tourist commercial uses within the Project Site to generate substantial transient occupancy tax and sales tax revenues to the County;
5. Provide additional rental housing to help the County and region meet their housing needs;

3.3 CITY ACTION REQUESTED

The City of Colton proposes to update its 2013 General Plan Mobility Element to comply with Assembly Bill 98 (AB 98) passed on September 30, 2024, and the subsequent cleanup legislation, Senate Bill 415 (SB 415) passed on October 3, 2025. This legislation introduces significant changes to how California regulates logistics uses defined as facilities in excess of 250,000 square feet that are primarily used for the handling, storage, and distribution of goods. A key component of the legislation is the requirement for cities designated by the legislation as warehouse concentration region jurisdictions to designate truck routes that are consistent with the requirements of the legislation (codified as Section 65302.02 of the Government Code) and incorporate the routes into the General Plan before January 1, 2026.

The 2013 General Plan Mobility Element already contains many of the provisions contained within the legislation, including designated truck routes. The truck route update coincides with the City's recent work in updating the City Zoning Code that resulted in changes to permitted zoning districts for warehouses in excess of 108,000 square feet (Ordinance O-01-23, adopted on

February 21, 2023). The adopted ordinance resulted in updates to Title 18 (Zoning Code) consisting of new definitions, permitted uses, Special Provisions and standards for all City Industrial zones related to truck and trailer storage uses, general warehouses, and warehouse and distribution projects.

3.0-PROJECT DESCRIPTION

The City must consider the following when updating the truck routes:

- Ensure efficient and safe routes for goods movement.
- Maximize the use of freeways, highways, and major roadways (arterials/collectors fronted by commercial/industrial uses).
- Minimize exposure of sensitive receptors as defined by California Government Code Section 65098(e)
- Make a diligent effort to achieve public participation of all economic segments of the community.

The proposed project would revise the City's Mobility Element to include updated truck route designations, goals, and policies in compliance with the legislation through an analysis of existing truck activity and truck-served facilities and with feedback and input from the community.

4.1 BACKGROUND

The City of Colton proposes to update its 2013 General Plan Mobility Element to comply with Assembly Bill 98 (AB 98) passed on September 30, 2024, and the subsequent cleanup legislation, Senate Bill 415 (SB 415) passed on October 3, 2025. This legislation introduces significant changes to how California regulates logistics uses defined as facilities in excess of 250,000 square feet that are primarily used for the handling, storage, and distribution of goods. A key component of the legislation is the requirement for cities designated by the legislation as warehouse concentration region jurisdictions to designate truck routes that are consistent with the requirements of the legislation (codified as Section 65302.02 of the Government Code) and incorporate the routes into the General Plan before January 1, 2026.

The 2013 General Plan Mobility Element already contains many of the provisions contained within the legislation, including designated truck routes. The truck route update coincides with the City's recent work in updating the City Zoning Code that resulted in changes to permitted zoning districts for warehouses in excess of 108,000 square feet (Ordinance O-01-23, adopted on February 21, 2023). The adopted ordinance resulted in updates to Title 18 (Zoning Code) consisting of new definitions, permitted uses, Special Provisions and standards for all City Industrial zones related to truck and trailer storage uses, general warehouses, and warehouse and distribution projects.

The City must consider the following when updating the truck routes:

- Ensure efficient and safe routes for goods movement
- Maximize the use of freeways, highways, and major roadways (arterials/collectors fronted by commercial/industrial uses)
- Minimize exposure of sensitive receptors as defined by California Government Code Section 65098(e)
- Make a diligent effort to achieve public participation of all economic segments of the community

The proposed project would revise the City's Mobility Element to include updated truck route designations, goals, and policies in compliance with the legislation through an analysis of existing truck activity and truck-served facilities and with feedback and input from the community.

4.0-ENVIRONMENTAL CHECKLIST

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The Project has the potential to impact the Air Quality, Greenhouse Gas Emissions, and Noise, to the Project Site and surrounding areas.

4.3 DETERMINATION (TO BE COMPLETED BY LEAD AGENCY)

Staff analyzed the proposal for California Environmental Quality Act (CEQA) compliance. An addendum to the 2013 City of Colton General Plan Update EIR is being prepared

5.1 AESTHETICS

At the time of the certified EIR, Impacts to Aesthetics would be less than significant. The Project would not alter the analysis conducted in the Certified EIR relative to Aesthetic impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.2 AGRICULTURE AND FORESTRY RESOURCES

At the time of the certified EIR, Impacts to Agriculture and Forestry would be less than significant. The Project would not alter the analysis conducted in the Certified EIR relative to Agriculture and Forestry impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.3 AIR QUALITY

At the time of the certified EIR, Impacts to Air Quality would be significant and unavoidable, even with mitigation measures incorporated. A change in truck routes has the potential to create new and substantially increased impacts to air quality, even with a reduction in the overall number of truck routes, the potential to expose new sensitive receptors to substantial pollutants concentrations is evaluated.

5.3.1 EXISTING CONDITIONS

The proposed General Plan Update has the potential to conflict with the 2007 and 2012 Air Quality Management Plans because land use policy does not support the same level of population growth projected. Also, projected cumulative daily pollutant emissions program-wide have the potential to exceed SCAQMD thresholds for criteria pollutants. Impacts at the program level are significant and unavoidable.

5.3.2 THRESHOLDS OF SIGNIFICANCE

The Mobility Plan Update could result in a significant impact if it:

- a) Conflict with or obstruct implementation of the applicable air quality plan?***
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?***
- c) Expose sensitive receptors to substantial pollutant concentrations?***
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

5.3.3 ENVIRONMENTAL IMPACTS

A. Conflict with or obstruct implementation of the applicable air quality plan?

The Project was evaluated under the Certified EIR and found to create significant and unavoidable impacts to Threshold A. The Project proposes to reduce the number of truck routes currently available in the City, which does not result in a substantially increased impact to Threshold A, greater than that identified in the Certified EIR. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

The Project was evaluated under the Certified EIR and found to create significant and unavoidable impacts to Threshold B. The Project proposes to reduce the number of truck routes currently available in the City, which would reduce the anticipated increase in criteria pollutants; however, not below the level of significant and unavoidable. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

C. Expose sensitive receptors to substantial pollutant concentrations?

The proposed Project would remove truck routes along Valley Blvd, Washington St, Barton Rd., and Hunts Ln. The locations of these routes would reduce potentially sensitive receptors to substantial pollutant concentrations. The routes to be removed are primarily located within industrial areas; however, an annex facility for Kaiser Permanente Hospital exists along Cooley Ln. The removal of the Valley Blvd, Barton Rd and Hunts Ln truck routes would reduce the impact to sensitive receptors at these locations, resulting in a reduction in the population potentially exposed to pollutant concentrations. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

The proposed Project does not involve the release of emissions leading to odors. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

5.3.4 MITIGATION MEASURES

No additional mitigation measures are required.

5.4 BIOLOGICAL RESOURCES

At the time of the certified EIR, Impacts to Biological Resources would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Biological Resource impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project. Mitigation Measures 4.4.A-1 and 4.4.A-2, of the Certified EIR, would apply to the Project where applicable.

5.5 CULTURAL RESOURCES

At the time of the certified EIR, Impacts to Cultural Resources would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Cultural Resource impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project. Mitigation Measures 4.5-1, of the Certified EIR, would apply to the Project where applicable.

5.6 GEOLOGY AND SOILS

At the time of the certified EIR, Impacts to Geology and Soils would be less than significant. The Project would not alter the analysis conducted in the Certified EIR relative to Geology and Soils impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project. applicable plan, policy

5.7 GREENHOUSE GAS EMISSIONS

At the time of the certified EIR, Impacts to Greenhouse Gas emissions would be significant and unavoidable, even with mitigation measures incorporated. A change in truck routes has the potential to create new and substantially increased impacts to air quality, even with a reduction in the overall number of truck routes, the potential to expose new sensitive receptors to substantial pollutants concentrations is evaluated

EXISTING CONDITIONS

Construction emissions of greenhouse gases associated with build-out pursuant to land use policy will be less than significant. Over the long term, GHG emissions may exceed regional thresholds established, as projected population capacity for Colton falls below population growth assumptions in the regional plans. Impacts at the program level are significant and unavoidable. The proposed General Plan Update has the potential to conflict with the 2012 SCAG RTP/SCS and CARB Scoping Plan—and thereby not attain GHG reductions targets—because land use policy does not support the

same level of population growth projected. Impacts at the program level are significant and unavoidable.

THRESHOLDS OF SIGNIFICANCE

The Mobility Plan Update could result in a significant impact if it:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

ENVIRONMENTAL IMPACTS

- A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*

The Project was evaluated under the Certified EIR and found to create significant and unavoidable impacts to Threshold A. The Project proposes to reduce the number of truck routes currently available in the City, which does not result in a substantially increased impact to Threshold A, greater than that identified in the Certified EIR. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

- B. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

The Project was evaluated under the Certified EIR and found to create significant and unavoidable impacts to Threshold B. The Project proposes to reduce the number of truck routes currently available in the City, which would reduce the anticipated increase in criteria pollutants; however, not below the level of significant and unavoidable. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

MITIGATION MEASURES

No additional mitigation measures are required.

5.8 HAZARDS AND HAZARDOUS MATERIALS

At the time of the certified EIR, Impacts to Hazards and Hazardous Materials would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Hazards and Hazardous Materials impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased

significant effects would occur with implementation of the proposed Project. Mitigation Measures 4.8.D-1, of the Certified EIR, would apply to the Project where applicable.

5.9 HYDROLOGY AND WATER QUALITY

At the time of the certified EIR, Impacts to Hydrology and Water Quality would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Hydrology and Water Quality impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.10 LAND USE

At the time of the certified EIR, Impacts to Land Use would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Land Use impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.11 MINERAL RESOURCES

At the time of the certified EIR, Impacts to Mineral Resources would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Mineral Resources impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.12 NOISE AND VIBRATION

At the time of the certified EIR, Impacts from noise would be less than significant. The Certified EIR identified regulatory measures that would reduce impacts from noise. The Project proposes to reduce the number of truck routes currently available in the City, which does not result in a substantially increased impact from noise, greater than that identified in the Certified EIR. The removal of the Valley Blvd., Barton Rd and Hunts Ln truck routes would reduce the impact to sensitive receptors at these locations, resulting in a reduction in the population potentially exposed to a temporary or permanent increase in noise, ground borne vibration, or an increase in the ambient noise. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

5.13 POPULATION AND HOUSING

This section examines population and housing growth impacts associated with the implementation of the Mobility Element. Population and household estimates and projections for the City were obtained from the Southern California Association of Governments (SCAG).

At the time of the certified EIR, Impacts to Population would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Mineral Resources impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project. Public Services

At the time of the certified EIR, Impacts to Mineral Resources would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Mineral Resources impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.14 RECREATION

At the time of the certified EIR, Impacts to Recreation would be significant and unavoidable, even with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Recreation impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.15 TRANSPORTATION/TRAFFIC

At the time of the certified EIR, Impacts to Transportation and Traffic would be significant and unavoidable, even with mitigation measures incorporated. The Certified EIR did not evaluate VMT as SB 743 was not approved until 2020. The proposed Project does not alter the land uses of the parcels adjacent to the truck route changes and is not subject to VMT. As such, the Project would not alter the analysis conducted in the Certified EIR relative to Transportation and Traffic impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.16 UTILITIES AND SERVICE SYSTEMS

At the time of the certified EIR, Impacts to Mineral Resources would be less than significant, with mitigation measures incorporated. The Project would not alter the analysis conducted in the Certified EIR relative to Mineral Resources impacts due to the nature of the proposed reduction in the City's

Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

5.17 MANDATORY FINDINGS OF SIGNIFICANCE

The Certified EIR evaluated Growth Inducing Impacts as part of the Impact Analysis.

Growth-inducing effects include ways in which the proposed General Plan Update could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. A prime example is a major infrastructure project or road extension which provides urban service capacities to currently undeveloped areas, thus removing an obstacle to population growth.

The proposed General Plan Update is specifically intended to provide for the orderly growth of the planning area to achieve economic, environmental and quality of life benefits. Nothing in the General Plan Update proposes new infrastructure systems to facilitate growth of undeveloped areas that were not proposed in the existing General Plan. There are no proposed policies, regulations, or ordinances that are part of the project or implied by the General Plan Update Program that will encourage or enable significantly higher levels of growth than have been anticipated in regional forecasts by SCAG. Improvements to the road, storm drain, potable water, and sewer systems, including those listed in this EIR, are intended to achieve desired levels of service as growth occurs, rather than facilitate growth beyond what is planned for in the existing General Plan.

Projects permitted pursuant to land use policy will provide for additional housing for all income levels, create a better balance of residential and non-residential uses in the community, promote organized and pedestrian-friendly commercial development and protect natural resources. Implementation of the General Plan will result in a more inclusive community, maintain a balance between housing and employment and foster a stable economic base and diverse employment opportunities.

As such, the Project would not alter the analysis conducted in the Certified EIR relative to Transportation and Traffic impacts due to the nature of the proposed reduction in the City's Truck Routes, and as such no substantially increased significant effects would occur with implementation of the proposed Project.

6.0 MITIGATION MONITORING AND REPORTING PROGRAM

This page is left intentionally blank