

Exhibit A-1

Addendum to 2013

General Plan EIR

Attachment 4

EIR ADDENDUM

GENERAL PLAN AMENDMENT AB 98 MOBILITY ELEMENT UPDATE CITY OF COLTON

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TABLE OF CONTENTS

1.0	Introduction	1
1.1	Overview	1
1.2	Purpose.....	1
1.3	City of Colton Background.....	2
1.4	Assembly Bill 98	2
1.5	California Environmental Quality Act	3
1.6	Environmental Procedures	3
1.7	City of Colton General Plan (Approved Project)	5
1.8	Prior Environmental Documentation: General Plan Draft EIR	8
2.0	Project Description	10
2.1	Project Location	10
2.2	Project Background.....	10
2.3	Project Characteristics	13
3.0	Environmental Analysis	23
3.1	Approach.....	Error! Bookmark not defined.
3.2	Environmental Topics Determined To Have “No Impact”	25
3.3	Environmental Factors Potentially Affected	25
3.4	Air Quality.....	25
3.5	Greenhouse Gas Emissions	29
3.6	Land Use & Planning	31
3.7	Noise and Vibration	33
3.8	Transportation/Traffic	37
4.0	Findings	40

List of Figures

1	City of Colton Boundary	11
2	Truck Routes Existing Conditions	12
3	Proposed Truck Route Removals	20
4	Proposed Truck Routes Plan.....	21
5	Proposed Truck Route Plan and Land Use Map	22

1.0 INTRODUCTION

1.1 OVERVIEW

This document is an Addendum to the City of Colton General Plan Environmental Impact Report (General Plan EIR), State Clearinghouse No. 20122031037, which was certified May 2013. This Addendum evaluates the potential environmental impacts of the currently proposed updates to the Mobility Element of the General Plan in comparison to the General Plan adopted in May 2013. The 2013 General Plan serves as “baseline” conditions for the impact comparison. This Addendum was prepared for the City’s proposed amendment of the Mobility Element of the Colton General Plan and amendment of Chapter 10.60 (2016 Truck Routes Master Plan) to Title 10 of the Colton Municipal Code (proposed Project), as defined in CEQA Guidelines Sections 15050–15051. The Lead Agency, the City of Colton, is defined as the agency with primary responsibility for approving and carrying out the proposed Project.

1.2 PURPOSE

The purpose of the proposed Project 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 unincorporated areas within 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.” On October 3, 2025, Senate Bill 415 (SB 415) was signed into law providing various clarifications to AB 98. However, SB 415 did not alter the substantive requirements set forth by AB 98 for circulation element updates for cities and counties in the warehouse concentration region, such as Colton. 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.

1.3 CITY OF COLTON BACKGROUND

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. The General Plan’s Mobility Element 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) 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 the Certified

Environmental Impact Report. The 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.

The adopted General Plan Update includes 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.

1.4 ASSEMBLY BILL 98

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 trailer storage uses, general warehouses, and warehouse logistics and distribution projects.

Per AB 98, 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.

1.5 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CEQA is a Statewide environmental law codified in the California Public Resources Code §§ 21000-21177. 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.

1.6 ENVIRONMENTAL PROCEDURES

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:

2. 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;
3. 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
4. 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:
 - A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C) 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
 - D) 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.

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.

This Addendum to the certified EIR has been prepared because evaluation of the proposed project has not indicated any of the circumstances requiring a subsequent or supplemental EIR is required.

As demonstrated in Chapter 3, *Environmental Analysis*, of this Addendum, the proposed project would not result in new or more severe impacts than the approved project, and it would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in CEQA Guidelines Sections 15162(a) and 15163(a).

This Addendum demonstrates that no substantial changes are proposed to the approved project that would require major revisions to the certified EIR or substantially increase the severity of previously identified significant effects (see CEQA Guidelines Section 15162[a][1]). Therefore, the impacts of the proposed project are within the levels and types of environmental impacts disclosed in the certified EIR.

As substantiated in Section 3 of this Addendum, the proposed project would not result in new significant impacts or substantially increase the severity of the impacts of the approved project due to substantial changes in circumstances since the certification of the EIR (see CEQA Guidelines Section 15162[a][2]).

In addition, no information that was not known and could not have been known at the time the General Plan EIR was certified has been revealed that shows new or substantially more severe significant impacts would result (see CEQA Guidelines Section 15162[a][3]). There are no new or considerably different mitigation measures that would substantially reduce one or more significant impacts of the approved project but that are not adopted.

Because this Addendum does not identify new or substantially more severe significant impacts, circulation for public review and comment is not necessary (CEQA Guidelines Section 15164[c]). However, the City has considered this Addendum together with the previously certified EIR prior to adoption of the proposed project, pursuant to CEQA Guidelines Section 15164(d).

1.7 CITY OF COLTON GENERAL PLAN (APPROVED PROJECT)

1.7.1 Overview

The City of Colton incorporated in 2013 and the City Council adopted the City’s first locally prepared General Plan on May 2013. Prior to that time, the City was within the boundaries of San Bernardino County. The General Plan serves as the primary tool to guide the development and character of Colton.

The General Plan reflects consensus and compromise among citizens, businesses, and property owners. All cities and counties in California must prepare and adopt general plans and, per state law, they must include seven sections, or “elements:” Land Use, Housing, Circulation (Mobility), Noise,

Safety, Open Space, and Conservation. The organization of these seven elements, and any optional elements, is determined by the local jurisdiction.

The elements contained in the City of Colton’s 2013 General Plan are:

- Air Quality
- Cultural Resources
- Housing
- Land Use
- Mobility
- Noise
- Open Space and Conservation

The General Plan expresses the Community’s values and broad consensus in the form of goals, policies, and programs. Goals are aspirational statements of intent that are not necessarily achievable within the 5- to 10-year planning period of this General Plan. Policies are statements that guide decision-making; they identify decisions the City must take to implement the General Plan and to make progress in achieving its goals. Programs are specific actions to be taken to carry out the General Plan’s intent.

1.7.2 Mobility Element

The Mobility Element guides the long-term circulation system of the City. Its goals and policies are 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, with walkable neighborhoods, successful business districts, and distinctive streets. Policies within the Mobility and Land Use Elements shape the overall physical structure and form of Colton, so that key transportation corridors – such as Mount Vernon Avenue and Valley Boulevard – are able to accommodate new development and complement regional transportation while meeting local mobility needs.

The relevant section for the proposed Project including designating truck routes pursuant to AB 98 is Chapter: Goods Movement, Section: Truck Routes, available on page M-47 of the General Plan Mobility Element. The delivery of goods directly to and from Colton businesses is primarily provided by trucks on surface streets. Routes are designated based on the industrial districts served, access to freeways, industrial, and connector streets, and avoidance of residential neighborhoods. The following roadways serve as existing truck routes to support industrial business activity:

- Valley Boulevard

- Pepper Avenue
- Mount Vernon Avenue
- Colton Avenue
- Fairway Drive
- La Cadena Drive
- Rancho Avenue (south of Valley Boulevard)
- Washington Street

Designated truck routes are not included in the Mobility Element, as they may change over time to reflect changing land use patterns and to provide the best interests of businesses, truck drivers, and residential neighborhoods. When revising the designation of truck routes in Colton, as adopted by ordinance, routes must adhere to the following performance criteria:

1. Avoid unnecessary intrusions into residential neighborhoods to limit noise, vibration, and air quality impacts.
2. To the extent feasible, truck routes will not be provided on local streets and on streets with mostly residential frontage.
3. 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.
4. Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic.

1.7.3 Mobility Element Policies and Programs

The following Mobility Element policies and programs specifically apply to commercial trucks and routes.

Goals

- Goal M-3: Develop a safe, efficient, and attractive street system that provides capacity to meet existing and future demand.
- Goal M-5: Maintain an efficient network of goods and freight movement that supports the needs of Colton businesses while reducing truck and rail traffic impacts on residential neighborhoods.

Policies

Policy M-3.2: Implement traffic-calming measures in Colton’s residential neighborhoods that are severely impacted by speeding, excessive vehicular volumes, truck traffic, and/or cut-through traffic. Use the City’s adopted traffic-calming policies to apply appropriate solutions.

Policy M-5.5: Vigorously enforce established truck routes to discourage truck shortcuts through residential neighborhoods.

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.

1.8 PRIOR ENVIRONMENTAL DOCUMENTATION: GENERAL PLAN DRAFT EIR

The proposed Project is an amendment to the Mobility Element of the City of Colton General plan. Therefore, this Addendum relies on the findings of the January 2013 Draft EIR and May 2013 Final EIR, and per CEQA Guidelines Section 15164, contains all the information necessary to ensure that the Addendum fully evaluates the proposed Project.

In accordance with CEQA Guidelines Section 15148 and 15150, this Addendum incorporates the 2013 Certified EIR (and its constituent parts) by reference. All documents incorporated by reference are available for review at the City of Colton, 659 N. La Cadena Drive, Colton, CA 92324.

A summary of the 2017 Certified EIR follows:

The City of Colton circulated the 2013 Draft EIR for a 45-day public review period. The EIR evaluated 17 topics in detail.

- Aesthetics
- Agriculture and Forestry Resources

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Global Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

All impacts of the Project were found to be less than significant with the implementation of the recommended mitigation measures except for the following:

- Air Quality (conflict with applicable air quality plan; violation of air quality standard or contribute substantially to air quality violation)
- Greenhouse Gas Emissions (long-term emissions; conflict with applicable plan, policy, or regulation)
- Recreation (existing parks and recreational facilities)
- Transportation and Traffic (future level-of-service)

The City of Colton approved the General Plan and certified the General Plan Final EIR (State Clearinghouse No. 2012031037) on May 2013.

2.0 PROJECT DESCRIPTION

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 access locations that they deliver their goods to within the City.

The Project boundary is the same as the City's Municipal Boundary as truck operations are mobile. The City's Municipal Boundary is shown in **Figure 1: City of Colton Boundary**, below.

2.2 PROJECT BACKGROUND

The proposed project for this Addendum is an amendment to the City of Colton General Plan's Mobility Element. The amendment is required to comply with Assembly Bill 98 (AB 98, revised SB 415) namely to establish designated truck routes where properties fronting these roads at least 50 percent commercial and industrial, thereby limiting sensitive receptors (i.e. residences, schools, daycare facilities, parks and playgrounds, nursing homes, and hospitals) along truck routes. The City's existing truck routes are shown in **Figure 2: Truck Routes Existing Conditions**, below. The proposed truck routes, along with proposed General Plan Mobility text and policy updates represent the proposed project.

FIGURE 1 CITY OF COLTON BOUNDARY

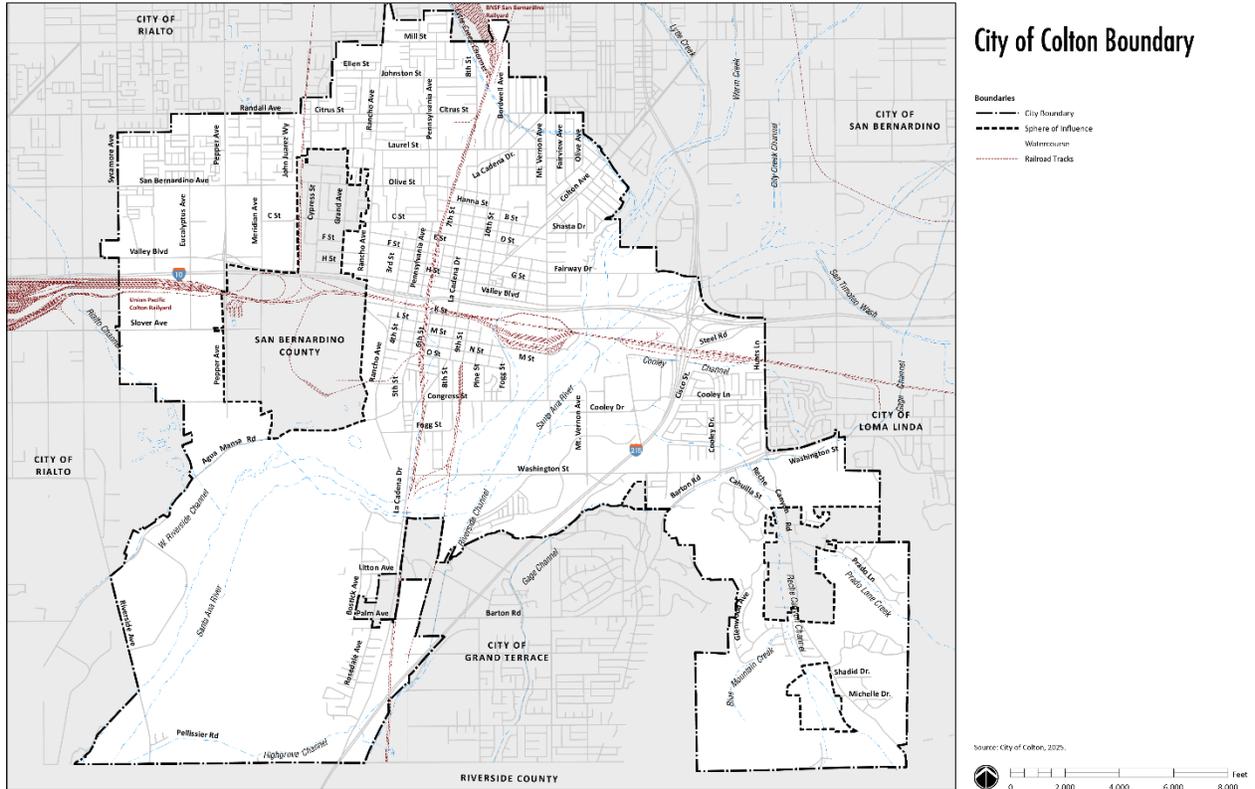
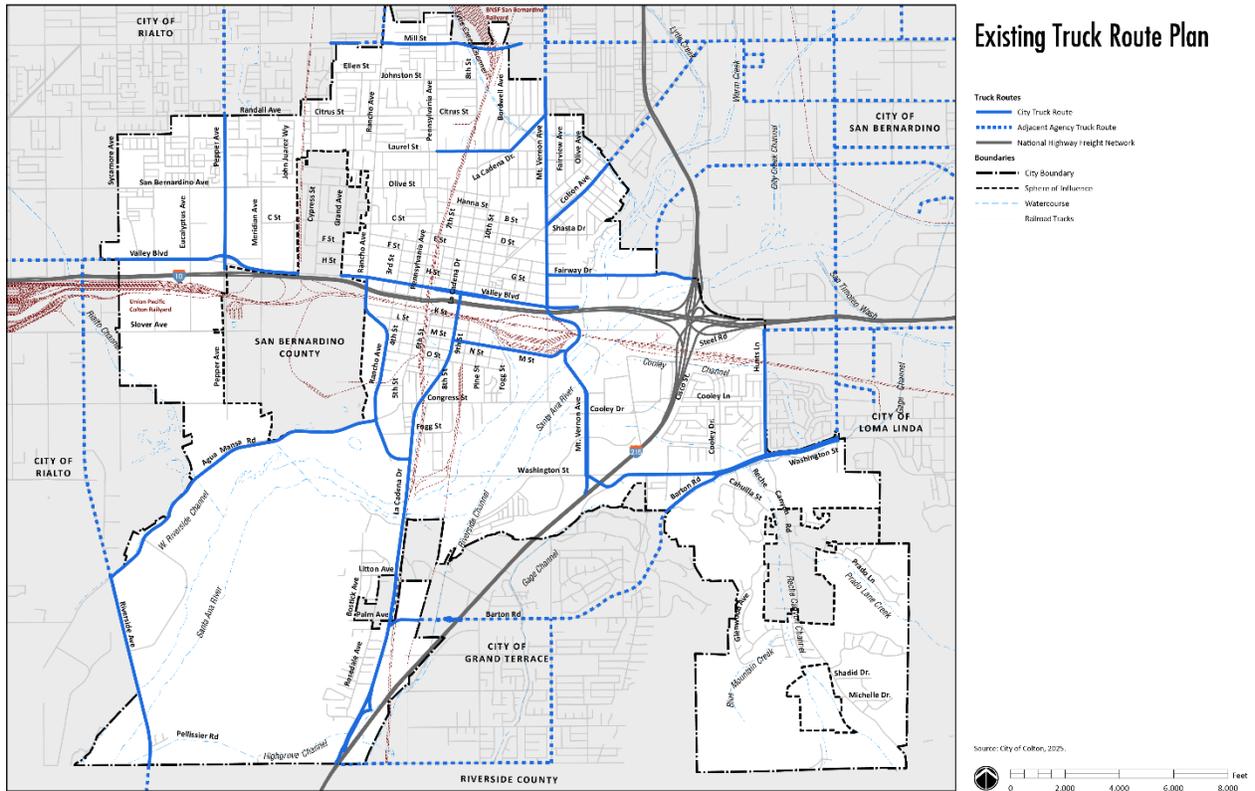


FIGURE 2 TRUCK ROUTES EXISTING CONDITIONS



2.3 PROJECT CHARACTERISTICS

The proposed project for this Addendum is an amendment to the City of Colton General Plan’s Mobility Element. The amendment is required to comply with Assembly Bill 98 (AB 98, revised SB 415) namely to establish designated truck routes where properties fronting these roads at least 50 percent commercial and industrial, thereby limiting sensitive receptors (i.e., residences, schools, daycare facilities, parks and playgrounds, nursing homes, and hospitals) along truck routes.

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 and SB 415 add regulations for warehouse logistics developments that primarily handle, store, and distribute goods and these regulations must be implemented no later than January 1, 2026. As stated in Government Code Subsections 65098.1 (a)(4) and (5), (b)(4) and (5), (c)(4) and (5), and (d)(2) and (7), applicable new or expanded logistics use developments must implement the following:

- Have a separate entrance to the logistics use development or logistics park for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial, agricultural, or industrial uses. A separate entrance for heavy-duty trucks may include a driveway with a lane dedicated to heavy-duty trucks and a lane dedicated for other vehicles.
- 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.

In addition, Government Code Section 65098.1 establishes the deadline for complying with truck route requirements and Section 65302.02 provides specifications for designating truck routes. The City proposes to update the Mobility Element of the General Plan and amend Chapter 10.60 (2016 Truck Routes Master Plan) to Title 10 of the Colton Municipal Code to ensure that any future or in-process applications for logistic use development, comply with these provisions of AB 98 and SB 415. 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 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 the amendment of Chapter 10.60 (2016 Truck Routes Master Plan) to Title 10 of the Colton Municipal

Code as to transportation diagrams and typical street cross sections included in the Truck Route Plan.

2.3.1 General Plan

The following text changes to the General Plan Mobility Element are proposed to better align with AB 98/SB 415 requirements. The proposed edits are shown in ~~strike through~~ text for deletions and double underlined text for additions.

General Plan Text Revisions

Recommended Changes to Page M-47 of the 2013 Mobility Element:

Truck Routes

The delivery of goods directly to and from Colton businesses is primarily provided by trucks on surface streets. The State of California Vehicle Code has established regulations on the use of local roads by trucks and other heavy vehicles. To protect residential neighborhoods from the impacts of the high volumes truck traffic, certain streets have been designated as truck routes by local ordinance. The City strives to connect local truck routes with other cities' truck routes to form an integrated regional network for the movement of goods.

Routes are designated based on the industrial districts served, access to freeways, industrial, and connector streets, and avoidance of residential neighborhoods. Identifying truck routes is important not just to preserve dedicated routes to serve industrial districts and reduce land use conflicts, but also to allow for proper street construction and maintenance, given that heavy truck traffic impacts physical street conditions more quickly than automobile traffic.

Truck routes ~~are listed below and shown on Figure M-8.1, will continue to be defined by ordinance via the Municipal Code and will require City Council approval for modification.~~ Truck routes are subject to change based on vehicular traffic, changes to surrounding city truck routes, enforcement, and trucking demand through Colton. Modification to designated truck routes will require a General Plan Amendment to the Mobility Element and an update and dissemination of a new GIS truck map.

The specified portions of the following public streets are hereby designated as ~~"Truck Routes."~~ Truck Routes. These truck routes provide access to businesses within and adjacent to the City.

1. Mt. Vernon Avenue (Washington Street to North City Limits)
2. Colton Avenue (Mt. Vernon Avenue to East City Limits)
3. Fairway Drive (Mt. Vernon Avenue to East City Limits)

4. Valley Boulevard (~~within Colton City Limits~~ between Pepper Avenue and western City limit and between Rancho Avenue and its eastern terminus at Sperry Drive)
5. Pepper Avenue (within Colton City Limits)
6. La Cadena Drive (Valley Boulevard to South City Limits)
7. Agua Mansa Road (West City limits to Rancho Avenue)
8. 10. Riverside Avenue (within Colton City Limits)
9. 11. Iowa Avenue (La Cadena Drive to South City Limits)
- ~~10.-12. M Street (La Cadena Drive to Mt. Vernon Avenue)~~
12. 13. Barton Road (within Colton City Limits between La Cadena Drive and I-215)
13. 14. Washington Street (Mt. Vernon Avenue to East City Limits I-215)
14. 15. Hunts Lane (Washington Street Commercial Road to North City Limits)
15. 16. Rancho Avenue (La Cadena Drive to Valley Boulevard)

The specified portions of the following public streets are hereby designated as “Local Truck Routes”. Local truck routes provide access to businesses that require use of local roadways to access existing industrial uses. Local Truck Routes:

1. M Street (La Cadena Drive to Mt. Vernon Avenue)
2. Valley Boulevard (Rancho Avenue to its eastern terminus at Sperry Drive)
3. Laurel Street (Pennsylvania Avenue to La Cadena Drive)
4. La Cadena Drive (Laurel Street to Mt. Vernon Avenue)
5. Cooley Drive (Mt. Vernon Avenue to 514 feet north of Valleywood Street)
6. Fogg Street (Jefferson Lane to Congress Street and Congress Street to M Street)
7. Congress Street (Fogg Street to 8th Street)
8. 8th Street (Congress Street to Fogg Street)

Proposed Changes to Page M-56 of the 2013 General Plan Mobility Element

Goods Movement

The efficient movement of goods and freight support the economic success of the City and local and regional businesses. The transportation system needs to respond to the needs of businesses to easily access regional routes and access local commercial and industrial business. The designation of truck routes and maintained rail lines and spurs are central to these needs.

Goal M-5: Maintain an efficient network of goods and freight movement that supports the needs of Colton businesses while reducing truck and rail traffic impacts on residential neighborhoods.

- Policy M-5.1: Work with railroad operators to limit the aesthetic, noise, vibration, traffic congestion, and air quality impacts of new projects on residential neighborhoods adjacent to railroad lines and railroad projects.
- Policy M-5.2: Ensure that Colton Crossing design, construction activities, maintenance, and railroad operations do not create negative adverse impacts to surrounding residential properties.
- Policy M-5.3: Maintain the Railroad Quiet Zones through Colton to limit locomotive horn blowing adjacent to residential neighborhoods.
- Policy M-5.4: Support the abandonment or the realignment of railroad spurs that no longer serve industrial-support services and that create pedestrian safety conditions.
- Policy M-5.5: Vigorously enforce established truck routes to discourage truck shortcuts through residential neighborhoods and study the feasibility of new alternative routes that avoid sensitive receptors. Designate Truck Routes in coordination with adjacent jurisdictions to accommodate the safe and efficient movement of trucks to truck-served uses. Establish Local Truck Routes that permit access to local businesses only and prohibit through truck traffic.
- Policy M-5.6: The City shall establish and maintain specific truck routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as defined by Section 65098 of the California Government Code as follows: Truck routes shall maximize the use of interstate or state divided highways as preferred routes for truck routes and maximize use of arterial roads, major thoroughfares, and local roads that predominantly serve commercial or industrial uses when state or interstate highways are not utilized.

- Major or minor collector streets and local roads that predominantly serve commercial or industrial uses shall be used for truck routes only when strictly necessary to reach existing industrial uses. Truck routes shall be designated on streets that minimize exposure to sensitive receptors, including residential areas, schools, public parks, and hospitals.
- Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic.
- The City shall install conspicuous signage to identify truck routes and additional signage for truck parking and appropriate locations for idling and parking.
- The City shall engage all economic segments of the community when changes or modifications to the City’s designated truck routes are being considered.
- The City shall maintain a GIS map of the designated truck routes and share the information with appropriate users.

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.~~

2.3.2 Municipal Code

The City proposes to amend Chapter 10.60 (2016 Truck Routes Master Plan) to Title 10 of the Colton Municipal Code. The following text changes to Title 10 of the Colton Municipal Code are proposed to better align with AB 98/SB 415 requirements. The proposed edits are shown in ~~strike through~~ text for deletions and double underlined text for additions.

Municipal Code Text Revisions

Recommended Changes to Title 10 of the Colton Municipal Code:

Title 10 - VEHICLES AND TRAFFIC

Chapter 10.60 DESIGNATED TRUCK ROUTES

10.60.010 Title.

This Chapter shall be known as the Truck Route Ordinance. The City of Colton hereinafter shall be called "City." This Chapter shall be applicable in the incorporated territory of the City.

(Ord. No. O-20-16, § 1, 10-18-2016)

10.60.020 Designated.

A: The use of all streets within the City by any vehicle exceeding a gross weight of ~~six~~ fourteen thousand pounds, except upon the Truck Routes specified in the City of Colton General Plan Mobility Element Section 10.60.020(B) is prohibited. A vehicle in excess of ~~six~~ fourteen thousand pounds up to a maximum of ~~fourteen thousand~~ eighty thousand pounds, including its load, may utilize the streets and portions of streets designated as Truck Routes. Except as otherwise provided in Section 21101 et seq. and Section 35701 et seq. of the California Vehicle Code, no vehicle in excess of ~~fourteen~~ eighty thousand pounds, including its load, shall utilize the streets and portions of streets designated as Truck Routes. Streets designated as Local Truck Routes in the City of Colton General Plan Mobility Element shall only be used by local businesses. Through truck traffic is not permitted on Local Truck Routes.

~~B: The specified portions of the following public streets are hereby designated as "Truck Routes."~~

~~1.—Mt. Vernon Avenue (Washington Street to North City Limits)~~

~~2.—Laurel Street (Pennsylvania Avenue to La Cadena Drive)~~

~~3.—La Cadena Drive (Laurel Street to Mt. Vernon Avenue)~~

~~4.—Colton Avenue (Mt. Vernon Avenue to East City Limits)~~

~~5.—Fairway Drive (Mt. Vernon Avenue to East City Limits)~~

- ~~6.—Valley Boulevard (within Colton City Limits between Pepper Avenue and western City limit and between Rancho Avenue and its eastern terminus at Sperry Drive)~~
- ~~7.—Pepper Avenue (within Colton City Limits)~~
- ~~8.—La Cadena Drive (Valley Boulevard to South City Limits)~~
- ~~9.—Agua Mansa Road (West City limits to Rancho Avenue)~~
- ~~10.—Riverside Avenue (within Colton City Limits)~~
- ~~11.—Iowa Avenue (La Cadena Drive to South City Limits)~~
- ~~12.—M Street (La Cadena Drive to Mt. Vernon Avenue)~~
- ~~13.—Barton Road (within Colton City Limits between La Cadena Drive and I-215)~~
- ~~14.—Washington Street (Mt. Vernon Avenue to East City Limits I-215)~~
- ~~15.—Hunts Lane (Washington Street Commercial Road to North City Limits)~~
- ~~16.—Rancho Avenue (La Cadena Drive to Agua Mansa Road)~~

EB. The following street segment is proposed for restrictions to allow only trucks with a kingpin-to-rear-axle (KPRA) length of twenty-six feet or less:

- 1. Rancho Avenue (Valley Boulevard to Agua Mansa Road)

(Ord. No. O-20-16, § 1, 10-18-2016)

FIGURE 3 PROPOSED TRUCK ROUTE REMOVALS

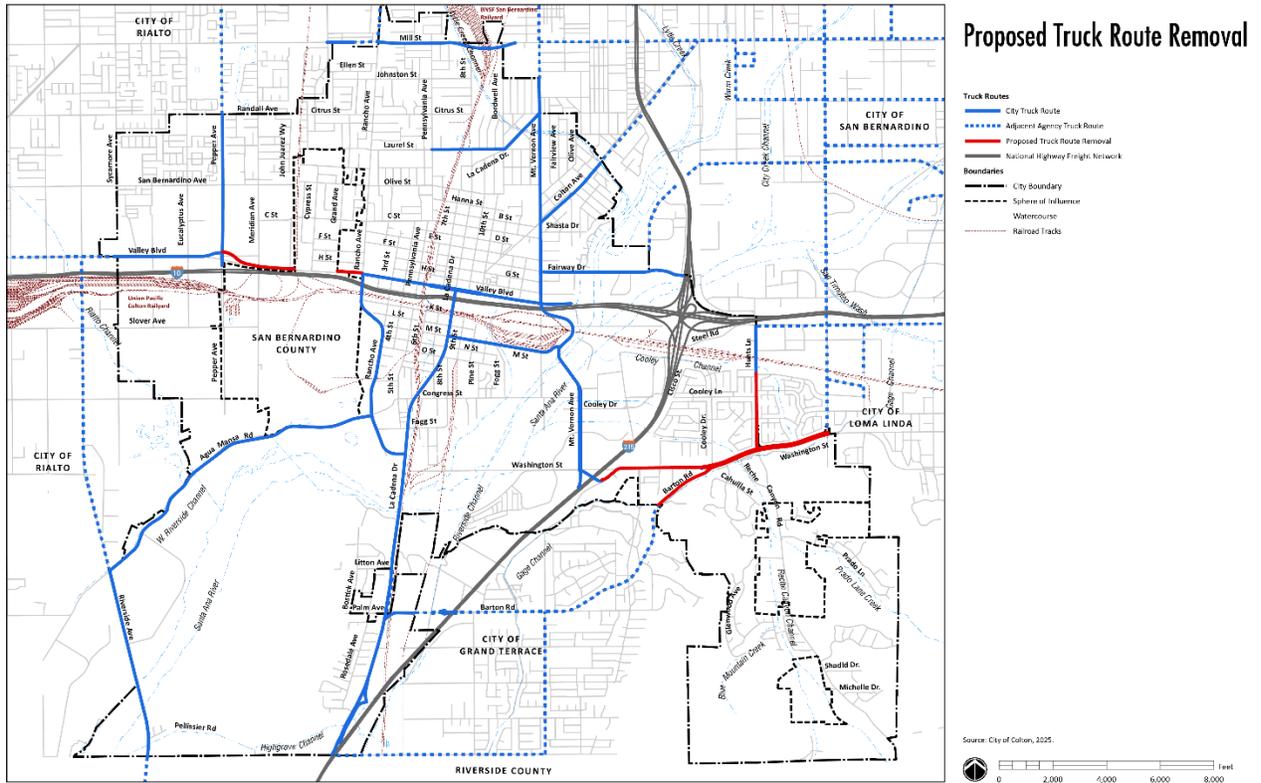


FIGURE 4 PROPOSED TRUCK ROUTES PLAN

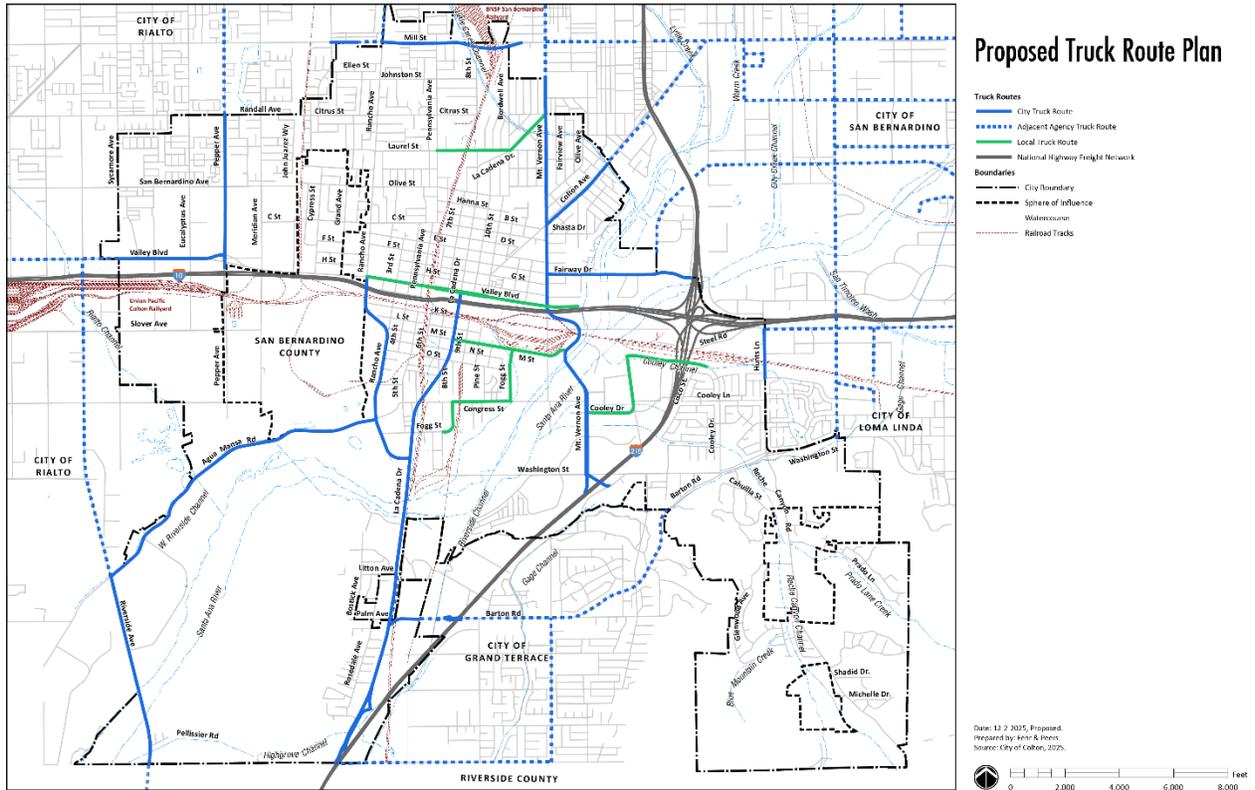
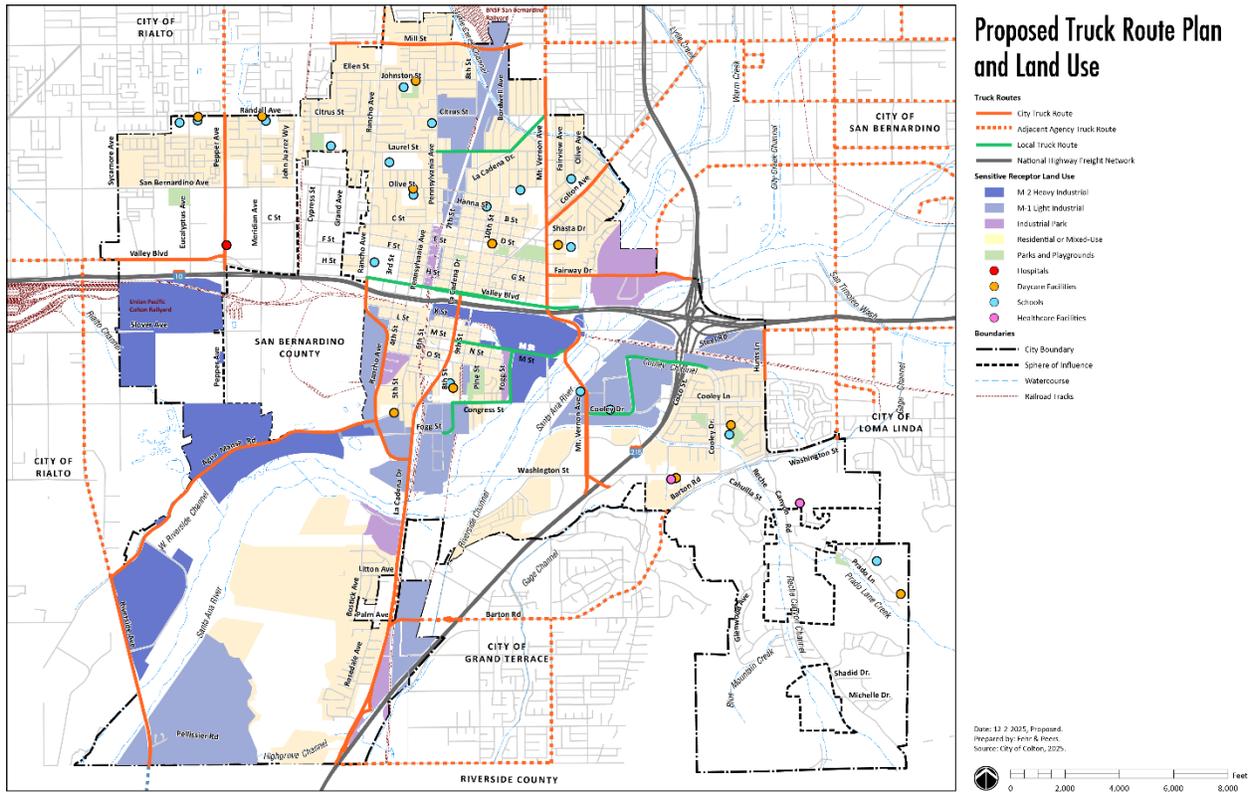


FIGURE 5 PROPOSED TRUCK ROUTE PLAN AND LAND USE MAP



3.0 ENVIRONMENTAL ANALYSIS

3.1 APPROACH

This section summarizes the conclusions of the certified EIR and then evaluates whether the proposed project would meet the conditions described in CEQA Guidelines Section 15164 for preparation of an Addendum. The net change in environmental impacts for the approved Project (buildout of the City in accordance with the adopted General Plan including the Mobility Element) in comparison to future conditions of the City upon implementation of the proposed Project (Mobility Element Amendment) are assessed. The approach to this section considers the limited topics that the proposed Project could impact. The proposed project:

- Would not alter any land use designations and therefore not permit any new land uses in comparison to the existing General Plan.
- Is limited to designating truck routes and assigning weight restrictions for some roadways and modifying applicable policies and implementation actions.

A primary objective of AB 98/SB 415 is to minimize the environmental impact of logistic facilities on surrounding communities, and in particular to sensitive receptors (residential, schools, daycare, etc.). As described in Section 2.0, Project Description, the approach reviewing truck routes focused on identifying potential roadways adjacent to residential and other sensitive receptors, that currently carry truck traffic, or are anticipated to accommodate future, area-wide growth in truck volumes. The team then considered the potential to divert these truck volumes to less sensitive roadways. If appropriately designed and implemented, the truck route designations would result in beneficial impacts to operational impacts including air quality (including health risk), and noise.

3.2 ENVIRONMENTAL TOPICS DETERMINED TO HAVE “NO IMPACT”

Implementation of the Mobility Element Amendment would not result in direct, or reasonably foreseeable indirect, physical changes to the built environment or any ground disturbance that could impact environmental resources. The proposed Project would remove existing 2016 City Truck Routes on four (4) roadways, reclassify four (4) routes from a City Truck Route to a Local Truck Route, and designate four (4) additional routes as Local Truck Routes. The proposed update to the City’s truck route designations reflects current truck activity and access to truck-generating uses while minimizing trucks on roadways with sensitive receptors. It would not involve any proposed changes such as the re-classification of arterial, collector or other road types, or right-of-way modifications. As such, there would be no potential for impacts to any of the following resources:

- Aesthetics

- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

3.3 ENVIRONMENTAL TOPICS DETERMINED TO HAVE “LESS THAN SIGNIFICANT IMPACT”

- Hazard or Hazardous Materials

Implementation of the Mobility Element would not result in potential significant **Hazard or Hazardous Materials**-related impacts. The City’s 2016 Truck Route Master Plan identifies higher capacity roadways that can accommodate truck traffic and separate it from residential areas. Currently, residential development is located along all designated truck routes. The updated City Truck Routes’ reclassification of routes from a City Truck Route to a Local Truck Route would create designated local routes for trucks to access commercial businesses and reduce neighborhood cut-through truck traffic. Thus, the risks associated with routine transport of hazardous materials may be reduced in comparison to the existing Mobility Element. Further, the General Plan contains Policy M-5.5, which enforces established truck routes and Policy M-5.6, which establishes truck routing performance standards. Adherence to these performance standards ensures that transport of hazardous materials is routed away from residential neighborhoods to the maximum extent possible. The Project proposes to update the General Plan Mobility Element Policy M-5.5 and Policy M-5.6 to reflect recent updates to California Government Code Sections 65098 and 65302, which would,

ensure that federal and state regulations continue to govern the transport, use, and disposal of hazardous materials. Accordingly, potential impacts would be less than significant.

3.4 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Given the characteristics of the project, therefore, the following environmental analysis focuses on the following environmental topics:

- Air Quality
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Transportation

These topics are reviewed relative to the General Plan land uses designations within the City as well as existing, specific sensitive receptors. Whether or not the General Plan land use designation for a parcel is consistent with the existing use, the designations represent the anticipated long-term land use for each parcel. Since this Addendum analyzes the long-term potential impact of the Project and designated truck routes in comparison to buildout conditions for the existing General Plan, the land use designations are an appropriate basis for this impact analysis.

The following section is formatted to address the CEQA Appendix G checklist for the four topics listed above. A summary of the impact conclusions under the General Plan EIR for each category is also provided, along with a list of any relevant mitigation measures included in the General Plan EIR for the respective impact.

3.5 AIR QUALITY

3.5.1 Summary of Impacts Identified in the 2013 General Plan EIR

The Air Quality section of the General Plan Draft EIR concluded that the following impacts would be **significant and unavoidable** even with implementation of General Plan policies. No feasible mitigation measures were identified:

- **Air Quality Management Plan (AQMP) Consistency:** As a policy document, no development is authorized or would directly occur from the General Plan Update, however development would occur within the planning area as guided by the policies of the General

Plan Update. It was estimated that emissions resulting from buildout under the General Plan Update would exceed South Coast Air Quality Management District (SCAQMD) daily operational thresholds after the first year of growth, and emissions would continue to increase proportionally as growth occurs long-term in the City. While the SCAQMD daily thresholds are not intended to be applied to the program-level; however, they do provide a guidepost for comparing incremental increases in emissions guided by the program. Additionally, the projected population growth is not completely accommodated by the capacity of the proposed General Plan, while the projected employment growth is accommodated. Therefore, the proposed General Plan is inconsistent with the growth projections used in the RTP/SCS and would be inconsistent with the 2012 AQMP.

- **Long Term Operational Related Emissions:** The projected long-term net increase in emissions associated with operations under the General Plan Update would exceed the SCAQMD thresholds and therefore, mitigation measures required by SCAQMD should be implemented to the greatest extent possible. The Project emissions with the recommended mitigation measures would be reduced to an extent. However, due to the General Plan's inconsistency with the Southern California Association of Government's (SCAG) population growth projections for the City, the potential still remains for an interference with the implementation of the AQMP. Thus, long-term impacts to air quality remain potentially significant and unavoidable.

The Air Quality section of the General Plan Draft EIR concluded that the following impacts would be **less than significant with mitigation:**

- **Short-Term Construction Related Emissions:** As a policy document, no development is authorized or would directly occur from the adoption of the General Plan Update, however development would occur within the planning area as guided by the policies of the General Plan Update. Short-term criteria pollutant emissions would occur during site preparation, grading, building construction, paving, and painting/coating activities. Emissions would occur from use of construction equipment, worker, vendor, and hauling trips, and disturbance of on-site soils (fugitive dust). Short-term air quality impacts would be determined on a project-by-project basis; if significant, then mitigation measures would be required by SCAQMD Rules to reduce construction emissions and to be implemented on an individual basis.
- **Carbon Monoxide (CO) Hot Spots:** CO hotspots are typically associated with intersections with lower ratings of Level of Services (LOS), such as LOS E or F, which indicate high congestion and high amounts of idling vehicles that have the potential to generate a CO hotspot. There is one intersection within the City currently operating at LOS E, and there are 17 intersections within the City that are anticipated to operate at LOS E or F in either or both

of the morning or evening peak hours without implementation of recommended circulation system improvements. Pursuant to General Plan policies, future development projects would be screened and analyzed pursuant to the CO Protocol to determine if a CO hotspot may occur at congested intersections. Mitigation may be required, if necessary, to alleviate traffic congestion and minimize the hotspot potential. With implementation of the proposed General Plan Update policies to require air quality analyses and traffic Level of Service (LOS) requirements, impacts related to carbon monoxide hotspots would be less than significant.

The Air Quality section of the General Plan Draft EIR concluded that the following impacts would be **less than significant** with the implementation of General Plan policies and the application of standard development practices **without mitigation**:

- **Sensitive Receptors:** Emissions from future development projects would have the potential to expose sensitive receptors to temporary, localized pollutant concentrations in excess of air quality standards. General Plan policies would require preparation of an air quality impact analysis for individual development projects where possible emissions could impact sensitive receptors, and such analysis would include project-specific mitigation measures, as appropriate. Furthermore, future construction activities would be subject to routine control measures as required by SCAQMD as well as guidelines set forth by the California Air Resources Board (CARB). With the implementation of General Plan Policies and existing regulations, impacts would not be significant.
- **Toxic Air Contaminants:** The General Plan land use plan includes an Industrial Park (IP), Light Industrial (LI), and Heavy Industrial (HI) land use categories that permit varying degrees of manufacturing, processing, and distribution activities. Future businesses of these types that may be developed within the designated industrial areas could result in emissions of a variety of toxic air contaminants. CARB has developed guidelines to assist local government agencies in siting new land uses that could be occupied by “sensitive individuals” at a safe distance from such sources. General Plan policies for future development includes preparation of air quality analysis, which would include health risk assessments where appropriate, which would address any potential impact that could occur in the City. With implementation of proposed General Plan programs and existing regulations that regulate and monitor toxic emitters, potential health impacts to sensitive receptors due to exposure to toxic air contaminants would be less than significant.
- **Odors:** There are multiple existing potential sources of odors within the City, including two wastewater treatment facilities, crematoriums, as well as light and heavy industrial uses. Future development within the area of these and other potential odor sources would have to consider potential impacts individually. Pursuant to General Plan policies, future

development would be evaluated in regards to potential impacts related to odors. While siting is the primary mitigation to prevent exposure to odors, odors can also be mitigated in similar fashion to air pollutant emissions (i.e. filtering). Impacts related to odors would be less than significant with implementation of the proposed General Plan policies.

3.5.2 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?*

3.5.3 Environmental Impacts

- a) Conflict with or obstruct implementation of the applicable air quality plan?*

No Impact. The Project proposes to remove existing 2016 City Truck Routes on four (4) roadways: Valley Boulevard (between Pepper Avenue and western City limit), Barton Road (between La Cadena Drive and I-215), Washington Street (Mt. Vernon Avenue to I-215), and Hunts Lane (Commercial Road to North City Limits). The Project also proposes the reclassification of four (4) routes, M Street (La Cadena Drive to Mt. Vernon Avenue), Valley Boulevard (Rancho Avenue to its eastern terminus at Sperry Drive), Laurel Street (Pennsylvania Avenue to La Cadena Drive), and La Cadena Drive (Laurel Street to Mt. Vernon Avenue) from a City Truck Route to a Local Truck Route. The reclassification would restrict truck access to only trucks accessing local commercial businesses and reduce neighborhood cut-through truck traffic. Trucks currently using reclassified Local Truck Routes as cut-through to other jurisdictions would instead remain on the freeways (I-10 and I-215) to reach their destination. The Project also designates four (4) additional road segments as Local Truck Routes, Cooley Drive (Mt. Vernon Avenue to the driveway north of Valleywood Street), Fogg Street (Jefferson Lane to Congress Street and Congress Street to M Street), Congress Street (Fogg Street to 8th Street), and 8th Street (Congress Street to Fogg Street). The Local Truck Route designation at the four (4) new road segments formalizes truck movements already occurring to access existing local commercial businesses. Count data was collected to confirm existing truck activity. At Cooley Drive east of Mt. Vernon Avenue 414 heavy-duty trucks were recorded. The Fogg Street, Congress Street, and 8th Street Local Truck Routes are connected, representing one corridor for commercial businesses with 208 heavy-duty trucks were recorded accessing this corridor at Fogg Street south of M Street. Trucks currently rely on these routes; the Local Truck Route designation does not create new truck demand and ensures that trucks continue to operate only on these routes to access their

businesses rather than dispersing and cutting through on nearby neighborhood streets where children are frequently present.

The proposed Project would not result in any land use or policy changes that would result in new development or population or employment growth beyond what was projected in the City's General Plan. The Project would not change absolute number of truck trips. The Project would reroute existing truck trips or formalize routes already containing truck traffic. This change is anticipated to result in up to 50 trucks trips a day being rerouted from a roadway with more sensitive receptors to any City Truck Route with fewer sensitive receptors, including heavy truck trips. The proposed project would not alter the significant and unavoidable impacts identified in the General Plan EIR. No change in the level of significance, identified in the General Plan 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?

No Impact. As summarized above, the proposed Project would not result in any land use or policy changes that would result in new development or population or employment growth beyond what was projected in the City's General Plan. Similarly, the proposed Project would remove existing 2016 City Truck Routes on four (4) roadways, reclassify four (4) routes from a City Truck Route to a Local Truck Route, and designate four (4) additional routes as Local Truck Routes. Trucks currently using reclassified Local Truck Routes as cut-through to other jurisdictions would instead remain on the freeways (I-10 and I-215) to reach their destination. Newly designated Local Truck Routes are currently used by trucks to access local commercial businesses. The Project would not change absolute number of truck trips. The Project would reroute existing truck trips or formalize routes already containing truck traffic and would not result in the generation of additional vehicle trips, including heavy truck trips. As a result, there would be no increase of any criteria pollutant emissions. The implementation of the proposed project would not increase or alter criteria pollutant emissions. No change in the level of significance, identified in the General Plan EIR, would occur through operation of the proposed Project.

c) Expose sensitive receptors to substantial pollutant concentrations?

No Impact. The General Plan EIR concluded that implementation of proposed policies and programs would provide sufficient protection for sensitive receptors. As summarized above, the proposed Project would remove existing 2016 City Truck Routes on four (4) roadways, reclassify four (4) routes from a City Truck Route to a Local Truck Route, and designate four (4) additional routes as Local Truck Routes. The Project would reroute existing truck trips or formalize routes already containing truck traffic and would not result in the generation of additional vehicle trips, including heavy truck trips.

Trucks currently using reclassified Local Truck Routes as cut-through to other jurisdictions would instead remain on the freeways (I-10 and I-215) to reach their destination. Newly designated Local Truck Routes are currently used by trucks to access local commercial businesses. Consistent with AB 98, the proposed Project would not introduce additional exposure and limit sensitive receptors (i.e. residences, schools, daycare facilities, parks and playgrounds, nursing homes, and hospitals) along truck routes. The Project would not change absolute number of truck trips. The rerouted trucks would not result in an increase of over 50 trucks trips being rerouted to any City Truck Route. No change in the level of significance, identified in the General Plan 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

No Impact. The proposed project does not include any direct or reasonably foreseeable indirect physical changes to the environment or development of any new uses. The Project would reroute existing truck trips and would not result in the generation of additional vehicle trips, including heavy truck trips. The Project would not change absolute number of truck trips. The rerouted trucks would not result in an increase of over 50 trucks trips being rerouted to any City Truck Route. There would be no construction activities that could result in odor impacts, and operational changes to truck traffic would not result in new odor generation. No change in the level of significance, identified in the General Plan EIR, would occur through operation of the proposed Project.

3.5.4 Adopted Mitigation Measures Applicable to the Proposed Project

The General Plan EIR did not identify any Air Quality mitigation measures.

3.6 GREENHOUSE GAS EMISSIONS

3.6.1 Summary of Impacts Identified in the 2013 General Plan EIR

The Greenhouse Gas section of the General Plan Draft EIR concluded that the following impacts would be **significant and unavoidable** even with implementation of General Plan policies. No feasible mitigation measures were identified:

- **Long Term Operational Related Emissions:** The projected long-term net increase in greenhouse gas (GHG) emissions from future development projects would result in GHG emissions from mobile, area, and operation sources. New development in the planning area guided by the proposed General Plan Update would generate approximately 24,502 metric tons of carbon dioxide equivalent (MTCO₂e) after the first year of growth and would increase additively as growth occurs over the long term. This volume of GHG emissions would exceed

the SCAQMD interim threshold. It should be noted that the interim thresholds are not intended to be applied to the program-level, however as discussed below, the General Plan Update would be inconsistent with the CARB Scoping Plan and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) based on SCAG's growth projections.

- **Greenhouse Gas Reduction Plans:** The proposed General Plan Update supports four of the action categories, in the CARB Scoping Plan, through energy efficiency, green building, recycling/waste, and water conservation through its policies. The proposed General Plan Update would directly support the implementation of the RTP/SCS in achieving mandated GHG reduction targets through its policies. However, the General Plan Update is not consistent with the population growth forecasts of the RTP/SCS because it does not provide the capacity for residential development to accommodate the projected population growth. This inability to accommodate the projected population growth would indirectly generate growth elsewhere in the region and thus could potentially alter transportation plans and models of the RTP/SCS determined to achieve the noted GHG reduction targets.

The Greenhouse Gas of the General Plan Draft EIR concluded that the following impacts would be **less than significant** with the implementation of General Plan policies and the application of standard development practices **without mitigation**:

- **Short-Term Construction Related Emissions:** As a policy document, no development is authorized or would directly occur from the General Plan Update, however development would occur within the planning area as guided by the policies of the General Plan Update. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. General Plan policies require analysis of GHG emissions and potential climate change impacts for future development projects.

3.6.2 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.*

3.6.3 Environmental Impacts

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

No Impact. The Project proposes to remove existing 2016 City Truck Routes on four (4) roadways: Valley Boulevard (between Pepper Avenue and western City limit), Barton Road (between La Cadena Drive and I-215), Washington Street (Mt. Vernon Avenue to I-215), and Hunts Lane (Commercial Road to North City Limits). The Project also proposes the reclassification of four (4) routes, M Street (La Cadena Drive to Mt. Vernon Avenue), Laurel Street (Pennsylvania Avenue to La Cadena Drive), and La Cadena Drive (Laurel Street to Mt. Vernon Avenue), and Valley Boulevard (Rancho Avenue to its eastern terminus at Sperry Drive) from a City Truck Route to a Local Truck Route. The reclassification would restrict truck access to only trucks accessing local commercial businesses and reduce neighborhood cut-through truck traffic. The Project also designates four (4) additional road segments as Local Truck Routes, Cooley Drive (Mt. Vernon Avenue to the driveway north of Valleywood Street), Fogg Street (Jefferson Lane to Congress Street and Congress Street to M Street), Congress Street (Fogg Street to 8th Street), and 8th Street (Congress Street to Fogg Street). Count data recorded 414 heavy-duty trucks currently using Cooley Drive and 208 heavy-duty trucks using the Fogg Street/Congress Street/8th Street corridor. The Local Truck Route designation allows local trucks to continue to operate only on these routes to access their businesses rather than dispersing and cutting-through on nearby neighborhood streets where children are frequently present. The Project would not change absolute number of truck trips. The Project would not alter land uses and would not result in an increase of over 50 trucks trips being rerouted to any City Truck Route, including heavy truck trips, which could generate additional GHG emissions. No change in the level of significance, identified in the General Plan 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.

No Impact. As summarized above, the proposed Project would reroute existing truck trips or formalize routes already containing truck traffic and would not result in an increase of over 50 trucks trips for any City Truck Route, including heavy truck trips, and would not result in any land use or policy changes that would result in new development or population or employment growth beyond what was projected in the City's General Plan. No change in the level of significance, identified in the Certified EIR, would occur through operation of the proposed Project.

3.6.4 Adopted Mitigation Measures Applicable to the Proposed Project

The General Plan EIR did not identify any Greenhouse Gas mitigation measures.

3.7 LAND USE & PLANNING

Summary of Impacts Identified in the 2013 General Plan EIR

All of the potential Land Use and Planning impacts were determined to be **Less Than Significant** upon implementation of General Plan policies **without Mitigation**.

- **Physically Divide an Established Community:** According to the 2013 General Plan EIR, the proposed Circulation Element would not establish any new transportation routes or facilities. No other types of major corridors are planned that would require clearing of existing land uses. The proposed General Plan supports maintenance of established neighborhoods through the General Plan Land Use (LU) Policies, including Policy **LU-1.6, LU-1.9, LU-6.1, LU-6.2, LU-6.3, LU-6.4, and LU-6.5**. With the implementation of the proposed LU policies, no impact would occur.
- **Conflict with Applicable Land Use Plans, Policies, or Regulations:** According to the 2013 General Plan EIR, the planning area is subject to a variety of federal, State and locally adopted plans designated to mitigate environmental impacts and preserve important resources. The 2013 General Plan EIR concluded that applicable land use plans, policies, and regulations would have a less than significant impact.
- **Conflict with Any Applicable Habitat or Natural Community Conservation Plan:** The 2013 General Plan EIR identified that portions of the City are located within Recovery Units of the adopted Delhi-Sands Flower-Loving Fly Recovery Plan. The City is not within any other adopted habitat conservation plan or natural community conservation plan. As discussed in the 2013 General Plan EIR’s Biological Resources section, the Recovery Units of the Delhi-Sands Flower-Loving Fly Recovery Plan is designated as open space. Thus, it supports the objectives of the plan, and would have no effect upon the plan.

3.7.1 Thresholds of Significance

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

a) Physically divide an established community?

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

3.7.2 Environmental Impacts

a) Physically divide an established community?

No Impact. As described above, the updated City Truck Routes’ reclassification of routes from a City Truck Route to a Local Truck Route would create designated local routes for trucks which maintain access to commercial businesses and reduce neighborhood cut-through truck traffic. The introduction of additional Local Truck Routes formally establishes routes trucks already used to access local businesses while reducing surrounding neighborhood cut-through truck traffic on roadways where children are frequently present. The Project’s reclassification and designation of Local Truck Routes would not physically divide an established community. The Project’s reduction of neighborhood cut-through truck traffic would improve the surrounding residential areas.

Furthermore, the Project proposes to update the General Plan Mobility Element Policy M-5.5 and Policy M-5.6, which would improve residential neighborhood conditions. Policy M-5.5 enforces established truck routes, in order to discourage truck shortcuts through residential neighborhoods. Policy M-5.6 includes performance criteria for designated truck routes, which includes avoiding intrusions into residential neighborhoods. Thus, implementation of the Project would not physically divide an established community and would improve residential areas with compliance to AB 98 and SB 415. No impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Project would not conflict with any land use plan, policy or regulation adopted for the purpose of mitigating an environmental impact. As described above, the Project proposes to update the Mobility Element of the General Plan and amend Chapter 10.60 (2016 Truck Routes Master Plan) to Title 10 of the Colton Municipal Code in order to comply with AB 98/ SB 415. The Project's reclassification of routes, designation of additional Local Truck Routes, and General Plan Mobility Element updates would minimize environmental impacts to local communities. The Local Truck Routes are aimed at reducing neighborhood cut-through truck traffic while maintaining truck access to local commercial businesses. The Project proposes to update the General Plan Mobility Element Policy M-5.5 and Policy M-5.6 to reflect recent updates to California Government Code Sections 65098 and 65302. Implementation of the Project would ensure compliance with AB 98 and SB 415 and would not conflict with any land use plans, policies or regulations. No impact would occur.

3.7.3 Adopted Mitigation Measures Applicable to the Proposed Project

The General Plan EIR did not include any Land Use and Planning mitigation measures.

3.8 NOISE AND VIBRATION

3.8.1 Summary of Impacts Identified in the 2013 General Plan EIR

The Noise section of the General Plan Draft EIR concluded that the following impacts would be **Less Than Significant** upon implementation of General Plan policies **without Mitigation**.

- **Construction Noise:** As a policy document, no development is authorized or would directly occur from the adoption of the General Plan Update, however development that would occur within the planning area as guided by the policies of the General Plan Update. Grading,

paving, landscaping and building construction processes involve equipment and vehicles that are known to produce intrusive levels of noise. This would result in temporary increase in local noise levels near the active construction sites that could adversely affect neighboring land uses, particularly those where sensitive receptors are located. Continuing enforcement of the Municipal Code would reduce potential nuisance noise impacts.

- **Traffic Noise:** Future population and employment growth within the planning area would result in increased traffic and the need for roadway and intersection improvements necessary to maintain desired levels of service. Increases in traffic could result in permanent increases in ambient noise levels, e.g., where a roadway segment is proposed to be expanded with additional travel lanes over the long-term to achieve level of service standards. Roadway noise could also increase on an existing roadway that would carry increasing traffic volumes. In either set of circumstances, roadway noise levels could increase to beyond the levels considered acceptable for the adjacent land uses as defined by the City of Colton Noise Guidelines. Potential increases in noise levels along existing and proposed roadways would be assessed in conjunction with the City’s review of site-specific noise impact analyses.
- **Vibration:** Development that would occur within the planning area as guided by the policies of the General Plan Update has the potential to generate perceptible vibration levels to sensitive receptors within 20 feet from the operation of heavy equipment. The proposed General Plan Update does not authorize any construction or other land altering activity that could result in construction-related vibration. Potential vibration due to future construction activities would be assessed in conjunction with the City’s routine review of site-specific geotechnical studies and the recommended grading and foundation design measures.

The Noise section of the General Plan Draft EIR concluded that there would be no impacts with implementation of General Plan policies:

- **Airport Noise:** The City of Colton is not located within an airport land use plan area or within two miles of a public airport or private airstrip. The nearest airport is the San Bernardino International Airport is located approximately three miles east of Colton. The City is not located within the 65 dBA contour map for the San Bernardino International Airport. As such, the proposed project would not expose residents or workers within two miles of an airport to excessive noise levels associated with air traffic.

3.8.2 Thresholds of Significance

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

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan***

or noise ordinance, or applicable standards of other agencies?

b) Generation of excessive groundborne vibration or groundborne noise levels?

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

3.8.3 Environmental Impacts

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. Since the proposed project would not involve any new development, there would be no potential for substantial temporary or permanent noise levels related to construction activities. There would also be no noise generation changes with operations associated with development since there would be no land uses changes.

The potential for noise changes due to the proposed project would be limited to traffic noise, and in particular truck-related noise. Implementation of the proposed designated truck routes would be expected to reduce truck traffic along the following roadway segments within residential areas where 2016 City Truck Routes have been proposed for removal:

- Valley Boulevard (between Pepper Avenue and western City limit)
- Barton Road (between La Cadena Drive and I-215)
- Washington Street (Mt. Vernon Avenue to I-215)
- Hunts Lane (Commercial Road to North City Limits)

The Project also proposes to reclassify routes from a City Truck Route to a Local Truck Route. The reclassification would create designated local routes for trucks to access commercial businesses and reduce neighborhood cut-through truck traffic. The following 2016 City Truck Routes are proposed to be reclassified as Local Truck Routes:

- M Street (La Cadena Drive to Mt. Vernon Avenue)
- Valley Boulevard (Rancho Avenue to its eastern terminus at Sperry Drive)
- Laurel Street (Pennsylvania Avenue to La Cadena Drive)

The removal of La Cadena Drive (Laurel Street to Mt. Vernon Avenue) as a Truck Route would restrict through trucks from using reclassified Local Truck Routes as cut-through to other jurisdictions and

would require them to instead remain on the freeways (I-10 and I-215) to reach their destination. Noise levels on the aforementioned Truck Routes would be reduced consistent with the reduction of truck traffic along these routes. The rerouting of existing truck traffic would result in no more than 50 truck trips per day being rerouted to the proposed Truck Routes.

The following additional routes are to be designated as Local Truck Routes:

- Cooley Drive (Mt. Vernon Avenue to the driveway north of Valleywood Street)
- Fogg Street (Jefferson Lane to Congress Street and Congress Street to M Street)
- Congress Street (Fogg Street to 8th Street)
- 8th Street (Congress Street to Fogg Street)

Count data recorded 414 heavy-duty trucks currently using Cooley Drive and 208 heavy-duty trucks using the Fogg Street/Congress Street/8th Street corridor. The truck volumes at the aforementioned routes would be maintained with the truck route designation. Existing truck traffic rerouted to these routes would originate from other local-serving trucks accessing commercial businesses on other neighborhood streets fronted by a park and an elementary school. The rerouting of existing truck traffic would result in no more than 50 truck trips per day being rerouted to Local Truck Routes.

According to standard traffic noise modeling methodology (FHWA), a doubling in traffic volume results in an increase of approximately 3 dBA in roadway noise levels.¹ A 3-dBA increase is considered a noticeable but marginal increase in noise and is at the threshold of perceptibility for most people. The rerouting of existing truck trips would not result in a doubling of traffic volumes on any of the Truck Routes. Any increases in noise levels would be negligible. Further, the proposed Truck Routes would be consistent with AB 98 requirements and would establish designated truck routes where properties fronting these roads at least 50 percent commercial and industrial, thereby limiting sensitive receptors (i.e. residences, schools, daycare facilities, parks and playgrounds, nursing homes, and hospitals) along truck routes. No change in the level of significance, identified in the General Plan EIR, would occur through operation of the proposed Project.

b) Generation of excessive groundborne vibration or groundborne noise levels?

1 Federal Highway Administration, Highway Traffic Noise: Analysis and Abatement Guidance, https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf. Accessed November 2025.

Less than Significant Impact. Since the proposed project would not involve any new development, there would be no potential for substantial temporary or permanent excessive groundborne vibration. As discussed above, the potential for vibration changes due to the proposed project would be limited to traffic vibration, and in particular truck-related vibration. According to the Federal Transit Administration,² typical road traffic-induced vibration levels are unlikely to be perceptible by people. Trucks and buses typically generate ground-borne vibration velocity levels of approximately 63 VdB (at a 50-foot distance). The Project would not change the absolute number of truck trips. The rerouting of existing truck traffic would result in no more than 50 truck trips per day being rerouted to the proposed Truck Routes. The rerouting of existing truck trips would not result in a doubling of traffic volumes on any of the Truck Routes. Any increases in vibration levels would be negligible. Further, the proposed Truck Routes would be consistent with AB 98 requirements and would establish designated truck routes where properties fronting these roads at least 50 percent commercial and industrial, thereby limiting sensitive receptors (i.e. residences, schools, daycare facilities, parks and playgrounds, nursing homes, and hospitals) along truck routes. No change in the level of significance, identified in the General Plan EIR, would occur through operation of the proposed Project.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed Project does not include any development and would not expose people residing or working in the project area to airport noise. No change in the level of significance, identified in the General Plan EIR, would occur through operation of the proposed Project.

3.8.4 Adopted Mitigation Measures Applicable to the Proposed Project

The General Plan EIR did not identify any Noise mitigation measures.

² Federal Transit Administration. Transit Noise and Vibration Impact Assessment, FTA report no. 0123. September 2018
https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed November 2025.

3.9 TRANSPORTATION/TRAFFIC

3.9.1 Summary of Impacts Identified in the 2013 General Plan EIR

The Transportation section of the General Plan Draft EIR concluded that the following impacts would be **Significant and Unavoidable** even with implementation of General Plan policies. No feasible mitigation measures were identified:

- **Individual and Cumulative Level of Service Standards and Traffic Load and Capacity:** The 2013 General Plan EIR identified that with the intensities of development associated with the General Plan Update, nineteen (19) study intersections would operate at a deficient level of service (LOS) F. Conditions following the intersections would worsen to LOS F, or compound to worse LOS F operations, in the future due to long-term implementation of General Plan land use policies and new development, including the West Valley Specific Plan area and in the Pellissier Ranch/La Loma Hills area. Therefore, long-term implementation of the General Plan Update land use policy, in combination with regional contributions to traffic on the local road network, would result in significant and avoidable impacts to LOS standards and traffic load and capacity.

The Transportation and Traffic of the General Plan Draft EIR concluded that the following impacts would be **Less Than Significant** with the implementation of General Plan policies and **Without Mitigation**:

- **Air Traffic Patterns, Traffic Levels, or Location:** According to the 2013 General Plan EIR, future development proposed pursuant to the General Plan Update would not affect air traffic patterns due to Colton's distance from Ontario International Airport. Therefore, impacts on air traffic patterns would be less than significant and no mitigation is required.
- **Design Features or Incompatible Uses:** According to the 2013 General Plan EIR, intent of the Mobility Element includes provision of safe traffic conditions citywide, for all mobility modes. Therefore, the General Plan Update would include Policy **M-1.2, M-3.2, M-3.6, and M-4.1**. With implementation of the proposed Mobility Element policies, street improvements would be designed in accordance with all applicable standards relating to vehicle traffic, bicycles, and pedestrian safety. Impacts would be less than significant and no mitigation is required.
- **Emergency Access:** According to the General Plan EIR, future development of the General Plan Update would be subject to the provisions of the City's Fire Code with regard to providing adequate emergency access. The General Plan Update does not include policies that would

change standards to emergency access or interfere with policy implementation. Therefore, impacts would be less than significant and no mitigation is required.

- **Parking Capacity:** According to the 2013 General Plan EIR, the General Plan Update supports provision of adequate parking in future developments through Policy **M-6.1** thru **M-6.6**. Through implementation of these policies, in conjunction with the parking supply and design standards of the City's Zoning Code, impacts to adequate parking would be less than significant. No mitigation is required.
- **Adopted Policies, Plans, or Programs:** According to the 2013 General Plan EIR, the General Plan Update would not interfere with any adopted plan or policy related to alternative transportation. The General Plan Update would include Policies **M-1.1** through **M-1.5**, Policies **M-2.1** through **M-2.14**, and Policy **M-3.8**, which would support alternative modes of transportation including public transit, bicycling, and walking. Additionally, the proposed Complete Streets Plan would promote development of street design that can accommodate diverse travel modes. Therefore, no adverse impact to alternative transportation plans, programs, or facilities would occur and impacts would be less than significant. No mitigation is required.

3.9.2 Thresholds of Significance

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

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?*
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
- d) Result in inadequate emergency access?*

3.9.3 Environmental Impacts

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

No Impact. In compliance with AB 98, the proposed project is an update to the General Plan Mobility Element. As described in Section 2.0, Project Description, the project complies with this legislation. The project, including the designation of truck routes and weight restricted routes, would not conflict with any policies, plans or programs for transportation.

- b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?*

No Impact. The General Plan EIR evaluated potential level of service impacts to the City's transportation network but did not analyze potential Vehicle Miles Traveled (VMT) with and without

the project. On September 27, 2013, SB 743 was signed into law and started the process to eliminate auto delay, level of service (LOS) and traffic congestion as the basis of determining significant impacts under CEQA. The Governor’s Office of Planning and Research developed alternative metrics and thresholds based on VMT. The guidelines were certified by the Secretary of the Natural Resources Agency in December 2018, and automobile delay, as described solely by level of service—or similar measures of vehicular capacity or traffic congestion—is not considered a significant impact on the environment. There was an opt-in period until July 1, 2020, for agencies to adopt new VMT-based criteria. The City of Colton published VMT Guidelines for General Plan Compliance analysis and CEQA VMT Analysis in June 2020.

The proposed project would not alter land uses and therefore would not change truck volumes as a whole, but rather shift no more than 50 truck trips onto parallel routes. Route changes as a result of designated truck routes and weight restrictions could affect the distance of some truck travel. This would be anticipated to be minimal. Regardless, the VMT methodology does not include heavy trucks. The model includes total VMT per capita for residential projects and VMT per employee for office and industrial projects. The proposed project would not impact VMT.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project does not include circulation network modifications or improvements. Implementation would not result in impacts related to traffic hazards.

d) Result in inadequate emergency access?

No Impact. The proposed project does not include circulation network modifications or improvements. The proposed Project would remove existing 2016 City Truck Routes on four (4) roadways and would, reclassify two four (24) routes from a City Truck Route to a Local Truck Route, and designate four (4) additional routes as Local Truck Routes. The Project would not change the absolute number of truck trips. The rerouting of existing truck traffic would result in no more than 50 existing truck trips per day being rerouted to the proposed Truck Routes and would not result in a significant increase of trips on designated evacuation routes. Implementation would not result in impacts related to emergency access.

3.9.1 Adopted Mitigation Measures Applicable to the Proposed Project

The General Plan EIR includes mitigation measures to address the LOS impacts of implementing the General Plan. These measures are not applicable to the proposed Mobility Element update.

4.0 FINDINGS

As summarized below, and for the reasons described in Section 3, Environmental Analysis, of this Addendum, the City of Colton has concluded that the proposed project meets the conditions of CEQA Guidelines Section 15164 and that therefore an Addendum to the certified EIR is the appropriate CEQA document to address the proposed project.

As previously discussed, under CEQA Guidelines Section 15164, an addendum to an EIR or MND may be prepared if only minor technical changes or additions are necessary or none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or MND have occurred. The following restates the standards set forth in CEQA Guidelines Section 15162 as they relate to the proposed project.

1. No substantial changes are proposed in the project which would require major revisions of the previous EIR due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effect.

The proposed project, the General Plan Update, is a focused effort undertaken specifically to comply with 2023 California legislation, AB 98 (and associated cleanup legislation enabled by SB 415). A primary objective of AB 98 is to minimize the environmental impact of logistic facilities on surrounding communities, and in particular to sensitive receptors (residential, schools, daycare, etc.). As summarized in Section 3.0, Environmental Analysis, The proposed project:

- Would not alter any land use designations and therefore not permit any new land uses in comparison to the existing General Plan.
- Is limited to designating truck routes and assigning weight restrictions for some roadways and modifying applicable policies.

As detailed in the Environmental analysis, Implementation of updated General Plan would not involve any new significant environmental effects or substantially increase the severity of any previously identified significant impact. On the contrary, the analysis in this Addendum demonstrates that potential beneficial environmental impacts anticipated due to the proposed project.

2. No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

This Addendum evaluates the potential incremental effects of the proposed project in comparison to baseline environmental conditions (buildout of the City in accordance with the 2013 General Plan). There have been no substantial changes in circumstances since preparation of the General Plan EIR that would require major revisions to the EIR due to the involvement of new significant impacts or substantial increase in the severity of impacts previously identified.

3. No 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:

a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration

There have been no changes of substantial importance that would result in one or more significant effects not discussed in the original General Plan EIR. The proposed project would not result in any new significant effects relative to the original General Plan EIR.

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

This Addendum reviews all environmental topics for the proposed project's potential impacts. The project would result in beneficial impacts and would not result in any impacts more severe than the original General Plan EIR.

c. 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

The proposed project would result in beneficial impacts to some categories and not affect the majority of impact categories. Implementation would not result in more severe impacts than the original General Plan EIR and no additional mitigation measures or alternatives were considered.

d. 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.

See Response to condition C. No additional mitigation measures or alternatives were required or considered.