

## Notice of Preparation and Scoping Meeting

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To: **Reviewing Agencies, Organizations, and Interested Parties**

Subject: **Notice of Preparation of a Draft Environmental Impact Report (EIR) and Public Scoping Meeting for the Goodman Logistics Center Fullerton Project**

From: **City of Fullerton Community and Economic Development Department  
303 W. Commonwealth Avenue  
Fullerton, CA 92832  
Contact: Edgardo Caldera, Assistant Planner**

Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act (CEQA) Guidelines Section 15050, the **City of Fullerton** will be the lead agency and will prepare an environmental impact report (EIR) that will address potential environmental impacts associated with the Goodman Logistics Center Fullerton project (referred to herein as the "Project"). The purpose of this notice is (1) to serve as a Notice of Preparation (NOP) of an EIR pursuant to the CEQA Guidelines Section 15082, (2) to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed Project, and (3) to serve as a notice for the public scoping meeting.

The City is requesting input from Responsible Agencies, Trustee Agencies, members of the public, and other interested parties regarding the scope and content of the EIR. Public agencies may need to rely on the EIR prepared by the City when considering permits or other approvals that may need to be issued in association with the proposed Project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

**Project Title:** Goodman Logistics Center Fullerton Project

**Project Location and Setting:** The approximately 65.4-net acre<sup>1</sup> Project site is located at 2001 East Orangethorpe Avenue, in the City of Fullerton, Orange County, California. The Project site is located at the northeast corner of the Orangethorpe Avenue and Acacia Avenue intersection and is bounded by Acacia Avenue to the west, Kimberly Avenue and BNSF railroad tracks to the north, State College Boulevard to the east, and Orangethorpe Avenue to the south. The Project site location is shown on Figure 1. Regional access to the Project site is provided from State Route (SR)-57 and SR-91 located east and south of the Project site, respectively.

As shown in the aerial photograph provided in Figure 2, the Project site is currently occupied by a Kimberly-Clark manufacturing facility, which includes 1,210,720 square feet (s.f.) of existing manufacturing (418,720 s.f.) and warehouse buildings (792,000 s.f.). Kimberly-Clark's operations and associated use of the site will terminate by June 2020. The City of Fullerton Water Department maintains a water well facility in the north-central portion of the site west of the Kimberly Avenue access driveway, and there is a Southern California Edison (SCE) substation generally in the center of the Project site. A storage lot for recreational vehicles is located in the northeast corner of the Project site; this use operates under a lease agreement with Kimberly-Clark.

**Project Description:** The proposed Project includes redevelopment of the Project site with an approximately 1,561,522 s.f. industrial logistics center consisting of four buildings (Buildings 1, 2, 3, and 4) on four separate lots (refer to the proposed site plan presented on Figure 3). This includes approximately 1,456,522 s.f. of warehouse

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<sup>1</sup> The Project site encompasses approximately 73.1 gross acres, which includes an easement for City of Fullerton Water Department facilities (15,205 s.f.), areas to be dedicated for access improvements along the site-adjacent roadways, and public roadway right-of-way. The Project sites includes Assessor Parcel Numbers (APNs 073-120-31 and 073-120-33).

space and approximately 105,000 s.f. of office space (ground floor and mezzanine). For purposes of analysis in the EIR, as applicable, it is assumed that up to 50 percent of the warehouse (i.e. non-office) building square footage would consist of a high-cube fulfillment center warehouse, and 50 percent would consist of a high-cube cold storage warehouse. Following is a brief description of the individual buildings.

- **Building 1** would be located on the western portion of the Project site, adjacent to Acacia Avenue, includes approximately 342,695 s.f. of floor area (30,000 s.f. office space and 312,695 s.f. of warehouse space), and features loading docks on the east side of the building. Building 1 does not propose any loading docks facing Acacia Avenue.
- **Building 2** would be located in the west-central portion of the Project site and includes approximately 545,255 s.f. of floor area (30,000 s.f. office space and 515,255 s.f. of warehouse space). Building 2 is a cross-dock building, meaning that loading docks are located on opposite sides of the building; Building 2 provides loading docks on the west and east sides of the building.
- **Building 3** would be located in the east-central portion of the Project site. Building 3 is a cross-dock building that contains 495,290 s.f. of floor area (30,000 s.f. office space and 465,290 s.f. of warehouse space). Loading docks would be located on the west and east sides of the building.
- **Building 4** would be located on the eastern portion of the Project site, adjacent to State College Boulevard. Building 4 includes approximately 178,282 s.f. of building area (15,000 s.f. office space and 163,282 s.f. of warehouse space). Loading docks would be located on the west side of the building. Building 4 does not propose any loading docks facing State College Boulevard.

Access to the proposed Project is proposed from access driveways along Orangethorpe Avenue, Kimberly Avenue and State College Boulevard. Additional improvements associated with the proposed Project include, but are not limited to, surface parking areas (automobile and truck trailer spaces), vehicle drive aisles, landscaping, storm water quality/storage, utility infrastructure, exterior lighting, and signage. The proposed Project would also involve improvements to Acacia Avenue, Orangethorpe Avenue, and Kimberly Avenue, along the Project site frontage.

Existing structures and improvements on the Project site would be demolished to accommodate the proposed Project, with the exception of the existing City of Fullerton Water Department well facility; the easement for this facility would be expanded. It is anticipated that construction of the proposed Project would be initiated in early Spring 2021 and be complete by late Spring 2022 (an approximate 15-month construction schedule).

It should be noted that the Project Applicant has engaged in negotiations for the acquisition of an off-site, approximately 0.7-acre property<sup>2</sup>, located south of Building 3 and north of Orangethorpe Avenue. In the event the Project Applicant is able to acquire this property, Building 3 could be expanded to include approximately 47,862 s.f. of additional floor area (which would bring Building 3's total floor area to 543,152 s.f. and the proposed Project's total floor area to 1,609,384 s.f., including 1,504,384 s.f. of warehouse space and 105,000 s.f. of office space). The optional site plan with the potential Building 3 expansion is shown on Figure 4.

The Project site is within the Southeast Industrial Focus Area identified in the City of Fullerton General Plan, which is entitled *The Fullerton Plan 2030* (The Fullerton Plan), and has a Community Development Type (General Plan land use designation) of Industrial. The proposed Project is consistent with the Industrial land use designation and the growth assumptions for the Southeast Industrial Focus Area anticipated in The Fullerton Plan.

Based on available information, anticipated approval actions required from the City to implement the proposed Project include: (1) adoption of a Zone Change to change the zoning designation for the southeast portion of the Project site from M-G-ES (Manufacturing General in an Emergency Shelter Overlay Zone) to M-P-200-ES (Manufacturing Park, minimum lot size 200,000 s.f., in an Emergency Shelter Overlay Zone) to allow for consistent zoning across the Project site; (2) approval of a Parcel Map to subdivide the Project site into four parcels to accommodate the proposed buildings (Buildings 1, 2, 3, and 4); (3) approval of a Variance to allow the proposed buildings to exceed the maximum height permitted in the M-P-200-ES zone (building height of up to 55-feet compared to a maximum 45-foot height limit); (4) a Major Site Plan for review of site, architectural, and landscape plans; and, (5) certification of the EIR. Additionally, the Project Applicant is requesting adoption of a Development Agreement.

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<sup>2</sup> Includes APN 073-120-09.

**Potential Environmental Effects:** In instances where an EIR is clearly required for a project, CEQA Guidelines Sections 15060 and 15063 grant Lead Agencies the ability to proceed with preparation of an EIR without preparing an Initial Study. In this instance, the City has determined that the planning, construction, and/or operation of the proposed Project and the Optional Site Plan (with the additional property and associated Building 3 expansion) have the potential to result in one or more significant environmental effects under the topical issues listed below and these potential impacts will be addressed in the Draft EIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems

The Draft EIR will evaluate the proposed Project and the Optional Site Plan. Based on available information and existing site conditions, the City has determined that implementation of the proposed Project and the Optional Site Plan would have no impacts or less than significant impacts related to the following topical issues, and further analysis of these topical issues in the Draft EIR is not required: Agricultural and Forestry Resources, Biological Resources, Mineral Resources, Population/Housing, Public Services, Recreation and Wildfire. This conclusion is further addressed in the attachment to this NOP.

**Responding to this Notice:** Pursuant to CEQA Guidelines Section 15082, responsible and trustee agencies must submit any comments in response to this notice no later than 30 days after receipt; other interested parties, including members of the public must also submit comments in this timeframe. Comments and suggestions should, at a minimum, identify the potential significant environmental issues, reasonable alternatives to the proposed Project, and potential mitigation measures that should be explored in the EIR, in addition to whether the responding agency will be a responsible or trustee agency for the proposed Project. Please include the name, email, phone number, and address of a contact person in your response. The NOP is available for a 30-day public review period beginning **March 30, 2020, and ending April 28, 2020**. All comments and responses to this notice should be submitted in writing to:

Edgardo Caldera, Assistant Planner  
City of Fullerton Community and Economic Development Department  
303 W. Commonwealth Avenue  
Fullerton, CA 92832-1775

The City will also accept responses to this notice submitted via email received through the close of business on April 28, 2020. Email responses to this notice may be sent to **EdgardoC@CityofFullerton.com**. For additional information or any questions regarding the proposed Project, please contact Edgardo Caldera at (714) 773-5773 or via email at the aforementioned address.

**Notice of Scoping Meeting:** In accordance with Section 21083.9(a)(2) of the Public Resources Code and CEQA Guidelines Section 15082(c), the City will hold a public scoping meeting, where agencies, organizations, and members of the public will have the opportunity to provide comments on the scope of the information and analysis to be included in the EIR. In accordance with State Executive Orders N-25-20 and N-29-20, the scoping meeting will be held via teleconference. Information on how to participate in the teleconference – as well as updated project information and the EIR when completed – can be found at:

[https://www.cityoffullerton.com/gov/departments/dev\\_serv/development\\_activity/goodman\\_logistics.asp](https://www.cityoffullerton.com/gov/departments/dev_serv/development_activity/goodman_logistics.asp)

The scoping meeting will be held on **April 20, 2020, at 6:30 PM**.

March 27, 2020

Date

*Heather RS Allen*

Signature

**GOODMAN LOGISTICS CENTER FULLERTON  
ENVIRONMENTAL EFFECTED DETERMINED NOT TO BE SIGNIFICANT**

Section 15060(d) of the State CEQA Guidelines states: “If the lead agency can determine that an EIR will be clearly required for a project, the agency may skip further initial review of the project and begin work directly on the EIR process described in Article 9, commencing with Section 15080. In the absence of an initial study, the lead agency shall still focus the EIR on the significant effects of the project and indicate briefly its reasons for determining that other effects would not be significant or potentially significant”.

As identified in the preceding NOP, based on existing site conditions and available information, the City of Fullerton has determined that the proposed Project and the Optional Site Plan (with the additional property and associated Building 3 expansion) would have no impact or a less than significant related to the following environmental issues. Further evaluation of these issues will not be provided in the Draft Environmental Impact Report (EIR).

- **Agriculture and Forestry Resources.** The Project site, including the area planted with citrus trees in the eastern portion of the Project site, is classified as “Urban and Built-Up Land” by the California Department of Conservation Farmland Mapping and Monitoring Program.<sup>1</sup> The fruit from the existing citrus trees on the Project site is not harvested or sold and the area where the fruit trees are planted is not considered agricultural land. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively referred to as Farmland), forest land, or timberland on or near the Project site. Further, the Project site and surrounding areas are not zoned for agricultural land uses or forestland/timberland, nor is the Project site subject to a Williamson Act contract.<sup>2</sup> Accordingly, implementation of the proposed Project and Optional Site Plan would not result in the loss of Farmland or forest land; result in the conversion of Farmland to non-agricultural use; or result in the conversion of forest land resources to non-forest use.
- **Biological Resources.** The Project site is within an urban area and is entirely surrounded by development, which consists primarily of commercial and industrial uses. The Project site has been utilized as a manufacturing facility for over 60 years, and is covered by manmade structures, impervious surfaces (e.g., asphalt pavement), and ornamental landscaping (including citrus trees). No natural biological habitats, riparian habitats, or other sensitive habitats are present on the Project site or adjacent to the site, and implementation of the proposed Project and Optional Site Plan would not impact any candidate, sensitive, or special status species. Further, the Project site does not include any state or federally protected wetlands. Accordingly, implementation of the proposed Project and Optional Site Plan is not anticipated to adversely affect or result in the loss of sensitive or protected biological resources.

As identified in Section 5.11, Biological Resources, of The Fullerton Plan EIR, wildlife corridors functionally connect larger areas of open, usable habitat together. The Project site is in an urban developed area, does not provide habitat for wildlife movement, and is not near areas of the City that contain significant plant and animal populations (i.e., East Coyote Hills or West Coyote Hills). Therefore, as concluded in The Fullerton Plan EIR, implementation of the proposed Project and Optional Site Plan would not interfere with an established or reliable wildlife corridor. Due to the presence of trees on-site, there is the potential for birds protected by the Migratory Bird Treaty Act (MBTA) to be present. The MBTA makes it illegal to take, possess, buy, sell, purchase, or barter any migratory bird listed in the Code of Federal Regulations (Title 50, Part 10), including feathers, nests, eggs, or other avian products. This includes the active nests of all bird species, including common species. Existing trees on-site would be removed during construction; however, all vegetation removal would be conducted in accordance with the requirements of the MBTA to avoid impacts on nesting birds. The proposed Project and Optional Site Plan involve the planting of trees throughout the Project site, which would provide habitat for migratory birds. Additionally, implementation of the proposed Project and Optional Site Plan

would be conducted in compliance with the City's Community Forestry Ordinance (Municipal Code, Chapter 9.06), specifically in accordance with requirements for the planting of trees identified in Section 9.06.090 of the Municipal Code.

As also identified in Section 5.11 of The Fullerton Plan EIR<sup>3</sup>, one habitat conservation plan, the Coyote Hills East Habitat Conservation Plan (HCP), exists within the City of Fullerton. This HCP applies to the northeastern part of the City. The Project site is not located in the area addressed by the Coyote Hills East HCP and implementation of the proposed Project and Optional Site Plan would not conflict with the HCP.

- **Mineral Resources.** The Project site is not located within an area known to be underlain by regionally-important mineral resources.<sup>4</sup> In addition, the Project site is not identified as a locally-important mineral resource recovery site in The Fullerton Plan.<sup>5</sup> Accordingly, implementation of the proposed Project and Optional Site Plan would not result in the loss of availability of a known mineral resource that would be of value to the region or to the residents of the State of California.
- **Population and Housing.** The Project Applicant is pursuing the development of the proposed buildings on a speculative basis and the future occupants of the buildings are not known. Because no occupants have been identified, the precise number of jobs that would be created from implementation of the proposed Project and Optional Site Plan cannot be determined. However, based on the size and type of the proposed buildings, the Project Applicant expects future businesses on the Project site to employ between 1,500 and 2,000 people. This estimated employment generation is consistent with employment generation anticipated in The Fullerton Plan for light industrial uses (1 employee per 1,000 square feet)<sup>6</sup>, which would result in up to approximately 1,610 employees (based on the larger building area associated with the Optional Site Plan). Based on an average of the number of employees at the existing Kimberly-Clark facility over the five-year period between 2015 and 2019, there was an average of approximately 325 individuals (including on-site contractors) employed at the Project site<sup>7</sup>. Accordingly, there would be a net increase of approximately 1,175 to 1,675 employment opportunities in the City with implementation of proposed Project and Optional Site Plan. The Fullerton Plan anticipated employment growth within the Southeast Industrial Focus Area (approximately 2,546 jobs associated with light industrial uses), and the number of jobs that would result from the proposed Project and Optional Site Plan is within The Fullerton Plan's expectations for the rate of job growth within the Southeast Industrial Focus Area. Accordingly, implementation of the proposed Project and Optional Site Plan would not result in substantial unplanned growth in the City that could result in adverse environmental effects. Further, there are no existing residential uses at the Project site and development of the proposed Project and Optional Site Plan would not necessitate the construction of replacement housing elsewhere.
- **Public Services.** Fire and police services are provided to the Project site by the Fullerton Fire Department (FFD) and Fullerton Police Department (FPD), respectively. The proposed Project and Optional Site Plan would not involve new residential uses or an increase in the City's population, and there is an existing demand for public services at the Project site associated with the existing Kimberly-Clark facility. The nearest FFD fire station is Station No. 3, located approximately 350 feet north of the Project site at 700 S. Acacia Avenue. The FPD operates from one station located at 237 West Commonwealth Avenue, approximately 1.8 miles northwest of the Project site. Consistent with the existing condition, the proposed Project and Optional Site Plan would create the typical range of service calls for the FFD and FPD that occur with the proposed industrial use. The Fullerton Plan includes policies and actions to ensure adequate resources are available to respond to health, fire, and police emergencies (Policy 13.2) and that the FFD is actively involved in the review of development projects to ensure the development would comply with fire management policies (Action 24.2). The City, FFD, and FPD regularly monitor resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. The proposed Project and Optional Site Plan would not require the construction of new or alteration of existing

fire or police protection facilities to maintain an adequate level of service to the Project area, and no physical environmental impacts would result.

The proposed Project and Optional Site Plan would not directly generate students, as they do not involve the development of residential land uses. Additionally, appropriate net developer impact fees, as required by State law (Section 65995(b) of the California Government Code), shall be assessed and paid by the Project Applicant to the Fullerton School District and Fullerton Joint Union High School District. The proposed Project and Optional Site Plan would not require the construction of new or expanded school facilities and no physical environmental impacts would result.

The City's Parks and Recreation Department operates various City parks and provides a wide range of recreational programs to the community. Because the proposed Project and Optional Site Plan do not propose new residential uses and would not result in a direct increase in the population within the City, they would not create a demand for parks or recreational facilities. The proposed Project and Optional Site Plan would not require the construction of new or expanded park or recreational facilities and no physical environmental impacts would result.

- **Recreation.** The proposed Project and Optional Site Plan do not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. In addition, the proposed Project and Optional Site Plan do not propose to construct any new on- or off-site recreation facilities. Accordingly, implementation of the proposed Project and Optional Site Plan would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, or substantial adverse environmental effects related to the construction or expansion of recreational facilities.
- **Wildfire.** The Project site is in an urban area and is not located within a "Very High Fire Hazard Severity Zone."<sup>5,8</sup> Accordingly, implementation of the proposed Project and Optional Site Plan would have no risks associated with wildfires.

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Sources Used in the Preparation of this NOP include:

<sup>1</sup> California Department of Conservation, 2018. *Orange County Important Farmland 2016*. Available online at <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/ora16.pdf>.

<sup>2</sup> City of Fullerton, 2019. *Zoning Map*. Available online at <https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?BlobID=23854>.

<sup>3</sup> City of Fullerton, 2012. *The Fullerton Plan Environmental Impact Report*. Available online at: [https://www.cityoffullerton.com/gov/departments/dev\\_serv/general\\_plan\\_update/final\\_program\\_eir.asp](https://www.cityoffullerton.com/gov/departments/dev_serv/general_plan_update/final_program_eir.asp).

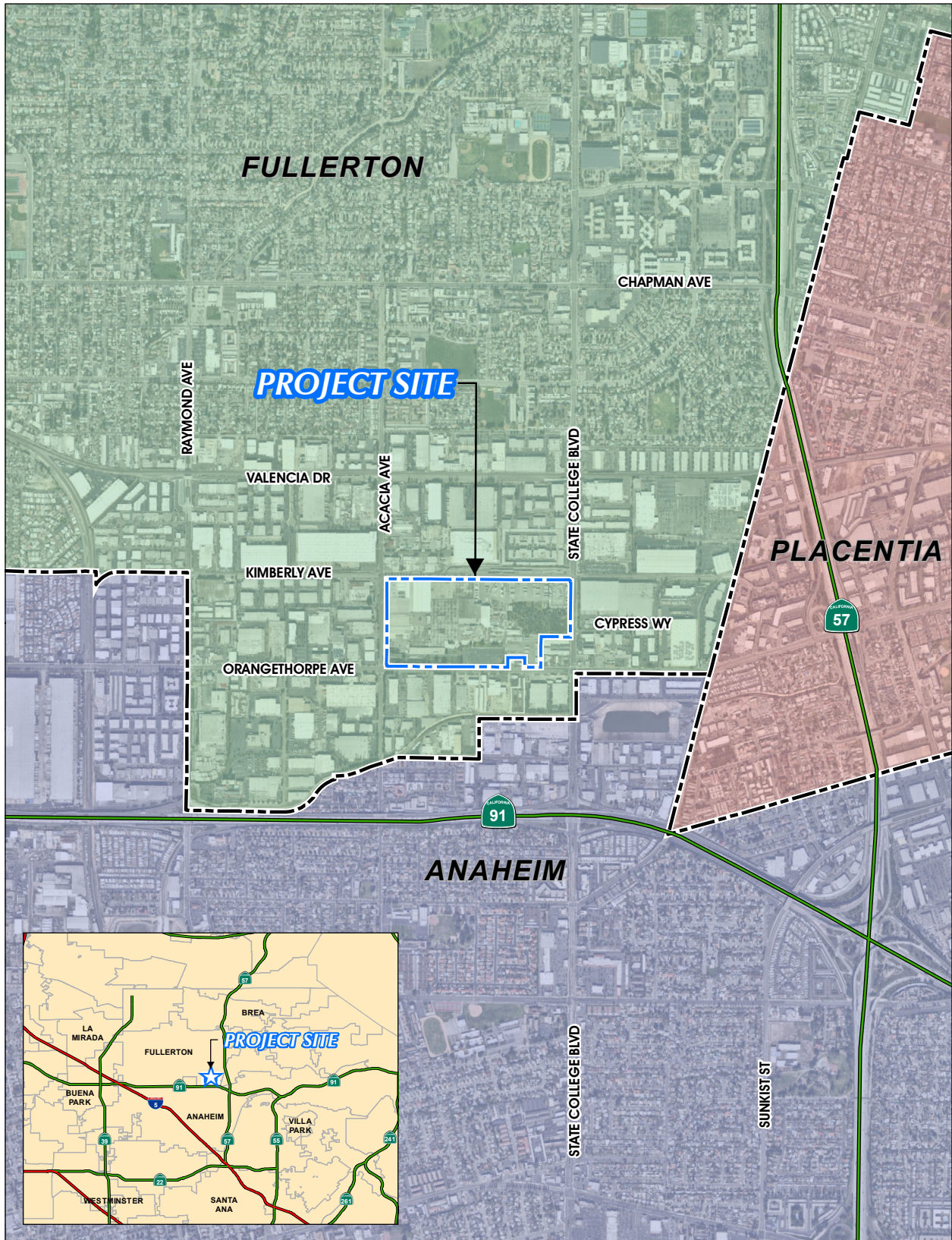
<sup>4</sup> California Department of Conservation, 1995. *Open File Report 94-15: Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part III – Orange County*. Available online at: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR\\_94-15/](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-15/).

<sup>5</sup> City of Fullerton, 2012. *The Fullerton Plan, Master Element D: The Fullerton Natural Environment*. Available online at: <https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?blobid=7506>.

<sup>6</sup> City of Fullerton, 2012. *The Fullerton Plan Environmental Impact Report, Appendix F, Public Revenue Analysis*. Available online at: <https://www.cityoffullerton.com/civicax/filebank/blobdload.aspx?blobid=7518>.

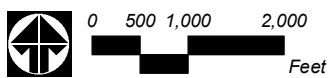
<sup>7</sup> Kimberly-Clark, 2019 (October 24). Personal communication (letter) from G. Saylor (authorized Kimberly-Clark representative) to B. Dahl (GNAP Development LLC).

<sup>8</sup> California Department of Forestry and Fire Protection, 2011. *CAL FIRE Very High Fire Hazard Severity Zones in LRA – Orange (Fullerton)*. Available online at: [https://osfm.fire.ca.gov/media/5883/c30\\_fullerton\\_vhfhshz.pdf](https://osfm.fire.ca.gov/media/5883/c30_fullerton_vhfhshz.pdf).

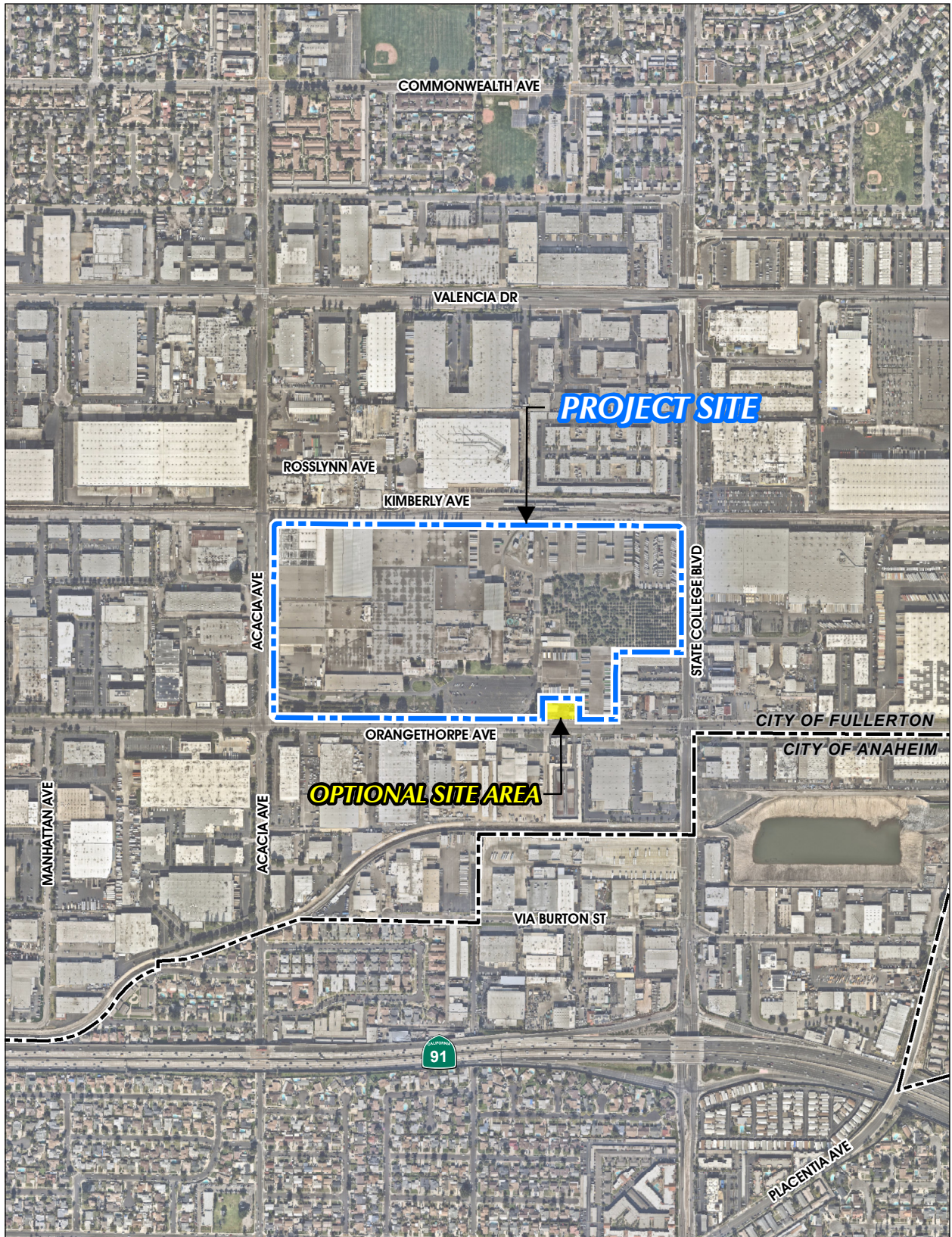


Source(s): ESRI, Nearmap Imagery (2019), OC Landbase (2019)

Figure 1

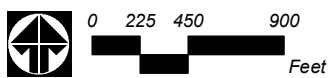


**LOCATION MAP**



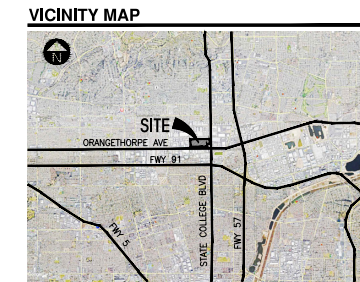
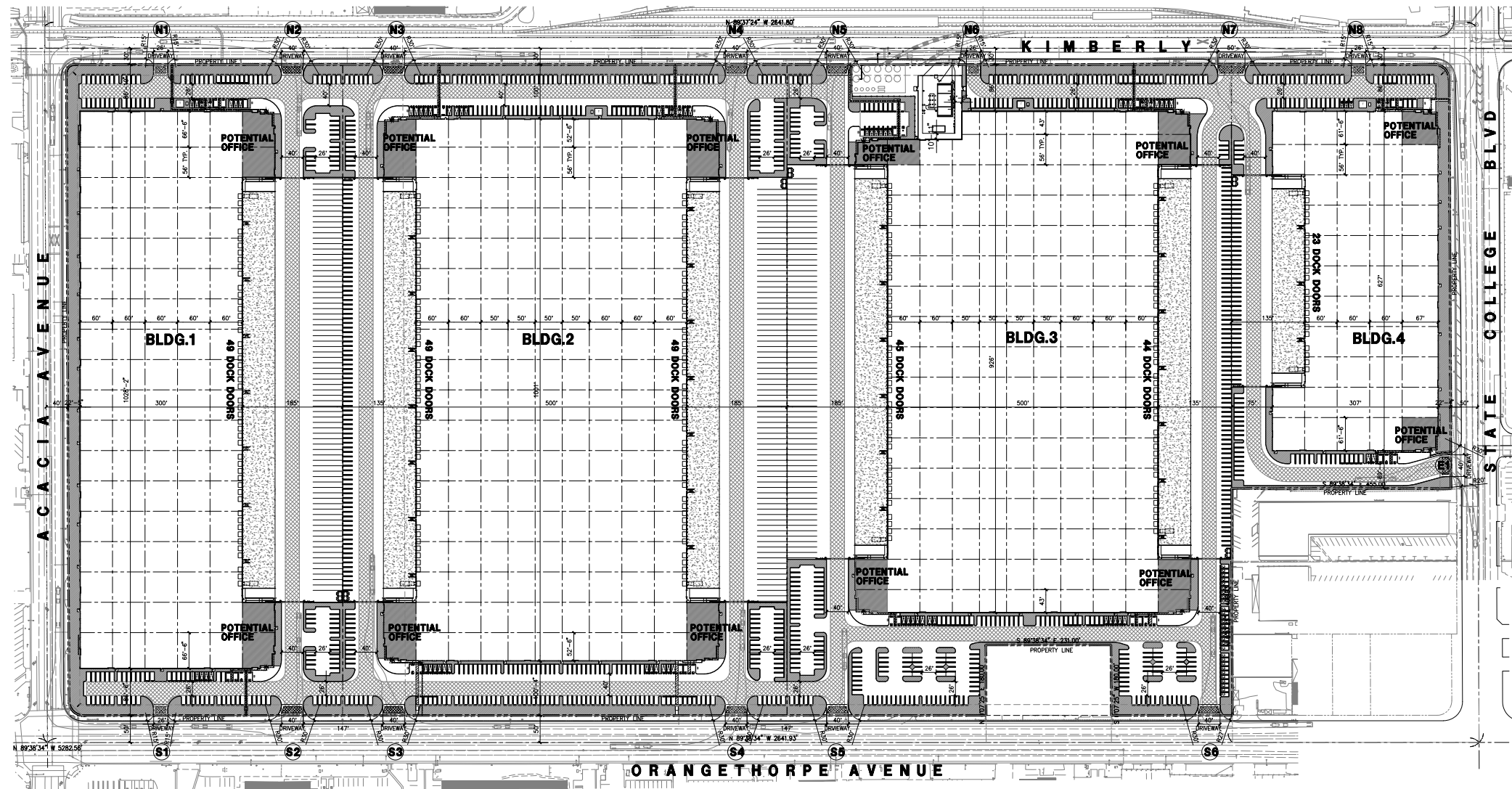
Source(s): ESRI, Nearmap Imagery (2019), OC Landbase (2019)

Figure 2



**AERIAL PHOTOGRAPH**



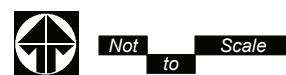


**PROJECT DATA**

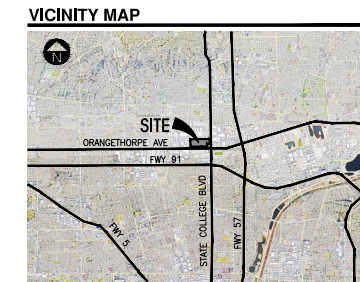
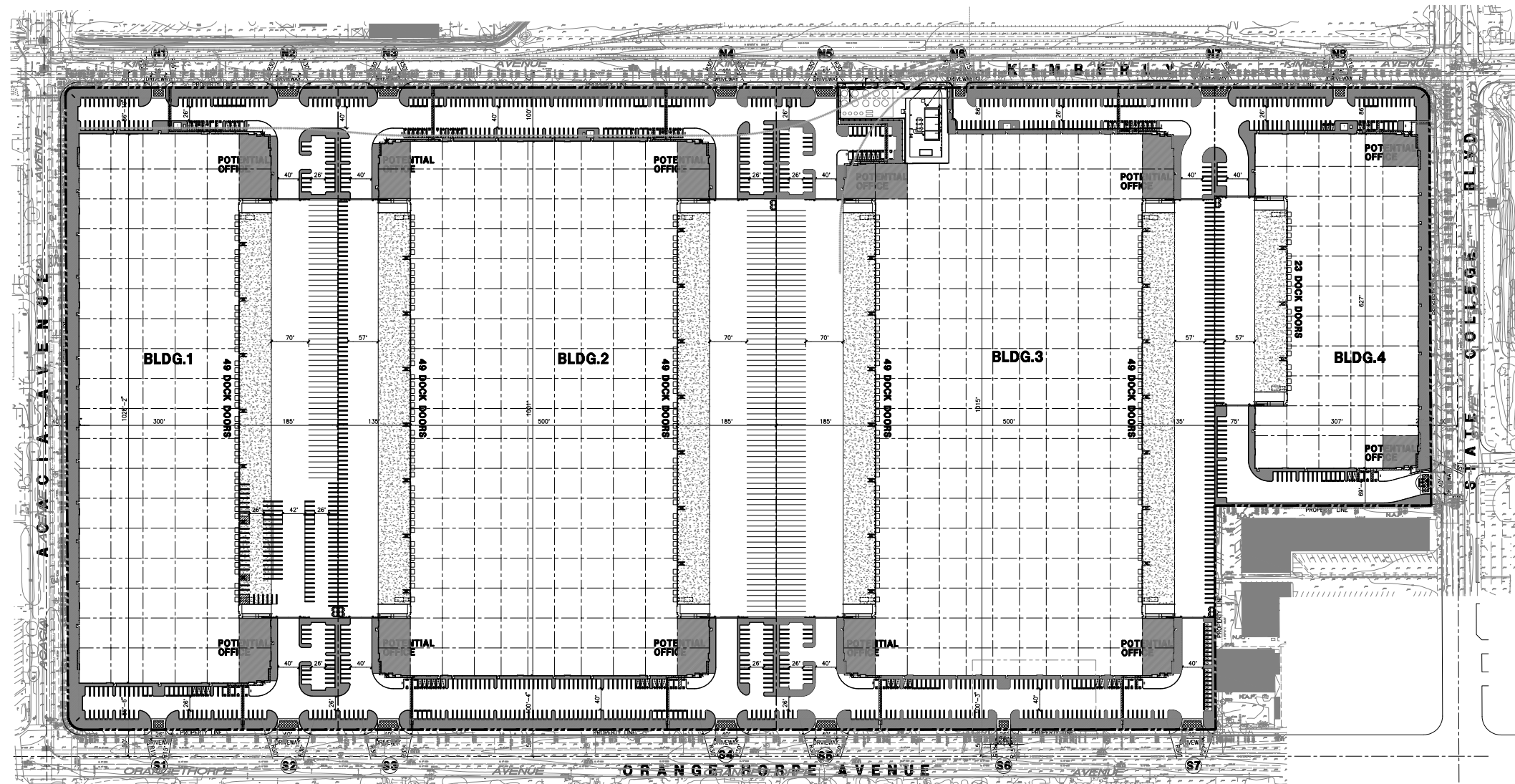
	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	TOTAL	CONING ORDINANCE FOR CITY
<b>SITE AREA</b>						Zoning Designation - Manufacturing Park (MP)
ft <sup>2</sup> (Net Area)	609,261	964,881	639,280	316,115	2,548,537 s.f.	MAXIMUM BUILDING HEIGHT ALLOWED
ft <sup>2</sup> (Gross Area)	14.0	22.6	21.6	7.3	65.42 ac	Height - 40'
ft <sup>2</sup> (Close Area)	712,717	1,007,231	1,025,101	377,679	3,122,728 s.f.	MAXIMUM FLOOR AREA RATIO
acres	16.4	24.5	23.5	8.7	73.07 ac	Ratio
<b>BUILDING AREA</b>						REMARKS
Office - 1st floor	10,000	10,000	10,000	5,000	35,000 s.f.	Office - 2nd floor
Office - 2nd floor	20,000	20,000	20,000	10,000	70,000 s.f.	Warehouse
Warehouse	312,696	545,295	469,290	163,282	1,490,563 s.f.	Other public use - 20'
TOTAL	342,696	565,295	489,290	178,282	1,585,563 s.f.	Other public use - 10'
<b>COVERAGE</b>	56.2%	55.4%	52.7%	56.4%	54.8%	
<b>INTERIOR CLEAR HEIGHT</b>	40'	40'	40'	36'		
<b>ESTIMATED TOP OF PARAPET</b>	55'	55'	55'	50'		
<b>AUTO PARKING REQUIRED</b>						
Office - 1/200 s.f.	120	120	120	60	420 stalls	
Warehouse - 1/2,000 s.f.	167	258	233	82	740 stalls	
<b>TOTAL</b>	277	378	353	142	1,150 stalls	
<b>AUTO PARKING PROVIDED</b>						
Standard (8.5 x 18')	133	254	254	77	728 stalls	
Compact (5' x 10') 30% of required space	0	0	29	0	29 stalls	
Accessible Parking (8' x 12')	5	6	7	4		
Accessible Van Parking (12' x 18')	1	2	2	1		
EV Parking (8.5' x 18')	8	21	24	5		
EV Standard Accessible (8' x 18')	1	1	1	1		
EV Van Accessible (12' x 18')	1	1	1	1		
EV Ambulatory (10' x 18')	0	0	1	0		
Clear Air Van pool (8.5' x 18')	16	31	35	11		
<b>Total</b>	165	326	354	109	945	
Parking inside truck yard	0	89	62	43	214	
<b>GRAND TOTAL</b>	165	415	436	143	1,159 stalls	
Visitor Parking (20% of total)	33	83	87	29	232 stalls	
<b>Bicycle Parking Required</b>						
short term - exterior (5% of visitor parking)	2	4	4	1	12 stalls	
long term - interior (5% of non-visitor parking)	7	17	17	6	48 stalls	
<b>Bicycle Parking Provided</b>						
short term - exterior (5% of visitor parking)	5	5	5	5	20 stalls	
<b>TOTAL BICYCLE PARKING PROVIDED</b>						
Trailer (12' x 50')	76	76	70		222 stalls	
<b>LANDSCAPE REQUIRED</b>						
Area - Open parking area	29425	50130	53735	15471	144,761 s.f.	
<b>SHADED REQUIRED</b>						
Area - 50% Open parking area	12713	25065	26863	7736	72,377 s.f.	
<b>LANDSCAPE PROVIDED</b>						
Area	58,809	55,174	54,982	34,048	197,991 s.f.	
Percentage	9.7%	5.1%	8.6%	10.8%	6.9%	

Source(s): HPA (03-20-2020)

Figure 3



**PROPOSED SITE PLAN**

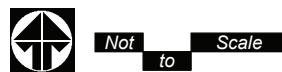


**PROJECT DATA**

	BLDG.1	BLDG.2	BLDG.3	BLDG.4	TOTAL	
<b>SITE AREA</b>						<b>ZONING ORDNANCE FOR CITY</b> Zoning Designation - Manufacturing Park (M-P) Height - 45' <b>MAXIMUM BUILDING HEIGHT ALLOWED</b>
In ± (Total Area)	609,261	994,881	969,832	316,115	2,890,089 s.f.	
In acres	14.0	22.6	22.3	7.3	66.12 ac	
In ± (Gross Area)	712,717	1,087,231	1,066,655	377,076	3,243,682 s.f.	
In acres	16.4	24.5	24.5	8.7	74.03 ac	<b>MAXIMUM FLOOR AREA RATIO</b> N/A
<b>BUILDING AREA</b>						<b>LANDSCAPE REQUIREMENT</b> Percentage - to be verified <b>SETBACKS</b> Building along public St. - 20' along property w/in a P.U. zone - 10'
Office - 1st floor	10,000	10,000	10,000	5,000	35,000 s.f.	
Office - 2nd floor	20,000	20,000	20,000	10,000	70,000 s.f.	
Warehouse	212,695	615,295	613,152	163,282	1,504,384 s.f.	<b>LANDSCAPE</b> 20'
<b>TOTAL</b>	342,695	645,295	643,152	178,282	1,609,384 s.f.	
<b>COVERAGE</b>						
INTERIOR CLEAR HEIGHT	56.2%	56.4%	56.0%	56.4%	55.9%	
ESTIMATED TOP OF PARAPET	47'	47'	47'	38'		
AUTO PARKING REQUIRED	55'	55'	55'	50'		
Office - 1,250 s.f.	100	100	100	60	420 stalls	
Warehouse - 11,2,000 s.f.	107	259	257	82	704 stalls	
<b>TOTAL</b>	277	378	377	142	1,174 stalls	
<b>AUTO PARKING PROVIDED</b>						
Standard (8.5' x 18')	133	263	263	77	676 stalls	
Compact (8' x 16') 30% of required space				20	20 stalls	
Accessible Parking (8' x 18')	5	6	6	4		
Accessible Van Parking (12' x 18')	1	2	2	1		
EV Parking (8.0' x 10')	8	22	21	5		
EV Standard Accessible (8' x 18')	1	1	1	1		
EV Van Accessible (12' x 18')	1	1	1	1		
Clear Aisl Van pool (8.5' x 18')	16	31	30	11		
<b>Total</b>	165	325	324	100	875	
Parking inside truck yard	110	89	88	43	330	
<b>GRAND TOTAL</b>	275	415	372	143	1,205 stalls	
<b>TRAILER PARKING PROVIDED</b>						
Trailer (10' x 50')	52	76	76	24	204 stalls	

Source(s): HPA (03-23-2020)

Figure 4



**OPTIONAL SITE PLAN**

April 29, 2020

Edgardo Caldera  
Assistant Planner  
City of Fullerton  
303 West Commonwealth Avenue  
Fullerton, California 92832  
Submitted via email: [edgardoc@cityoffullerton.com](mailto:edgardoc@cityoffullerton.com)

Dear Edgardo Caldera:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Notice of Preparation (NOP) for the Goodman Logistics Center Fullerton Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2020031172. The Project consists of the demolition of on-site structures and the construction of 4 industrial buildings totaling 1,561,522 square feet, which includes 1,456,522 square feet of warehouse space and 105,000 square feet of office space. It was assumed in the NOP that 50 percent of the proposed warehouse space would be used for cold storage. The Project is proposed within the City of Fullerton (City), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

Freight facilities, such as warehouse and distribution facilities, can result in high daily volumes of heavy-duty diesel truck traffic and operation of on-site equipment (e.g., forklifts and yard tractors) that emit toxic diesel emissions, and contribute to regional air pollution and global climate change.<sup>1</sup> CARB has reviewed the NOP and is concerned about the air pollution and health risk impacts that would result should the City approve the Project to build the four industrial buildings.

### **I. The Project Would Increase Exposure to Air Pollution in Disadvantaged Communities**

The Project, if approved, will expose nearby disadvantaged communities to elevated levels of air pollution. Residences are located north, south, and east of the Project site, with the closest residences situated approximately 1,280 feet from the Project's southern boundary. In addition to residences, 4 schools (Commonwealth Elementary School, Raymond Elementary school, and Ladera Vista Junior High School) are located within 1 mile of the Project. The community is surrounded by existing toxic diesel

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<sup>1</sup> With regard to greenhouse gas emissions from this project, CARB has been clear that local governments and project proponents have a responsibility to properly mitigate these impacts. CARB's guidance, set out in detail in the Scoping Plan issued in 2017, makes clear that in CARB's expert view, local mitigation is critical to achieving climate goals and reducing greenhouse gases below levels of significance.

particulate matter (diesel PM) emission sources, which include existing industrial uses and vehicular traffic along State Route 91 (SR-91) and State Route 57 (SR-57). Due to the Project's proximity to residences and schools already disproportionately burdened by multiple sources of air pollution, CARB is concerned with the potential cumulative health impacts associated with the construction and operation of the Project.

The State of California has placed additional emphasis on protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617) (Garcia, Chapter 136, Statutes of 2017). AB 617 is a significant piece of air quality legislation that highlights the need for further emission reductions in communities with high exposure burdens, like those in which the Project is located. Diesel PM emissions generated during the construction and operation of the Project would negatively impact the community, which is already disproportionately impacted by air pollution from existing industrial uses, and traffic on SR-91 and SR-57.

Through its authority under Health and Safety Code section 39711, the California Environmental Protection Agency (CalEPA) is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25 percent of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen). CalEnviroScreen uses a screening methodology to help identify California communities currently disproportionately burdened by multiple sources of pollution. The census tract containing the Project is within the top 10 percent for Pollution Burden<sup>2</sup> and is considered a disadvantaged community; therefore, CARB urges the City to ensure that the Project does not adversely impact neighboring disadvantaged communities.

## **II. The DEIR Should Quantify and Discuss the Potential Cancer Risks from On-site Transport Refrigeration Units**

Since the Project description states that 50 percent of the proposed warehouse space would be used for cold storage, it could be reasonably assumed that at least half of the trucks and trailers visiting the Project site would be equipped with transport refrigeration units (TRU).<sup>3</sup> TRUs on trucks and trailers can emit large quantities of diesel exhaust while operating within the Project site. Residences and other sensitive receptors (e.g., daycare facilities, senior care facilities, and schools) located near where these TRUs could be operating, would be exposed to diesel exhaust emissions that would result in a significant cancer risk impact.

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<sup>2</sup> Pollution Burden represents the potential exposures to pollutants and the adverse environmental conditions caused by pollution.

<sup>3</sup> TRUs are refrigeration systems powered by integral diesel engines that protect perishable goods during transport in an insulated truck and trailer vans, rail cars, and domestic shipping containers.

CARB urges the City to model air pollutant emissions from on-site TRUs in the DEIR, as well as include potential cancer risks from on-site TRUs in the Project's health risk assessment (HRA). The HRA prepared for the Project should account for all potential health risks from on-site and off-site sources (e.g., on-site generators, TRUs, heavy-duty truck traffic, etc.) and include all the air pollutant reduction measures listed in Attachment A.

In addition to the health risks associated with operational emissions, health risks associated with construction emissions should also be included in the air quality section of the DEIR and the Project's HRA. Construction of the Project would result in short-term diesel emissions from the use of both on-road and off-road diesel equipment. The Office of Environmental Health Hazard Assessment's (OEHHA) guidance recommends assessing cancer risks for construction projects lasting longer than two months. Since construction would very likely occur over a period lasting longer than two months, the HRA prepared for the Project should include health risks for existing residences near the Project site during construction.

The HRA prepared in support of the Project should be based on the latest OEHHA guidance (2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments),<sup>4</sup> and the South Coast Air Quality Management District's (SCAQMD) CEQA Air Quality Handbook.<sup>5</sup> The HRA should evaluate and present the existing baseline (current conditions), future baseline (full build-out year, without the Project), and future year with the Project. The health risks modeled under both the existing and the future baselines should reflect all applicable federal, state, and local rules and regulations. By evaluating health risks using both baselines, the public and City planners will have a complete understanding of the potential health impacts that would result from the Project.

### **III. Conclusion**

To reduce the exposure of toxic diesel PM emissions in disadvantaged communities already disproportionately impacted by air pollution, the final design of the Project should include all existing and emerging zero-emission technologies to minimize diesel PM and oxides of nitrogen (NO<sub>x</sub>) emissions, as well as the greenhouse gases that contribute to climate change. CARB encourages the City and applicant to implement the measures listed in Attachment A of this comment letter to reduce the Project's construction and operational air pollution emissions.

Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts, coupled with CARB's limited staff resources to substantively respond to all issues associated with a project, CARB must

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<sup>4</sup> Office of Environmental Health Hazard Assessment (OEHHA). Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February 2015. Accessed at: <https://oehha.ca.gov/media/downloads/cmr/2015guidancemanual.pdf>.

<sup>5</sup> SCAQMD's 1993 Handbook can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

Edgardo Caldera

April 29, 2020

Page 4

prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

CARB appreciates the opportunity to comment on the NOP for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your State Clearinghouse list of selected State agencies that will receive the DEIR as part of the comment period. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist, at (916) 440-8242 or via email at [stanley.armstrong@arb.ca.gov](mailto:stanley.armstrong@arb.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Richard Boyd".

Richard Boyd, Chief  
Risk Reduction Branch  
Transportation and Toxics Division

Attachment

cc: See next page.

Edgardo Caldera

April 29, 2020

Page 5

cc: State Clearinghouse  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

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## **ATTACHMENT A**

### **Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers**

The California Air Resources Board (CARB) recommends developers and government planners use all existing and emerging zero to near-zero emission technologies during project construction and operation to minimize public exposure to air pollution. Below are some measures, currently recommended by CARB, specific to warehouse and distribution center projects. These recommendations are subject to change as new zero-emission technologies become available.

#### **Recommended Construction Measures**

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment and providing the necessary infrastructure (e.g., electrical hookups) to support zero and near-zero equipment and tools.
2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating on site. Necessary infrastructure may include the physical (e.g., needed footprint), energy, and fueling infrastructure for construction equipment, on-site vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.
3. In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits, such that, emission reductions achieved equal or exceed that of a Tier 4 engine.
4. In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-oxides of nitrogen (NO<sub>x</sub>) standard starting in the year 2022.<sup>1</sup>

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<sup>1</sup> In 2013, CARB adopted optional low-NO<sub>x</sub> emission standards for on-road heavy-duty engines. CARB encourages engine manufacturers to introduce new technologies to reduce NO<sub>x</sub> emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model year 2010 and later. CARB's optional low-NO<sub>x</sub> emission standard is available at: <https://www.arb.ca.gov/msprog/onroad/optionnox/optionnox.htm>.



6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB is available to assist in implementing this recommendation.

## **Recommended Operation Measures**

1. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
2. Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.<sup>2</sup>
3. Include contractual language in tenant lease agreements that requires all TRUs entering the project site be plug-in capable.
4. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
5. Include contractual language in tenant lease agreements requiring all TRUs, trucks, and cars entering the Project site be zero-emission.
6. Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be zero-emission. This equipment is widely available.
7. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2014 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030.

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<sup>2</sup> CARB's Technology Assessment for Transport Refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at: [https://www.arb.ca.gov/msprog/tech/techreport/tru\\_07292015.pdf](https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf).

8. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,<sup>3</sup> Periodic Smoke Inspection Program (PSIP),<sup>4</sup> and the Statewide Truck and Bus Regulation.<sup>5</sup>
9. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than 5 minutes while on site.
10. Include contractual language in tenant lease agreements that limits on-site TRU diesel engine runtime to no longer than 15 minutes. If no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted, and the health impacts fully mitigated.
11. Include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

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<sup>3</sup>. In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: <https://www.arb.ca.gov/cc/hdghg/hdghg.htm>.

<sup>4</sup>. The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: <https://www.arb.ca.gov/enf/hdvp/hdvp.htm>.

<sup>5</sup>. The regulation requires that newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. CARB's Statewide Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

## Edgardo Caldera

---

**From:** Lane, Jessie@Wildlife <Jessie.Lane@Wildlife.ca.gov>  
**Sent:** Wednesday, April 22, 2020 1:52 PM  
**To:** Edgardo Caldera  
**Cc:** Turner, Jennifer@Wildlife  
**Subject:** [EXTERNAL MAIL]Goodman Logistics Center Fullerton Project Feedback

### BE CAREFUL WITH THIS MESSAGE

Do not open attachments, click on links, or respond unless you expected this message and recognize the sender is outside City of Fullerton.

Good afternoon Mr. Caldera,

We are in receipt of the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Goodman Logistics Center Fullerton Project and appreciate the opportunity to provide feedback. It appears from the NOP that a substantial amount of on-site ornamental vegetation and citrus trees will be removed, including a large stand of trees on the eastern portion of the site. There is mention that vegetation removal will be conducted in accordance with the requirements of the Migratory Bird Treaty Act (MBTA) to avoid nesting bird impacts during vegetation removal. In addition to the MBTA, the following California Fish and Game Codes apply to avian impacts as well:

§ 3503- "It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto."

§ 3503.5- "It is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto."

§ 3513- "It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act."

Can you please confirm if the DEIR will provide further analysis on impacts to avian species from removal of on-site ornamental vegetation and citrus trees, in accordance with California Fish and Game Code? Additionally, please confirm if nesting bird surveys, conducted by a qualified biologist within three days prior to vegetation removal, will be included in the DEIR. I am happy to discuss further if you have any questions.

Thank you,

**Jessie Lane**

Environmental Scientist  
California Department of Fish and Wildlife  
South Coast Region, Habitat Conservation Planning  
3883 Ruffin Road  
San Diego, CA 92123

Phone (858) 636-3159

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12

1750 EAST FOURTH STREET, SUITE 100

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PHONE (657) 328-6267

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TTY 711

[www.dot.ca.gov](http://www.dot.ca.gov)Making Conservation  
a California Way of Life.

April 28, 2020

Edgardo Caldera, Assistant Planner  
City of Fullerton; Economic Development Dept.  
303 W. Commonwealth Avenue.  
Fullerton, CA 92832

File: IGR/CEQA  
SCH: 2020031172  
12-ORA-2020-01357  
SR 57; PM 16.401  
SR 91; PM 5.268

Dear Mr. Caldera,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation (NOP) for the Goodman Logistics Center Fullerton Project. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The project proposes the demolition of the existing 1.2 million square foot (msf) Kimberly-Clark manufacturing facility and the construction of a new 1.6 msf industrial logistics center (1,504,384 sf of warehouse space and 105,000 sf of office space). There would be four new buildings. For the purpose of analysis in the EIR, as applicable, it is assumed that up to 50 percent of the warehouse (i.e. non-office) building square footage would consist of a high-cube fulfillment center warehouse, and 50 percent would consist of a high-cube cold storage warehouse. The Project also involves a zone change for a portion of the site from M-G-ES (Manufacturing General in an Emergency Shelter Overlay Zone) to M-P-200-ES (Manufacturing Park, minimum lot size 200,000 s.f., in an Emergency Shelter Overlay Zone), a variance to allow for exceedance of the max. 45-foot height limit, and site plan review.

The approximately 65.4-net acre Project Site is located at 2001 East Orangethorpe Avenue, in the City of Fullerton, Orange County, California. The Project Site is located at the northeast corner of the Orangethorpe Avenue and Acacia Avenue intersection and is bounded by Acacia Avenue to the west, Kimberly Avenue and BNSF tracks to the north, State College Boulevard to the east, and Orangethorpe Avenue to the south. Regional access to the Project Site is provided from State Route (SR) 57 and SR 91 located to the east and

south. Both SR 91 and SR 57 is owned and operated by Caltrans. Caltrans is a responsible/commenting agency and has the following comments:

### **Traffic Operations**

1. The project location is just north of SR-91, therefore, a future review by the Signal Management and Retiming Tool (SMRT) unit should be performed for SR-91.
2. Analysis of State Facilities within the influence area of the project is requested. With the given project it is expected that there would be impacts to SR-57 at the Orangethorpe interchange.
3. The ramps at SR-57 at Chapman would also be used, and should be subject to further review.
4. The project will redevelop the existing area into a warehouse and distribution center which would result in increasing truck volumes. Therefore, please provide the study to incorporate truck counts and truck trip generation.
5. The Department is concerned with the additional traffic onto local freeway off ramps, and the queuing effects onto the mainline as well as the adverse operational and safety impacts. Therefore, a queuing analysis is requested for all off ramps within the study area.
6. The analysis provided for signalized intersections uses the Intersection Capacity Utilization (ICU) method. Traffic Operations requests the use of the latest version of the Highway Capacity Manual (HCM) methodologies when analyzing traffic impacts on State Transportation Facilities.
7. The use of either Synchro or Highway Capacity Software (HCS) software is preferred. All input sheets, assumptions and volumes on State Facilities should be submitted to Caltrans for review and approval.

### **System Planning**

1. Please circulate the TIS/TIA upon receipt. As the project site is located within close proximity to SR 57 and 91, there may be significant project related transportation impacts.
2. As part of state goals to increase multimodal transportation options, reduce VMT, and reduce GHG, Caltrans recommends the project include consideration of multimodal connectivity for bicyclists, pedestrians, and transit users. There are existing and proposed Class II bike lanes on Orangethorpe Avenue and Acacia Avenue. There are also existing transit stops on Orangethorpe Avenue but gaps in sidewalk connectivity surrounding the project site. Consider a discussion on how multimodal access to the project site will be addressed.

### **Designated Delivery Area**

1. Please consider incorporating designated parking areas for freight delivery, package delivery, and transportation network companies pickup and drop-offs into the proposed office space elements of the project.

### **Project Management**

1. There are currently Caltrans planned projects on SR-57 that may impact access to the proposed site, an Integrated Corridor Management project and a safety improvement project. Coordination with Caltrans Project Manager is required in future development of proposed project.

### **Permits:**

- Any project work proposed in the vicinity of the State right of way will require an encroachment permit, and all environmental concerns must be adequately addressed. Please coordinate with Caltrans in order to meet the requirements for any work within or near State Right-of-Way. A fee may apply. If the cost of work within the State right of way is below one Million Dollars, the Encroachment Permit process will be handled by our Permits Branch; otherwise the permit should be authorized through the

Caltrans's Project Development Department. When applying for Encroachment Permit, please incorporate all Environmental Documentation, SWPPP/ WPCP, NPDES, Hydraulic Calculations, R/W certification and all relevant design details including design exception approvals. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual. The latest edition of the Manual is available on the web site:  
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Julie Lugaro at 657-328-6368 or [Julie.lugaro@dot.ca.gov](mailto:Julie.lugaro@dot.ca.gov).

Sincerely,



SCOTT SHELLEY  
Branch Chief, Regional-IGR-Transit Planning  
District 12

# NATIVE AMERICAN HERITAGE COMMISSION

April 1, 2020

Governor's Office of Planning & Research

APR 03 2020

STATE CLEARINGHOUSE

Edgardo Caldera, Assistant Planner  
City of Fullerton  
303 W Commonwealth Avenue  
Fullerton, CA 92832

**Re: 2020031172, Goodman Logistics Center Fullerton Project, Orange County**

Dear Mr. Caldera:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**



CHAIRPERSON  
**Laura Miranda**  
Luiseño

VICE CHAIRPERSON  
**Reginald Pagaling**  
Chumash

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**Merri Lopez-Keifer**  
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(916) 373-3710  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
[NAHC.ca.gov](http://NAHC.ca.gov)



AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a.** A brief description of the project.
  - b.** The lead agency contact information.
  - c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
  
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1 (b)).
  - a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
  
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a.** Alternatives to the project.
  - b.** Recommended mitigation measures.
  - c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).
  
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
  - a.** Type of environmental review necessary.
  - b.** Significance of the tribal cultural resources.
  - c.** Significance of the project's impacts on tribal cultural resources.
  - d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
  
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
  
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
    - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i.** Protecting the cultural character and integrity of the resource.
    - ii.** Protecting the traditional use of the resource.
    - iii.** Protecting the confidentiality of the resource.
  - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

### NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
  
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:  
[Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,



Andrew Green  
Staff Services Analyst

cc: State Clearinghouse

**From:** Mikayla Vaba [<mailto:mikayla.vaba@opr.ca.gov>]  
**Sent:** Wednesday, April 29, 2020 2:36 PM  
**To:** Edgardo Caldera <[ECaldera@cityoffullerton.com](mailto:ECaldera@cityoffullerton.com)>  
**Subject:** [EXTERNAL MAIL]SCH# 2020031172

The State Clearinghouse would like to inform you that our office will be transitioning from providing a hard copy of acknowledging the close of review period on your project to electronic mail system.

Please visit: <https://ceqanet.opr.ca.gov/2020031172/2> for full details about your project and if any state agencies submitted comments by close of review period (note: any state agencies in bold, submitted comments and are available).

This email acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please email the State Clearinghouse at [state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov) if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Disclaimer: This electronic transmission, and any documents attached hereto, may contain confidential and/or legally privileged information. The information is intended only for use by the recipient named above. If you have received this electronic message in error, please notify the sender and delete the electronic message. Any disclosure, copying, distribution, or use of the contents of information received in error is strictly prohibited.



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Human Development  
**Peggy Huang, Transportation  
Corridor Agencies**

Energy & Environment  
**Linda Parks, Ventura County**

Transportation  
**Cheryl Viegas-Walker, El Centro**

April 28, 2020

Mr. Edgardo Caldera, Assistant Planner  
City of Fullerton, Community and Economic Development  
303 W. Commonwealth Avenue  
Fullerton, California 92832  
Phone: (714) 773-5773  
E-mail: EdgardoC@CityofFullerton.com

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Goodman Logistics Center Fullerton Project [SCAG NO. IGR10148]**

Dear Mr. Caldera,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Goodman Logistics Center Fullerton Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.<sup>1</sup> SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Goodman Logistics Center Fullerton Project in Orange County. The proposed project includes the redevelopment of an approximately 1,561,522 square feet (SF) industrial logistics center, access driveways, surface parking, and associated hardscape and infrastructure improvements on 65.4 acres.

**When available, please email environmental documentation to [IGR@scag.ca.gov](mailto:IGR@scag.ca.gov) providing, at a minimum, the full public comment period for review.**

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or [IGR@scag.ca.gov](mailto:IGR@scag.ca.gov). Thank you.

Sincerely,

Ping Chang  
Manager, Compliance and Performance Monitoring

<sup>1</sup> Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE  
GOODMAN LOGISTICS CENTER FULLERTON PROJECT [SCAG NO. IGR10148]**

**CONSISTENCY WITH RTP/SCS**

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

Please note the Draft 2020 RTP/SCS (Connect SoCal) was released for public review on November 14, 2019 until January 24, 2020. The Final Connect SoCal is anticipated to be adopted by SCAG's Regional Council on May 7, 2020. Please refer to the adopted Connect SoCal goals and growth forecast for RTP/SCS consistency for future projects. The Proposed Final Connect SoCal is now available for review here: <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>.

**2016 RTP/SCS GOALS**

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

<b>SCAG 2016 RTP/SCS GOALS</b>	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>
<small>*SCAG does not yet have an agreed-upon security performance measure.</small>	

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

**2016 RTP/SCS STRATEGIES**

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

The 2016 RTP/SCS also identifies a goods movement system in the SCAG region and develops strategies to address expected growth trends and demands in goods movement. For further information on the goods movement strategies, please see the Goods Movement Appendix of the 2016 RTP/SCS ([http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS\\_GoodsMovement.pdf](http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_GoodsMovement.pdf)).

For further information on SCAG’s long-range comprehensive plan for the goods movement system in Southern California, please see “On the Move, Southern California Delivers the Goods” ([http://www.freightworks.org/DocumentLibrary/CRGMPIS\\_Summary\\_Report\\_Final.pdf](http://www.freightworks.org/DocumentLibrary/CRGMPIS_Summary_Report_Final.pdf)). For further information industrial development and warehousing in Southern California, please see “Industrial Warehousing in the SCAG Region” (<http://www.freightworks.org/DocumentLibrary/Industrial%20Warehousing%20Report%20-%20Revised%202018.pdf>).

**DEMOGRAPHICS AND GROWTH FORECASTS**

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Fullerton Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	145,000	158,300	160,500
Households	6,458,000	7,325,000	7,412,300	48,800	54,300	55,200
Employment	8,414,000	9,441,000	9,871,500	78,000	91,600	94,100



## **MITIGATION MEASURES**

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

Please note the Draft Connect SoCal PEIR was released for public review from December 9, 2019 to January 24, 2020. The Final Connect SoCal PEIR is anticipated to be certified by SCAG's Regional Council on May 7, 2020. Please refer to the certified Final Connect SoCal PEIR and adopted Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) for future projects. The Proposed Final Connect SoCal PEIR is now available for review here: <https://www.connectsocial.org/Pages/Final-2020-PEIR.aspx>.



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

SENT VIA E-MAIL:

April 7, 2020

[EdgardoC@CityofFullerton.com](mailto:EdgardoC@CityofFullerton.com)

Edgardo Caldera, Assistant Planner  
City of Fullerton, Community and Economic Development Department  
303 W. Commonwealth Avenue  
Fullerton, CA 92832

## **Notice of Preparation of a Draft Environmental Impact Report for the Proposed Goodman Logistics Center Fullerton Project<sup>1</sup>**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the Draft EIR upon its completion and public release. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the Draft EIR directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files<sup>2</sup>. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

### **Air Quality Analysis**

South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on South Coast AQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

South Coast AQMD has also developed both regional and localized significance thresholds. South Coast AQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results

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<sup>1</sup> The Proposed Project would include construction of 1,561,522 square feet of warehouses on 73.1 acres.

<sup>2</sup> Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

to South Coast AQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

Operation of the Proposed Project generates or attracts heavy-duty diesel-fueled vehicles. It is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance<sup>3</sup> on strategies to reduce air pollution exposure near high-volume roadways can be found at: [https://www.arb.ca.gov/ch/rd\\_technical\\_advisory\\_final.PDF](https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF).

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES IV), completed in May 2015, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions, and that the Orange County has the greatest cancer

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<sup>3</sup> In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

risk at 315 in one million, and individual communities could have higher risks than the average if they are located near emission sources<sup>4</sup>. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks. Thus, cumulative impacts from warehouse projects in communities with existing industrial sources should be evaluated and disclosed.

### **Trip Rates for High Cube Warehouse Projects**

The Proposed Project will include, among others, construction of construction of 1,561,522 square feet of warehouses on 73.1 acres. South Coast AQMD staff recommends the use of truck trip rates from the Institute of Transportation Engineers (ITE) for high cube warehouse projects located in South Coast AQMD (i.e. 1.68 average daily vehicle trips per 1,000 square feet and 0.64 average daily truck trips per 1,000 square feet). Consistent with CEQA Guidelines, the Draft EIR for the Proposed Project may use a non-default trip rate if there is substantial evidence supporting another rate is more appropriate for the air quality analysis.

### **Mitigation Measures**

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 “Mitigating the Impact of a Project” of South Coast AQMD’S *CEQA Air Quality Handbook*. South Coast AQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- South Coast AQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD’s Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- California Air Pollution Control Officers Association (CAPCOA)’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Additional mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Require zero-emissions or near-zero emission on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB’s adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. At a minimum, require that vendors, contractors, and/or haul truck operators commit to using 2010 model year<sup>5</sup> trucks (e.g.,

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<sup>4</sup> South Coast AQMD. May 2015. *Multiple Air Toxics Exposure Study in the South Coast Air Basin*. Accessed at: <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>.

<sup>5</sup> The CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter

material delivery trucks and soil import/export) that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks<sup>6</sup>. Include environmental analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. The Lead Agency should include the requirement of zero-emission or near-zero emission heavy-duty trucks in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.

- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this land use or higher activity level.
- Should the Proposed Project generate significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final CEQA document, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.
- Provide electric vehicle (EV) Charging Stations (see the discussion below regarding EV charging stations).
- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)<sup>7</sup>. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, South Coast AQMD staff recommends the Lead Agency require the Proposed Project and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, South Coast AQMD staff recommends that the Lead Agency require at least five percent of all vehicle parking spaces (including for trucks) include EV charging stations<sup>8</sup>. Further, electrical hookups should be

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requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

<sup>6</sup> Based on a review of the California Air Resources Board's diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: <http://www.truckload.org/tca/files/ccLibraryFiles/Filename/00000003422/California-Clean-Truck-and-Trailer-Update.pdf> (See slide #23).

<sup>7</sup> Southern California Association of Governments. Accessed at: <http://scagrtpsc.net/Pages/FINAL2016RTPSCS.aspx>.

<sup>8</sup> City of Los Angeles. Accessed at:

[http://ladbs.org/LADBSWeb/LADBS\\_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf](http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf).

provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should be appropriately sized to allow for future expanded use.

- Design the Proposed Project such that entrances and exits are such that trucks are not traversing past neighbors or other sensitive receptors.
- Design the Proposed Project such that any check-in point for trucks is well inside the Proposed Project site to ensure that there are no trucks queuing outside of the facility.
- Design the Proposed Project to ensure that truck traffic within the Proposed Project site is located away from the property line(s) closest to its residential or sensitive receptor neighbors.
- Restrict overnight parking in residential areas.
- Establish overnight parking within the Proposed Project where trucks can rest overnight.
- Establish area(s) within the Proposed Project site for repair needs.
- Develop, adopt and enforce truck routes both in and out of city, and in and out of facilities.
- Create a buffer zone of at least 300 meters (roughly 1,000 feet), which can be office space, employee parking, greenbelt, etc. between the Proposed Project and sensitive receptors.

Additional mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy including solar panels.
- Install the maximum possible number of solar energy arrays on the building roofs and/or on the project site to generate solar energy for the facility and/or EV charging stations.
- Maximize the planting of trees in landscaping and parking lots.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Require use of electric or alternatively fueled sweepers with HEPA filters.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

### **Alternative**

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

### **Permits and South Coast AQMD Rules**

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project. The assumptions in the air quality analysis in the Final EIR will be the basis for permit conditions and limits. For more information on permits, please visit South Coast AQMD’s webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to South Coast AQMD’s Engineering and Permitting staff at (909) 396-3385.

### **Data Sources**

South Coast AQMD rules and relevant air quality reports and data are available by calling South Coast AQMD’s Public Information Center at (909) 396-2001. Much of the information available through the Public Information Center is also available at South Coast AQMD’s webpage at: <http://www.aqmd.gov>.

South Coast AQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [lsun@aqmd.gov](mailto:lsun@aqmd.gov).

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

ORC200402-01

Control Number



City of Anaheim  
**PLANNING AND BUILDING DEPARTMENT**

April 27, 2020

Edgardo Caldera  
Assistant Planner  
Fullerton Community Development  
303 W. Commonwealth Ave  
Fullerton, California 92832

by email to:  
EdgardoC@CityofFullerton.com

Subject: Notice of Preparation of a Draft Environmental Impact Report (EIR) and Public Scoping Meeting for the Goodman Logistics Center Fullerton Project

Dear Mr. Caldera:

Thank you for the opportunity to review and comment on the above-referenced document. The City of Anaheim staff offers the following comments:

Public Works Department: Traffic Engineering Division:

Please contact Neelam Dorman at 714-765-4957 or [NDorman@anaheim.net](mailto:NDorman@anaheim.net) with questions pertaining to these comments. The City of Anaheim is open to discuss the traffic items in more detail to assist in resolving these comments.

**Draft EIR Comments:**

- Study roadway segments and intersections within the jurisdiction of the City of Anaheim should be evaluated per our traffic study guidelines
- In general any intersections within the City of Anaheim that would have 50 or more project related trips should be analyzed
- Outside of the trip threshold, the study area should consider extending south of SR-91 to the next east-west arterial (La Palma Avenue)
- Outside of the trip threshold, the study area should consider extending west to include Lemon Street and Harbor Boulevard
- The study should access the impact of increased truck traffic to roadway operations and pavement

If you have any questions regarding this response, please do not hesitate to contact me at (714) 765-5238 or [auk@anaheim.net](mailto:auk@anaheim.net).

Sincerely,

Andy Uk  
Associate Planner





City of La Habra

COMMUNITY DEVELOPMENT

*"A Caring Community"*

110 E. La Habra Boulevard  
Post Office Box 337  
La Habra, CA 90633-0785  
Office: (562) 383-4100  
Fax: (562) 383-4476

April 30, 2020

Mr. Edgardo Caldera  
Assistant Planner  
City of Fullerton Community and Economic  
Development Department  
303 West Commonwealth Avenue  
Fullerton, California 92832-1775

Re: Notice of Preparation of a Draft Environmental Impact Report-Goodman  
Logistic Center Fullerton Project

Dear Mr. Caldera,

Thank you for the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report to be prepared for the project titled, "Goodman Logistic Center Fullerton Project." As you are aware, CEQA allows cities to comment on projects which may impact their particular communities. Based on the project description and location, the City Engineer has expressed concerns with Traffic and how it could affect the City of La Habra.

We request to review the Traffic Study when it becomes available to confirm no impacts will occur to La Habra. Should the analysis show traffic impacts to La Habra, we are prepared to assist in development mitigation measures to address those concerns.

If you should have any questions, please feel free to contact me at (562) 383-4100.

Sincerely,

Carlos Jaramillo  
Deputy Director of Community Development

cc: Jim Sadro, City Manager  
Andrew Ho, Director of Community and Economic Development  
Robert Ferrier, Assistant to the City Manager



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Darrell E. Johnson  
Chief Executive Officer

April 28, 2020

Mr. Edgardo Caldera  
City of Fullerton  
303 W. Commonwealth Ave.  
Fullerton, CA 92832

**Subject: Notice of Preparation and Scoping Meeting for the Goodman Logistics Center Fullerton Project**

Dear Mr. Caldera,

Thank you for providing the Orange County Transportation Authority (OCTA) with a copy of the Notice of Preparation (NOP) and Scoping Meeting for the Goodman Logistics Center Fullerton Project (Project). The following comment is provided for your consideration:

- Please note that Orangethorpe Avenue and State College Boulevard are part of the Congestion Management Program Highway System and should be analyzed as such for any potential traffic impacts. We recommend the City of Fullerton utilize the following CMP guidance:  
<http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Congestion-Management-Program/Overview/>.

Throughout the development of this project, we encourage communication with OCTA on any matters discussed herein. If you have any questions or comments, please contact me at (714) 560-5907 or at [dphu@octa.net](mailto:dphu@octa.net).

Sincerely,

Dan Phu  
Manager, Environmental Programs

DIRECTORS

DENIS R. BILODEAU, P.E.  
JORDAN BRANDMAN  
CATHY GREEN  
DINA L. NGUYEN, ESQ.  
KELLY E. ROWE, C.E.G., C.H.  
VICENTE SARMIENTO, ESQ.  
STEPHEN R. SHELDON  
TRI TA  
ROGER C. YOH, P.E.  
AHMAD ZAHRA



**ORANGE COUNTY WATER DISTRICT**  
ORANGE COUNTY'S GROUNDWATER AUTHORITY

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Second Vice President  
STEPHEN R. SHELDON  
General Manager  
MICHAEL R. MARKUS, P.E., D.WRE

April 8, 2020

Edgardo Caldera  
City of Fullerton Community and Economic Development Department  
303 W. Commonwealth Avenue  
Fullerton, CA 92832

Subject: Notice of Preparation of an Environmental Impact Report for the Fullerton Goodman Logistics Center Project (SCH 2020031172)

Dear Mr. Caldera:

The Orange County Water District (OCWD) appreciates the opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report (SCH 2020031172) for the Fullerton Goodman Logistics Center Project.

OCWD is a special district formed in 1933 by the State of California to manage the Orange County Groundwater Basin. Water produced from the basin is the primary water supply for approximately 2.4 million residents in Orange County. OCWD maintains and operates facilities in the cities of Anaheim and Orange to recharge surface water into the groundwater basin. Santa Ana River baseflows and stormflows provide a significant source of the water supply used to recharge the basin.

The proposed Project involves redevelopment of the Kimberly-Clark manufacturing facility with a new approximately 1,561,522 s.f. industrial logistics center consisting of four buildings at 2001 E. Orangethorpe Avenue.

As developments within the proposed Project area may increase impermeable surfaces on-site, development of a Water Quality Management Plan (WQMP) may be required to comply with Order No. R8-2009-0030, otherwise known as the MS4 Permit for Orange County. The proposed Goodman Logistics Center Project is located within the North Basin Groundwater Protection Project plume protection boundary (see Technical Guidance Document Appendix XVI.2 Infiltration Feasibility Constraints Maps, Figure XVI-2F North Orange County Groundwater Protection Areas). The Technical Guidance Manual states that "infiltration shall not be allowed in the vicinity of mapped or potential groundwater plumes except where infiltration would not adversely impact groundwater conditions as determined via a site-specific or watershed study applicable to the site" (Technical Guidance Document Appendix VIII.3, page VII-5, December 20, 2013). The Model Water Quality Management Plan and the Technical Guidance Document prepared by the County of Orange identifies a potential risk to groundwater quality from infiltration of surface water from development projects located near areas of subsurface contamination and indicates that infiltration on these sites may not always be feasible.

If you have any questions regarding these comments, please contact Kevin O'Toole at (714) 378-8248 or [kotoole@ocwd.com](mailto:kotoole@ocwd.com).

Sincerely,

Michael R. Markus, P.E., D.WRE, BCEE, F.ASCE  
General Manager

## Edgardo Caldera

---

**From:** Matt Bagne <matt@lbmbinc.com>  
**Sent:** Monday, April 13, 2020 8:51 AM  
**To:** Edgardo Caldera  
**Subject:** [EXTERNAL MAIL]Notice of Preparation and Scoping Meeting

### BE CAREFUL WITH THIS MESSAGE

Do not open attachments, click on links, or respond unless you expected this message and recognize the sender is outside City of Fullerton.

Hello Edgardo, I am writing to you as suggested in the Notice of Preparation and Scoping Meeting. My name is Matt Bagne, and I am CEO of Plasticolor, a Fullerton business that is at the heart of the Goodman Logistics Center development project, which is located directly across the street from my business.

I believe it is possible, and perhaps likely, that the development and continuing operation of the Goodman Logistics Center may create a higher frequency of traffic accidents at the corner of **Acacia and Kimberly**. Over the years we have witnessed what would appear to be an overabundance of traffic accidents at this intersection, some resulting in injury or loss of life. This intersection is located at the northwest corner of the Goodman project. I have already requested that the city take a look at this in prior communications after past traffic accidents at this intersection, unrelated to the Goodman project.

We request that serious consideration be given to the possibility of installing a traffic signal at this intersection, or a four-way stop by adding stop signs controlling north and south traffic flow along Acacia. There are already stop signs for east and west traffic flow along Kimberly at this intersection. It is my opinion that such traffic controls would reduce the frequency of accidents at this intersection, especially if the Goodman Logistics Center is expected to increase traffic in the area. I hope the city agrees that it is time to add these controls as traffic patterns increase.

I may be reached at my business number (714) 525-3880, or via cell phone at (714) 812-2729, via e-mail at [matt@lbmbinc.com](mailto:matt@lbmbinc.com), or via regular mail at 801 S. Acacia Ave, Fullerton, 92831.

Please confirm receipt of this e-mail.

Thank you Edgardo –

Matt Bagne  
CEO  
LBMB Inc – Plasticolor/Chroma Graphics  
*Always the lifestyle leader through creativity and imagination!*  
1-800-367-2087



No text or e-mail is worth the risk,  
join the millions who have already pledged to not  
text and drive. Visit [itcanwait.com](http://itcanwait.com) to take the pledge!

## Edgardo Caldera

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**From:** Heather Allen  
**Sent:** Friday, April 10, 2020 1:11 PM  
**To:** Edgardo Caldera  
**Subject:** FW: Notice of Preparation of DEIR and Public Scoping Meeting for the Goodman Logistics Center Project - Fullerton, CA

**From:** Joyce Perry [mailto:kaamalam@gmail.com]  
**Sent:** Friday, April 10, 2020 12:51 PM  
**To:** Heather Allen <HeatherA@ci.fullerton.ca.us>  
**Subject:** Re: Notice of Preparation of DEIR and Public Scoping Meeting for the Goodman Logistics Center Project - Fullerton, CA

Good afternoon Ms. Allen,

On behalf of the Juaneno Band of Mission Indians, Acjachemen Nation- Belardes, we are responding to your letter regarding the Goodman Logistics Center Fullerton Project. We request to continue to be consulted on this project. At this time, we are reserving our comments until the Draft EIR is completed. Please keep us updated as the project progresses.

Húu'uni 'óomaqati yáamaqati.  
Teach peace  
Joyce Stanfield Perry  
Payomkawichum Kaamalam - President  
Juaneño Band of Mission Indians, Acjachemen Nation  
Tribal Manager, Cultural Resource Director

On Mon, Mar 30, 2020 at 6:39 PM Heather Allen <[HeatherA@ci.fullerton.ca.us](mailto:HeatherA@ci.fullerton.ca.us)> wrote:

**++In response to various directives in response to COVID-19 which is causing many agency staff to be teleworking, we are providing this Notice of Preparation and Public Scoping Meeting electronically for your review. Please reply to this email to confirm receipt. Thank you.++**

Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act (CEQA) Guidelines Section 15050, the **City of Fullerton** will be the lead agency and will prepare an environmental impact report (EIR) that will address potential environmental impacts associated with the Goodman Logistics Center Fullerton project (referred to herein as the "Project"). The purpose of this notice is (1) to serve as a Notice of Preparation (NOP) of an EIR pursuant to the CEQA Guidelines Section 15082, (2) to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed Project, and (3) to serve as a notice for the public scoping meeting. Please see the attached file for the full text of the notice.

Heather Allen, AICP

City of Fullerton

Community and Economic Development Department

303 W. Commonwealth Ave.

Fullerton, CA 92832

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## Edgardo Caldera

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**From:** Julia Roper <irishroper@gmail.com>  
**Sent:** Thursday, April 09, 2020 2:33 PM  
**To:** Edgardo Caldera  
**Subject:** [EXTERNAL MAIL]Goodman Logistics Project

### BE CAREFUL WITH THIS MESSAGE

Do not open attachments, click on links, or respond unless you expected this message and recognize the sender is outside City of Fullerton.

Good afternoon Mr Caldera,

After looking through the information online regarding the Goodman Logistics site plan, I have some concerns since my property at 1201 S State College Blvd in Fullerton is adjacent to the proposed site of building 4. In particular, my property has an alley exit on the north side which could be significantly impacted by the proposed building 4 driveway at its southern edge. Can you advise me on the Fullerton Development Code driveway spacing standards? In particular, how many feet is allowed between driveways?

Regarding the public scoping meeting on April 20, 2020: If I have further concerns regarding traffic movement, line of site impacts, grade and drainage issues between our property boundaries, do you suggest I email them to you directly before the scoping meeting?

Thank you,

Julia Roper, owner  
State College LLC  
2345 NW Hayes Ave, Corvallis, OR 97330  
541-990-3616

April 27, 2020

Edgardo Caldera, Assistant Planner  
City of Fullerton Community Development Department  
303 W. Commonwealth Avenue  
Fullerton, CA 92832-1775

Subject: Goodman Logistics Center EIR

Mr. Caldera,

Thank you for the opportunity to provide comment on the scope and content of the EIR that will be prepared for the Goodman Logistics Center project in Fullerton. I am the owner of the adjoining property located at 1201 S. State College Boulevard. While generally supportive of the Goodman project, I do believe there are a few potential compatibility issues between the two sites that should be evaluated within the EIR. My areas of concern fall under the topical EIR issues of *Land Use/Planning* and *Transportation*.

Land Use/Planning:

A Major Site Plan is one of the land use approvals required for the proposed development. Applicable review criteria include: "*Blending any proposed grading with the contours of adjacent properties*" and "*Ensuring that all on-site drainage patterns will occur on or through areas designed to serve this function*".

My primary topic of concern in regard to land use/planning issues is the interface between the proposed development and my property's north boundary. The Goodman site along this boundary is currently an orange orchard with an elevation below that of my property. A short retaining wall and fence run the length of the north edge of my property. The proposed site plan for the development does not show its proposed finish grade relative to my property, how on-site drainage will be accommodated along this boundary, nor whether or not the proposed construction will impact the retaining wall and fence along the boundary of my property or not. I am confident all of these issues have fairly easy engineering and design solutions, but would nonetheless like the EIR to evaluate the compatibility of the development with adjoining properties to ensure these topics aren't overlooked during project design.

Transportation:

My transportation related concerns are with the potential impact the development's proposed driveway connection to State College Boulevard could have on my site's north driveway as well as on State College Boulevard. Upon receiving the request for comments on the EIR scope I retained the services of the Ganddini Group (a traffic engineering firm from the area) to advise me on the potential traffic related impacts the development could have on my property. Their report (dated April 23, 2020) is attached to this letter and explains the traffic related issues I believe need to be evaluated by the EIR.



While the issues highlighted by the Ganddini Group are transportation related, some are also relevant to land use and planning. One of the review criteria for a Major Site Plan is "*Creating traffic patterns that minimize impacts on surrounding properties and streets and accommodate emergency vehicles*". State College Boulevard is a multi-lane high volume arterial street. The development's proposed driveway location is immediately adjacent to my site's north driveway, as well as offset from the Cypress Way intersection. The driveway would allow for full movements by passenger vehicles, slowly turning trucks, and the occasional emergency vehicle. As described in the Ganddini analysis the location of the driveway together with the allowed movements and vehicle types would result in creation of turn movement conflicts and sight distance issues between the driveways and on State College Boulevard itself. I wasn't able to identify the current crash rate on this section of State College Boulevard, but if higher than average for this street classification adding more turn movement conflicts than absolutely required would result in unnecessary safety risks. Given the proposed design and location of the development's driveway it's difficult for me to envision how the above criteria could be met. I'm sure it wasn't intentional, but the proposed driveway location and design appears to come a lot closer to maximizing offsite impacts to private property and the public street system than minimizing them. Alternative driveway locations and/or limits on vehicle types and/or movements are design options that would help to minimize the impact of the development.

It is not my intention nor expectation that the Goodman site be precluded from having driveway access to State College Boulevard, and I can understand why the proposed site plan showed access where it did. The propose design allows for vehicle circulation around the site while maximizing the area of Building 4. The design of the site must also, however, take into account its relationship and impact on adjoining properties and the public street system. In addition to describing impacts, the analysis done by the Ganddini Group also identifies potential design options that could help mitigate traffic related impacts on both my property and the public street system that should be evaluate by the EIR. There was not a lot of time for us to review the site design before comments were due on the scope of the EIR, so there are no doubt additional mitigation options for these issues that could be identified and evaluated during preparation of the EIR and subsequent land use review.

Thank you again for the opportunity to comment on the scope of the EIR. If you have questions regarding any of my comments please feel free to contact me.



Julia Roper  
2345 NW Hayes Avenue  
Corvallis, OR 97330  
irishroper@gmail.com



April 24, 2020

Ms. Julia Roper  
STATE COLLEGE, LLC  
2345 NW Hayes Avenue  
Corvallis, OR 97330

**RE: Notice of Preparation Comments for 2001 East Orangethorpe Avenue Project**  
19261

Dear Ms. Roper:

**INTRODUCTION**

Ganddini Group, Inc. is pleased to provide this letter summarizing our review of potential traffic and circulation issues associated with the proposed redevelopment project located at 2001 East Orangethorpe Avenue in the City of Fullerton, California, also known as the Goodman Logistics Fullerton Project and herein referred to as the "Project." This letter is provided for your and the City of Fullerton's consideration in response to the Notice of Preparation (NOP) as issued by the City of Fullerton for preparation of an Environmental Impact Report (EIR) to assess potential impacts associated with development of the proposed Project.

**PROJECT LOCATION & SETTING**

As described in the NOP, the approximately 65.4-net acre project site is located at 2001 East Orangethorpe Avenue in the City of Fullerton, California. The project site is bounded by Acacia Avenue to the west, Kimberly Avenue and BNSF railroad tracks to the north, State College Boulevard to the east, and Orangethorpe Avenue to the south.

The project site is currently occupied by a Kimberly-Clark manufacturing facility, which includes 418,720 square feet of manufacturing and 792,000 square feet of warehousing for a total of 1,210,720 square feet of existing buildings.

It is noted that there are currently no access driveways for the Project site located at State College Boulevard.

**PROPOSED PROJECT DESCRIPTION**

The proposed project includes redevelopment of the Project site with an approximately 1,561,522 square foot industrial logistics center consisting of four buildings on four separate lots. This includes approximately 1,456,522 square feet of warehouse and 105,000 square feet of office space (ground floor and mezzanine). For purposes of the analysis in the EIR, it is assumed that 50 percent of the warehouse square footage would consist of high-cube fulfillment center warehouse and 50 percent would consist of a high-cube cold storage warehouse uses.

Access to the proposed Project is proposed from access driveways along Orangethorpe Avenue, Kimberly Avenue and State College Boulevard. Additional improvements associated with the proposed Project include,

but are not limited to, surface parking areas (automobile and truck trailer spaces), vehicle drive aisles, landscaping, storm water quality/storage, utility infrastructure, exterior lighting, and signage. The proposed Project would also involve improvements to Acacia Avenue, Orangethorpe Avenue, and Kimberly Avenue, along the Project site frontage.

## **STATE COLLEGE BOULEVARD CONTEXT**

State College Boulevard is classified as a Major Arterial Highway in the City of Fullerton General Plan, including 100 to 120 foot right-of-way and minimum of six lanes (divided). Currently, State College Boulevard is a five-lane roadway (three southbound lanes and two northbound lanes) with a painted median between Kimberly Avenue and Orangethorpe Avenue. It currently carries between 24,600 and 35,100 vehicles per day according to the City of Fullerton's 2019 Traffic Volumes map. State College Boulevard is also included in the Orange County Master Plan of Arterial Highways providing north-south circulation for the region.

## **POTENTIALLY SIGNIFICANT TRAFFIC SAFETY ISSUES**

The Project proposes to construct a new access driveway (E1) for the Project site at State College Boulevard. Based on review of the proposed Project site plan included in the NOP, the proposed driveway E1 at State College Boulevard appears to allow full access for both passenger cars and trucks. Based on review of the information currently available for the proposed Project, the following potential significant traffic safety issues have been identified and should be further evaluated in the EIR:

- Vehicular turning movement conflicts between the proposed truck ingress/egress at State College Boulevard, the existing northerly driveway for the property located at 1201-1223 State College Boulevard, and the existing intersection of State College Boulevard at Cypress Way.
- Vehicle queues on southbound State College Boulevard potentially blocking ingress to the proposed Project driveway and the existing northerly driveway for the property located at 1201-1223 State College Boulevard.
- Line of sight obstructions and operational impacts (i.e., delay) to the existing northerly driveway for the property located at 1201-1223 State College Boulevard.

### **Turning Movement Conflicts at the Proposed Access at State College Boulevard**

As previously noted, there are currently no access driveways for the Project site located at State College Boulevard.

The proposed Project driveway at State College Boulevard will introduce a new access point between the existing intersection of State College Boulevard at Cypress Way and the existing northerly driveway for the property located at 1201-1223 State College Boulevard (less than 100 feet apart), thus increasing the number vehicular turning movement conflicts on a high-volume roadway within a relatively short segment of roadway.

Figure 1 illustrates the additional turning movement conflicts presented by the proposed Project driveway at State College Boulevard.

### **Vehicle Queues on Southbound State College Boulevard**

Existing “Keep Clear” pavement markings in the southbound lanes on State College Boulevard near the existing northerly driveway for the property located at 1201-1223 State College Boulevard indicate that the vehicle queue from the southbound approach at the intersection of State College Boulevard and Orangethorpe Avenue may extend past the proposed Project driveway. If so, this could also prevent northbound car and truck trips associated with the proposed Project from turning left into the proposed Project driveway, potentially queueing in the existing two-way left turn lane median and causing operational and line of sight issues for both the existing northerly driveway for the property located at 1201-1223 State College Boulevard and the intersection at Cypress Way.

### **Line of Sight and Operational Impacts to 1201 State College Boulevard**

Based on review of the proposed Project site plan, it appears that the sidewalk and curb along the Project frontage on southbound State College Boulevard will be moved eastward to align with the existing curb south of the Project site. If the proposed Project driveway at State College Boulevard is to allow truck access, trucks exiting the Project site would potentially obstruct the line of sight for vehicles exiting the existing northerly driveway for the property located 1201-1223 State College Boulevard.

Figure 2 shows the existing site ingress, egress, and circulation for the property located at 1201-1223 State College Boulevard to better illustrate the potential safety and operational impacts caused by line of sight obstructions. As shown on Figure 2, the northerly driveway for the property located 1201-1223 State College Boulevard provides the sole point of egress due to existing barriers that preclude circulation through the adjacent property at 1257 State College Boulevard (it is our understanding that there are no existing easements between the two properties). As such, the proposed Project driveway at State College Boulevard could result in significant safety impacts for the sole egress driveway for the property located at 1201-1223 State College Boulevard.

Relatedly, the sight distance issues potentially caused by the proposed Project driveway at State College Boulevard could increase delay for vehicles exiting the property located at 1201-1223 State College Boulevard. Whether turning left or right, heavy trucks have slower acceleration rates than passenger cars and thus would require larger gaps in traffic flow along State College Boulevard. The necessary gap could be quite large, particularly for trucks attempting to exit the site, cross three southbound lanes, and enter the southbound left turn lane at Orangethorpe Avenue to access State Route 57 to the east. This in turn could result in appreciable delays for vehicles exiting the property at 1201-1223 State College Boulevard as they would have to wait until after a truck exits the Project site driveway in order to have sufficient sight distance to safely turn onto State College Boulevard.

### **POTENTIAL ALTERNATIVES OR MITIGATION MEASURES**

Potential alternatives to address the identified traffic circulation and safety issues include:

- Relocate the proposed Project driveway (E1) at State College Boulevard further north to increase spacing from the existing northerly driveway for the property located 1201-1223 State College Boulevard and Cypress Way.
- Eliminate proposed Project driveway (E1) at State College Boulevard. No similar driveway is proposed at the west side of the Project site on Acacia Avenue, which carries substantially less traffic volume.

Ms. Julia Roper  
STATE COLLEGE, LLC  
April 24, 2020

- Restrict the proposed Project driveway (E1) at State College Boulevard to passenger cars only (no trucks) and/or restrict movements to right turn in/out only.

At a minimum, we recommend the EIR address the number of passenger car and truck trips forecast to utilize the proposed Project driveway (E1) at State College Boulevard and evaluate potential sight distance and operational delay impacts to the existing northerly driveway for the property located 1201-1223 State College Boulevard. The analysis should consider additional conflicts with traffic movements from the intersection at Cypress Way and potential queueing blockage from the southbound approach at the intersection of State College Avenue and Orangethorpe Avenue.

## CONCLUSION

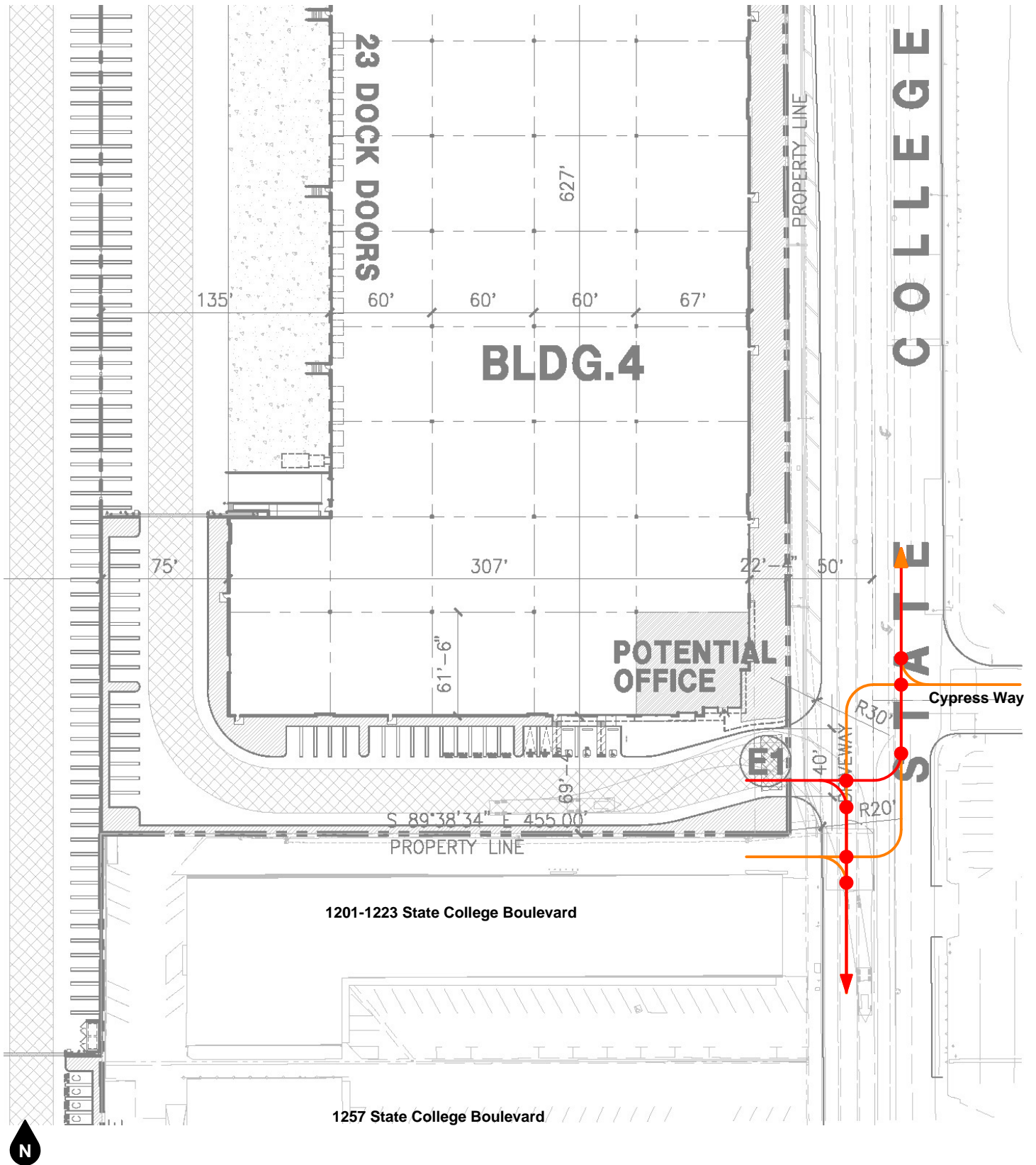
We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 101.

Sincerely,

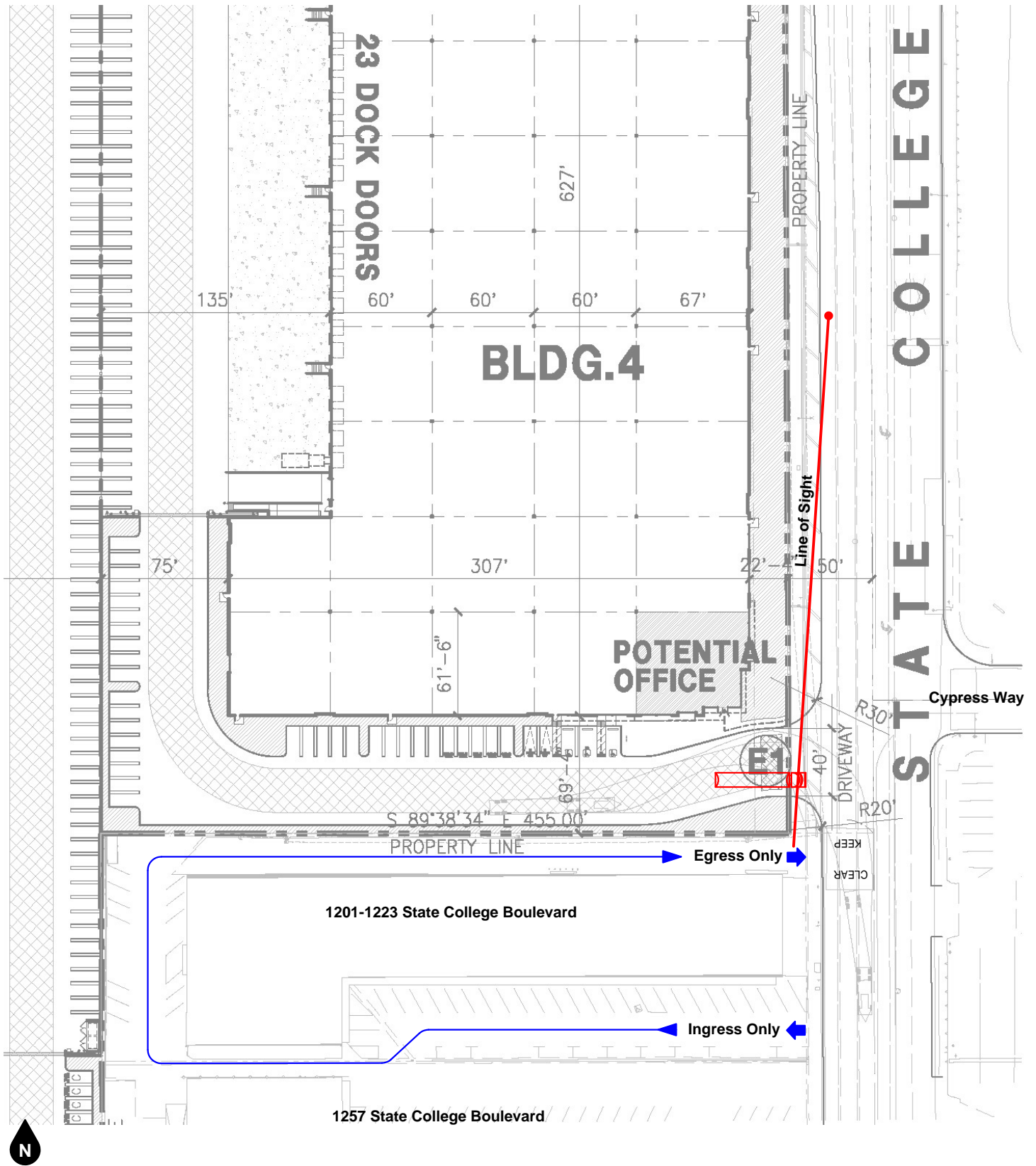


Giancarlo Ganddini, TE, PTP  
Principal





**Figure 1**  
Existing and Future Turning Movement Conflicts



**Legend**

← Existing Circulation for 1201-1233 State College Boulevard

**Figure 2**  
**Existing Circulation for 1201-1233 State College Boulevard**