

**ADDENDUM  
TO THE  
GOODMAN LOGISTICS CENTER FULLERTON PROJECT  
ENVIRONMENTAL IMPACT REPORT  
(State Clearinghouse No. 2020031172)**

**FOR**

**GOODMAN LOGISTICS CENTER FULLERTON PARKING EXPANSION**



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## **1.0 INTRODUCTION**

### **1.1 Project Overview**

The City of Fullerton (hereinafter “City”) has received an application from GLC Fullerton, LLC (hereinafter “Project Applicant”) for a Minor Site Plan to develop overflow truck trailer parking for the previously approved Goodman Logistics Center Fullerton Project (hereinafter “GLC Fullerton Project” or “Approved Project”). The proposed overflow parking would occur on an approximately 1.25-net-acre (1.40-gross-acre) property (hereinafter “Project site”) located at 1223 S. State College Boulevard, in the City of Fullerton, Orange County, California. The Project site was not part of the Approved Project and is located south of and adjacent to the previously approved Building 4 site. The Project site is currently developed with an approximately 24,600-square foot (sf) single-story multi-tenant commercial/industrial building. The proposed Project involves demolition of the existing building and site improvements, and construction of a surface parking area, which is an allowed use under the existing M-G-ES (Manufacturing General in an Emergency Shelter Overlay Zone) zoning designation. The two existing driveways along S. State College Boulevard would remain and new driveways would be constructed along the western and northern Project site boundaries to provide access between the Project site and the Approved Project (Building 3 and Building 4 sites).

### **1.2 California Environmental Quality Act**

The California Environmental Quality Act (CEQA), a statewide environmental law contained in Public Resources Code (PRC) §§ 21000-21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. CEQA requires that public agencies inform their decision-makers of the environmental consequences of their discretionary actions and to consider alternatives and mitigation measures that could avoid or reduce the discretionary actions’ significant, adverse environmental effects. CEQA also gives other public agencies and the general public an opportunity to participate in the environmental review process.

#### **1.2.1 *Prior CEQA Compliance***

The City approved the GLC Fullerton Project in November 2020, which involves redevelopment of the Approved Project site with an industrial logistics center consisting of four buildings with a total floor area of 1,561,522 sf (1,456,522 sf of warehouse space and 105,000 sf of office space), and various improvements in the public roadway right-of-way along the Approved Project site frontage to facilitate vehicular and non-vehicular access. The approximately 65.4-net-acre Approved Project site is located at 2001 E. Orangethorpe Avenue, at the northeast corner of the E. 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 E. Orangethorpe Avenue to the south. The Approved Project site was formerly occupied by the Kimberly-Clark manufacturing facility, which included 1,210,720 sf of manufacturing (418,720 sf) and warehouse buildings (792,000 sf).

Discretionary actions approved by the City as part of the Approved Project included: (1) adoption of a Zone Change to change the zoning designation for the southeast portion of the Project site from M-G-ES to M-P-200-ES (Manufacturing Park, minimum lot size 200,000 sf, in an Emergency Shelter Overlay Zone);

(2) approval of a Parcel Map to subdivide the Approved 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 Final EIR. Additionally, the City approved a Development Agreement between the City and Project Applicant.

Potential environmental impacts associated with implementation of the Approved Project were analyzed in the *Goodman Logistics Center Fullerton Project Final Environmental Impact Report* (State Clearinghouse [SCH] No. 2020031172), which was certified by the Fullerton City Council in November 2020 (hereafter “2020 Final EIR”). The City prepared the 2020 Final EIR as a Project EIR pursuant to CEQA Guidelines § 15161. In certifying the 2020 Final EIR, the Fullerton City Council found that the 2020 Final EIR adequately addressed the environmental impacts associated with construction and operation of the Approved Project.

The 2020 Final EIR concluded that the Approved Project would result in no impact, a less than significant impact, or a less than significant impact with adherence to applicable regulatory requirements or incorporation of required mitigation measures from The Fullerton Plan Final EIR (City of Fullerton, 2012a), for the following topical issues: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, greenhouse gas (GHG) emissions, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire. The 2020 Final EIR concluded that the Approved Project would result in potentially significant impacts for the following topical issues: geology and soils (due to the potential to encounter paleontological resources) and hazards and hazardous materials (due to potential soil contamination). Implementation of the identified Project-level mitigation measures would reduce potentially significant impacts to a less than significant level. No significant and unavoidable impacts were identified in the 2020 Final EIR.

It should be noted that in addition to evaluating the potential impacts resulting from the Approved Project, the 2020 Final EIR also evaluated the potential environmental impacts that would result from development of an adjacent approximately 0.7-acre property at 2301 E. Orangethorpe Avenue (potential expansion site), which could be included as part of the Approved Project should it ultimately be acquired by the Project Applicant. The analysis in the 2020 Final EIR anticipated that with inclusion of the potential expansion site, the Approved Project could be expanded to include 1,609,384 sf of total building floor area (an increase of 48,862 sf). To date, the potential expansion site has not been acquired and the additional building area will not be realized.

### **1.2.2 CEQA Rules and Requirements for an Addendum**

Section 15164(a) of the CEQA Guidelines states, “The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred.” Pursuant to PRC Section 21166 and Section 15162 of the CEQA Guidelines, no subsequent EIR may be

required for the proposed Project unless the City determines, on the basis of substantial evidence, that one or more of the following conditions are met:

- A. When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
  - (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
  - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
  - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    - (a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    - (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    - (c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    - (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

### ***1.2.3 Finding for the Proposed Project***

The City, serving as the CEQA Lead Agency for the proposed Project (refer to CEQA Guidelines §§ 15050–15051), determined in its independent judgment that the proposed Project does not meet any of the circumstances identified in CEQA Guidelines § 15162 and that an Addendum to the previously-certified 2020 Final EIR is the appropriate CEQA compliance document for the proposed Project. The City’s finding is based on the following facts:

- a. As demonstrated in detail in Section 4.0 of this document, the proposed Project would not require major revisions to the previously-certified 2020 Final EIR because implementation of the proposed Project would neither result in any significant impacts to the physical environment that were not already disclosed in the 2020 Final EIR nor result in substantial increases in the severity of the environmental impacts previously disclosed in the 2020 Final EIR.

- b. Subsequent to the certification of the 2020 Final EIR, no substantial changes in the circumstances under which the proposed Project would be undertaken have occurred that would require major revisions to the 2020 Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- c. There is no evidence in the public record that new information of substantial importance has become available that is applicable to the proposed Project and/or Project site, was not known and could not have been known with the exercise of reasonable diligence at the time the 2020 Final EIR was certified, and would alter the conclusions of the 2020 Final EIR.

### **1.3 Review and Consideration of this EIR Addendum**

The City of Fullerton Community and Economic Development Department directed and supervised the preparation of this EIR Addendum. Although prepared with assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this Addendum reflect the sole independent judgment of the City. As further discussed in Section 3.2, Summary of Requested Actions, this Addendum will be forwarded, along with the previously certified 2020 Final EIR, to the Community and Economic Development Department Director (Director) for review along with the proposed Project.

## 2.0 ENVIRONMENTAL SETTING

### 2.1 Project Location

The approximately 1.25-net-acre<sup>1</sup> Project site is located at 1223 S. State College Boulevard in the City of Fullerton, in Orange County, California, and comprises Assessor Parcel Number (APN) 073-120-27. The Project site is located approximately 0.7-mile west of State Route (SR)-57 and approximately 0.4-mile north of SR-91. The Project location is illustrated in Figure 2-1, *Location Map*.

### 2.2 Existing Condition of the Project Site and Surrounding Area

Under existing conditions, the Project site includes a 24,600 sf multi-tenant commercial/industrial building with paved parking and travel areas. There is a limited amount of ornamental landscaping along the eastern and southern perimeter of the building. The existing building contains twelve units, which are occupied by various commercial business and hobby/recreation groups.

The Project site is located in an urbanized area of the City. Existing land uses in the immediate vicinity of the Project site include the following:

- **North and West.** To the north and west of the Project site is the Approved Project site, which has been mass graded. The former Kimberly Clark buildings and associated uses previously located at the Approved Project site, including the Southern California Edison (SCE) substation, have been removed. The City of Fullerton Public Works Department water well facility, as modified with the Approved Project, is located the north-central portion of the Approved Project site.
- **South.** Immediately south of the Project site is a multi-tenant industrial building, similar in size and shape to the existing structure on the Project site. Further south are several automobile service-related commercial uses including an ARCO gas station.
- **East.** Immediately east of the Project site is S. State College Boulevard, beyond which is an area containing a mix of industrial and commercial development in the City of Fullerton.

The existing conditions of the Project site and surrounding area are illustrated on Figure 2-2, *Aerial Photograph*, Figure 2-3, *Site Photographs*.

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<sup>1</sup> The Project site encompasses approximately 1.4 gross acres, which includes public roadway right-of-way.



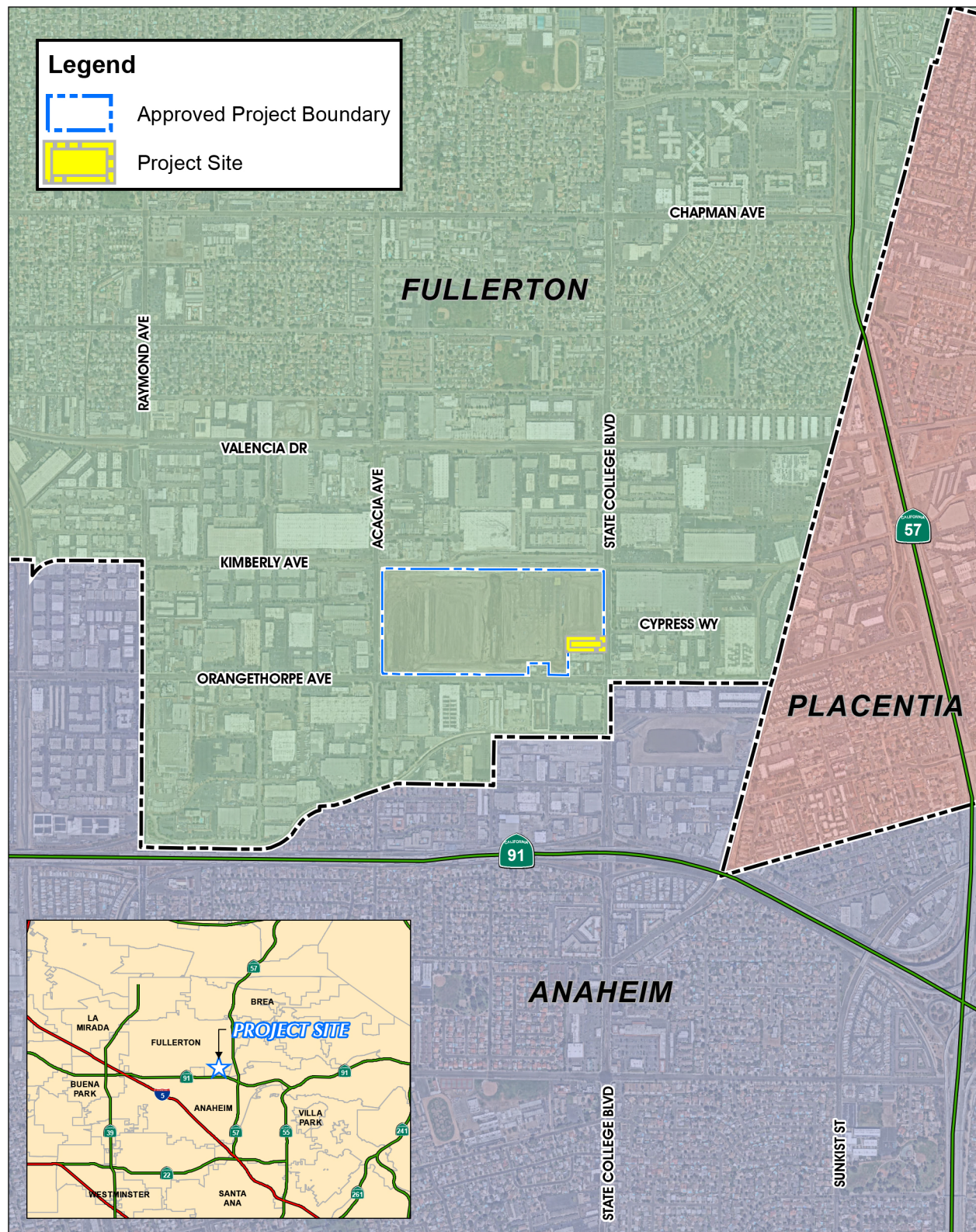
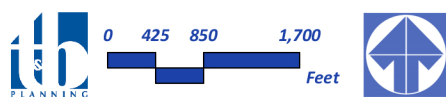


Figure 2-1



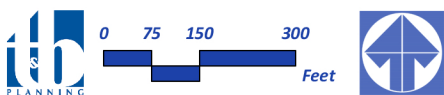
Location Map





Source(s): Nemap Imagery (2021), OC Landbase (2019)

Figure 2-2



Aerial Photograph





View 1



View 2



View 3



View 4



View 5



Figure 2-3

## **2.3 Existing General Plan and Zoning**

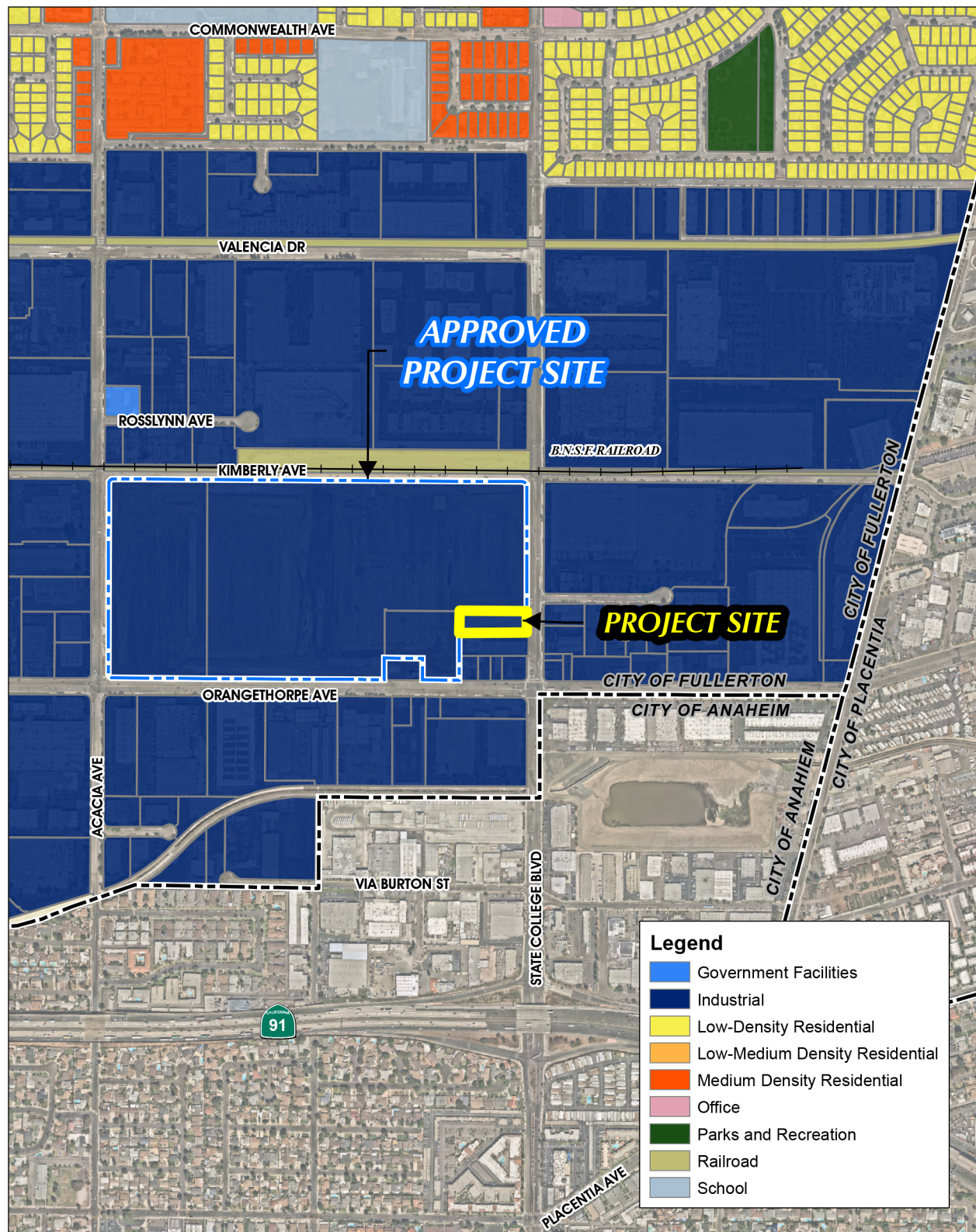
As further described in Section 4.9, Land Use and Planning, of the 2020 Final EIR, the City's prevailing planning document is *The Fullerton Plan*, adopted on May 1, 2012, which serves as the City's General Plan. The Fullerton Plan identifies 12 Focus Area that present opportunities where land use and design change can help fully implement the City's vision. The Project site is in The Fullerton Plan's approximately 712-acre Focus Area K: Southeast Industrial. This Focus Area is characterized by industrial uses that will support expanding industries, including high tech and clean technology, research and development, creative industries, and medical research. As shown in Figure 2-4, *Fullerton General Plan Land Use Map*, the Project site has an "Industrial" community development type (i.e., land use designation)<sup>2</sup>. The Industrial community development type is intended to protect and enhance the City's major employment areas by accommodating manufacturing activities, wholesale operations, storage, and warehousing facilities, research and development uses, and various activities normally not permitted in other designations (City of Fullerton, 2012b).

The Fullerton Zoning Ordinance (Municipal Code, Title 15) contains the regulatory framework that specifies allowable uses for real property by zone and includes the development standards such as building intensity/density, site layout, building setbacks, heights, lot coverage, parking, landscaping, signs, and other standards to implement the General Plan; it also includes the procedures for complying with the zoning regulations. As shown in Figure 2-5, *Existing Zoning Map*, the Project site is zoned as M-G-ES (Manufacturing General in an Emergency Shelter Overlay Zone). According to Chapter 15.40, Industrial Zone Classifications, of the Fullerton Municipal Code, the M-G zone has been established to allow compatible industrial uses in proximity to each other while protecting the public health, safety, and welfare through development standards and site plan review process. The intent and purpose of the Emergency Shelter Overlay Zone, according to Chapter 15.42 of the Fullerton Municipal Code, is to identify areas within the City in which emergency shelters for homeless and multi-service centers for homeless may, but are not required to, be established. The requirements imposed by the ES zone are intended to supplement the requirements contained in the base zone. As identified in table 15.40.020.A, Permitted Uses, of the Fullerton Municipal Code, automobile, truck and equipment, rental, and storage facilities are allowed in the M-G zone when not within 300 feet of a residential zone. There are no residential zones within 300 feet of the Project site; the nearest residential zone in Fullerton is approximately 0.5-mile to the north. The residential uses closest to the Project site are located in the City of Anaheim, approximately 0.4-mile to the southwest.

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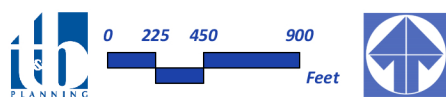
<sup>2</sup> In The Fullerton Plan, "land use designations" have been renamed "community development types" to reflect the addition of descriptions of the intended form and character that provide guidance on creating a sense of place. The community development types function as land use designations under General Plan law, as codified in the California Government Code.





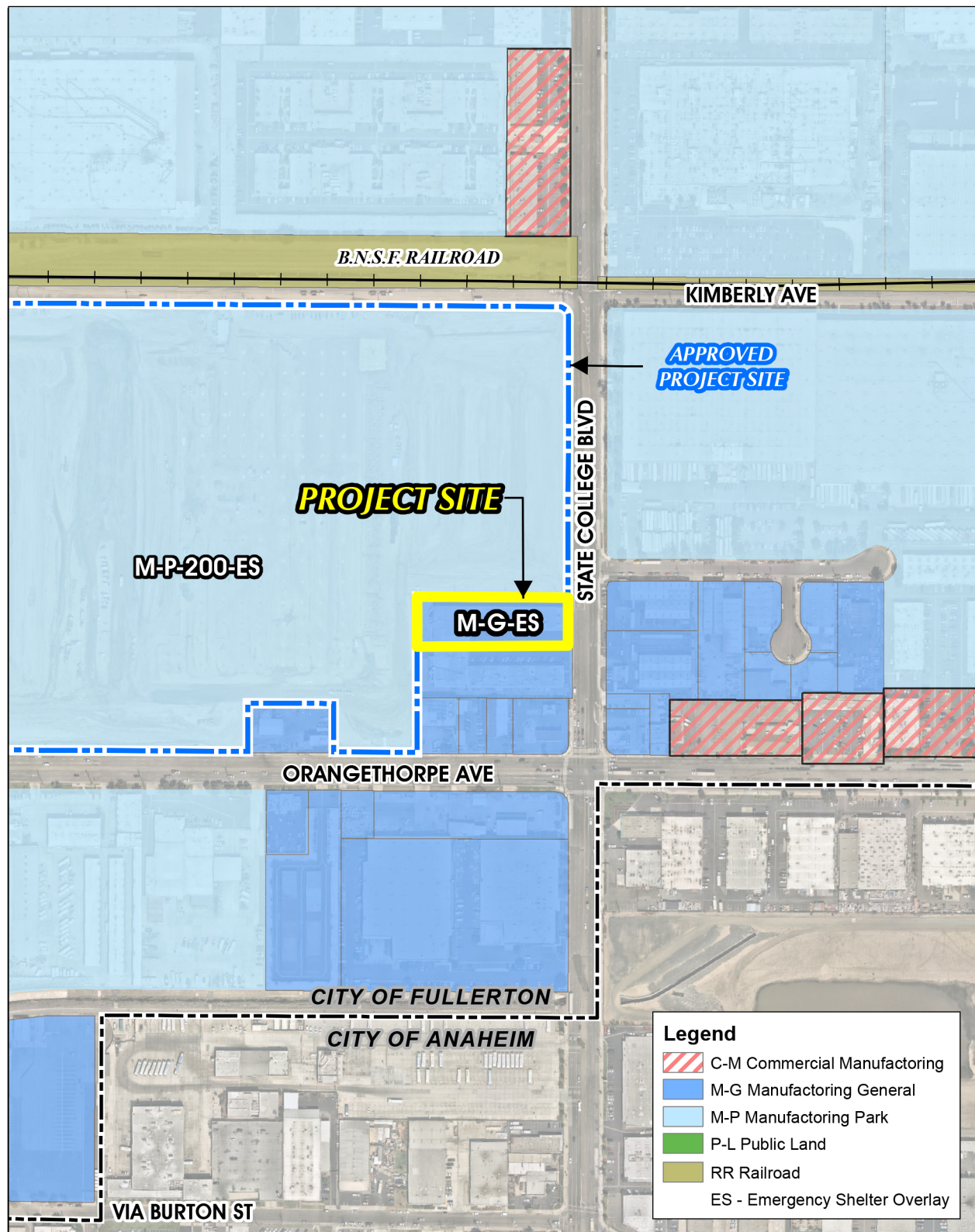
Source(s): Nearmap Imagery (2021), OC Landbase (2019)

Figure 2-4



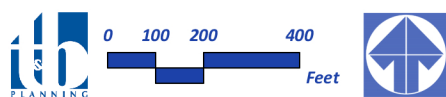
Fullerton General Plan  
Land Use Map





Source(s): Nearmap Imagery (2021), OC Landbase (2019)

Figure 2-5



Existing Zoning Map

### **3.0 PROJECT DESCRIPTION**

The proposed Project evaluated in this Addendum involves the construction and operation of an overflow truck trailer parking lot to serve the previously approved GLC Fullerton Project, which requires approval of a Minor Site Plan, as described below.

#### **3.1 Project Components**

##### **3.1.1 *Minor Site Plan***

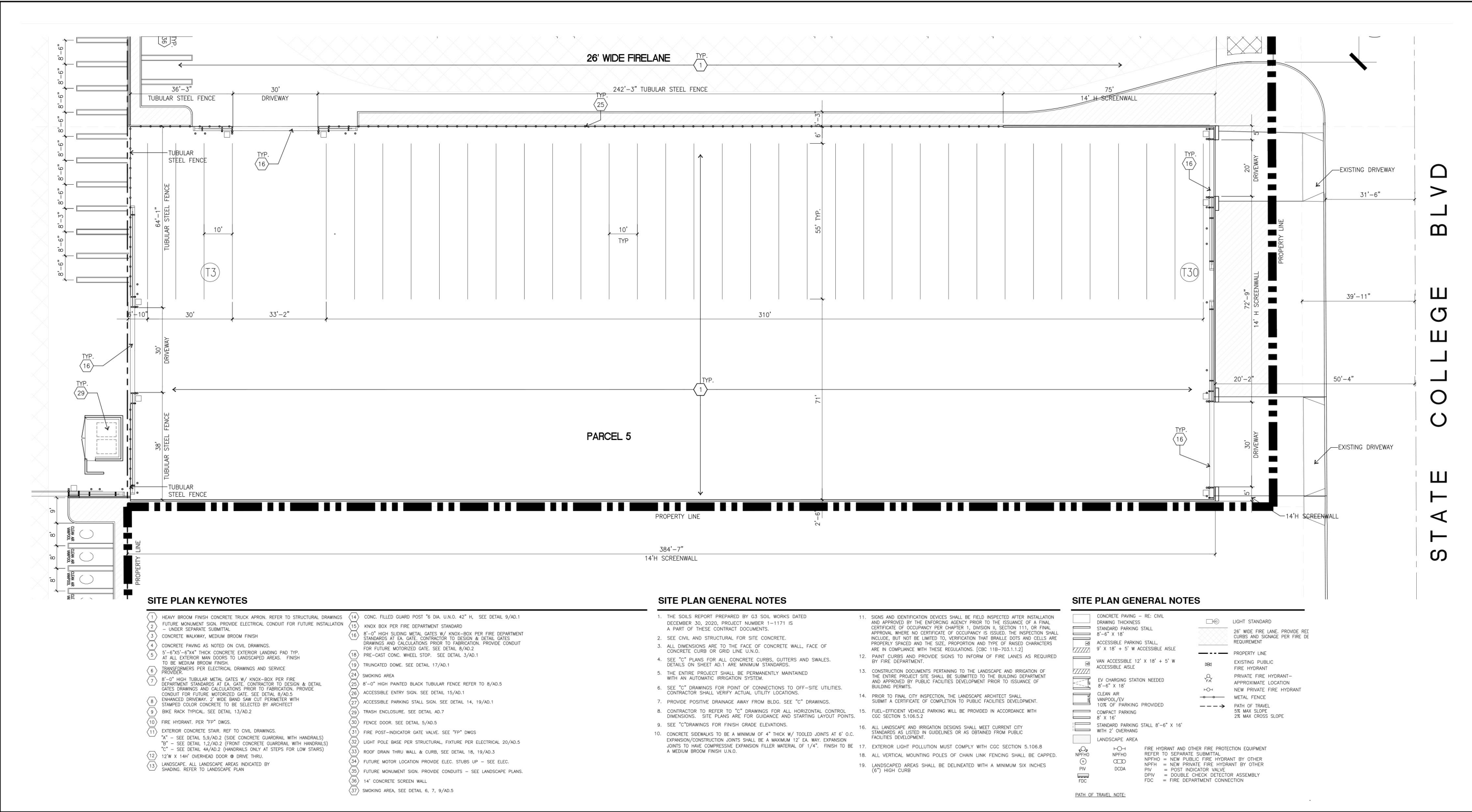
The components of the proposed Minor Site Plan are described below. The proposed parking expansion site plan is provided on Figure 3-1, *Proposed Parking Expansion Site Plan*, and the entirety of the GLC Fullerton Project with the originally approved uses and the currently proposed expanded parking area is provided on Figure 3-2, *Comprehensive GLC Fullerton Site Plan*. The current Project site is identified as Parcel 5.

##### **A. Site Layout and Access**

As shown on Figure 3-1, the proposed parking lot design would provide 34 tractor trailer parking stalls with typical dimensions of 10 feet x 55 feet. No structures would be located on the Project site. The proposed Project would provide a total of four driveways, gated with 8-foot-high metal gates. Two existing driveways would provide ingress/egress along S. State College Boulevard. Driveways would also be located along the western and northern perimeters of the Project site to provide connectivity with the truck yards for Building 3 and Building 4, respectively. Existing sidewalks along State College Boulevard would be retained.

##### **B. Walls and Fences**

As shown on Figure 3-1, the proposed Project would include 14-foot-high concrete screenwalls along the entire southern boundary of the Project site; along the easterly side of the northern site boundary (approximately 75-feet); and, along the eastern boundary of the parking area. Eight-foot-high sliding metal gates with Knox-boxes for fire access would be provided at each driveway. An 8-foot-high painted black steel tubular fence would be located along the western side of the Project site and along the western portion of the northern site boundary. The elevations for the walls and fences are provided on Figure 3-3, *Wall and Fence and Elevations* and a color elevation of the screenwall is provided on Figure 3-4, *Screenwall Color Elevation*. The screenwall has been designed to complement the architectural design of the industrial building facades.



Source(s): HPA Architecture (01-25-2022)

Figure 3-1

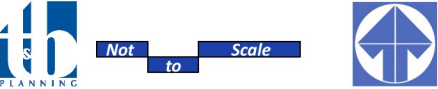
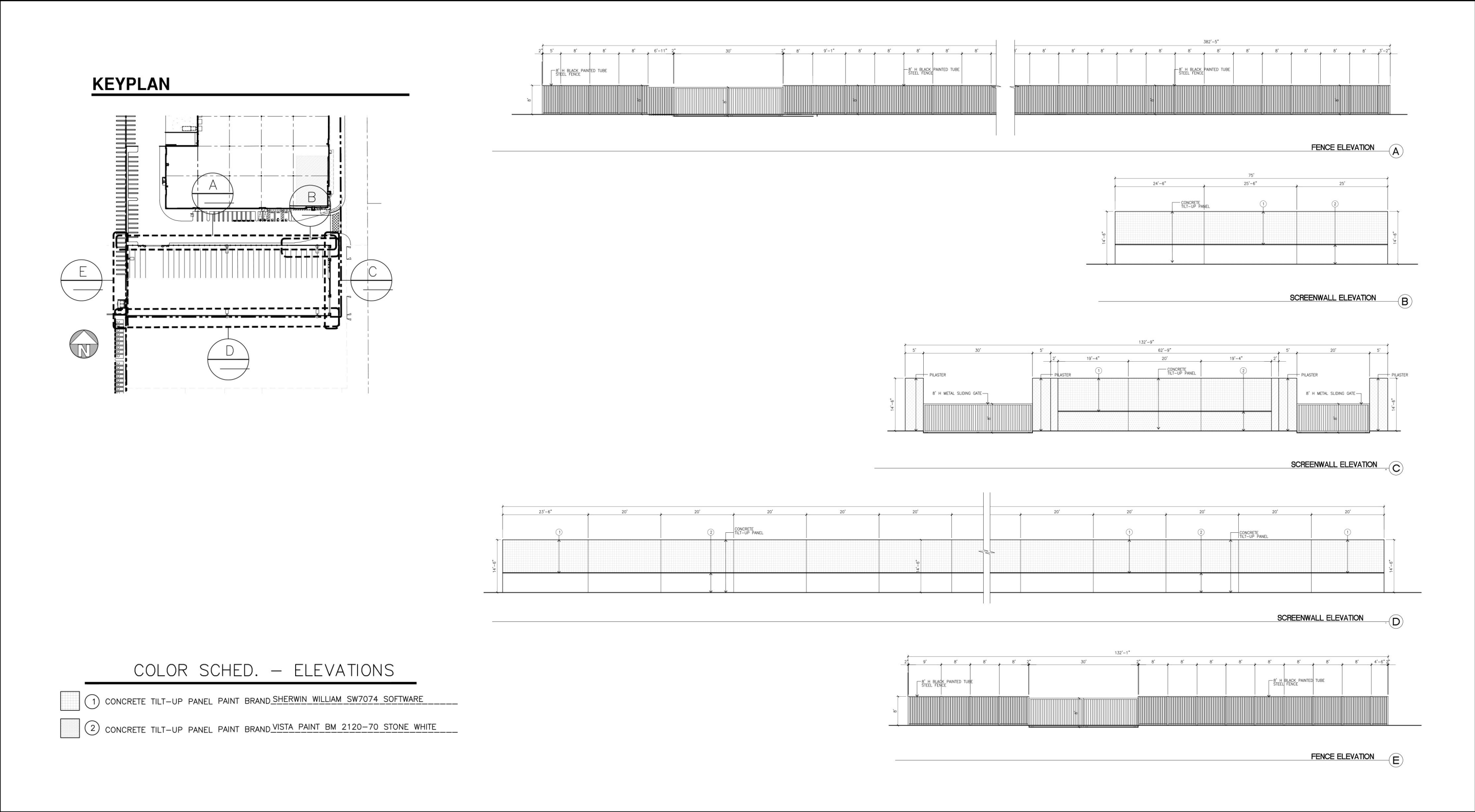




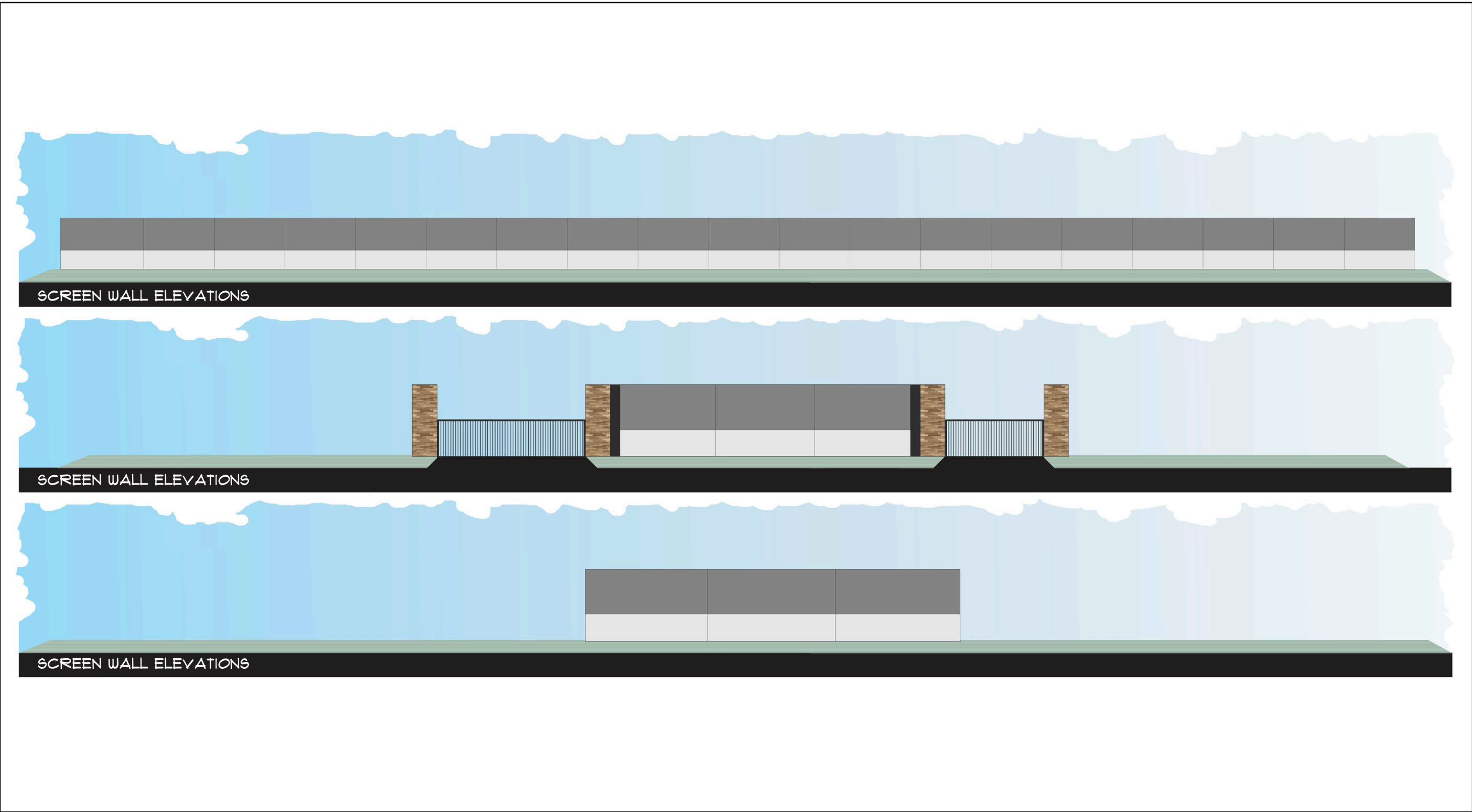


Figure 3-2



Source(s): HPA Architecture (01-25-2022)

Figure 3-3



Source(s): HPA Architecture (01-26-2022)

Figure 3-4



### **C. Landscape Plan**

As shown on Figure 3-5, *Conceptual Landscape Plan*, a landscaped area would be provided on the eastern boundary of the Project site along the screenwall and between the two driveways. The proposed landscaping would include tree, shrub, and groundcover species consistent with the landscape plan for the Approved Project. Prior to grading permit issuance, the Project Applicant would be required to submit final planting and irrigation plans to the City for review and approval. The final landscape plans would be required to comply with the City's "Landscape and Irrigation Requirements" from the Fullerton Municipal Code Chapter 15.50, which establish requirements for landscape design, shade requirements, automatic irrigation system design, and water-use efficiency.

### **D. Lighting Plan**

As shown on Figure 3-6, *Site Lighting Plan*, the proposed Project would include the installation of six new LED light poles: two on the north side, three on the south side, and one on the west side of the Project site. The 25-foot light poles would be located on a 4-foot concrete base.

### **E. Infrastructure Improvements**

#### ***Water and Sewer Infrastructure***

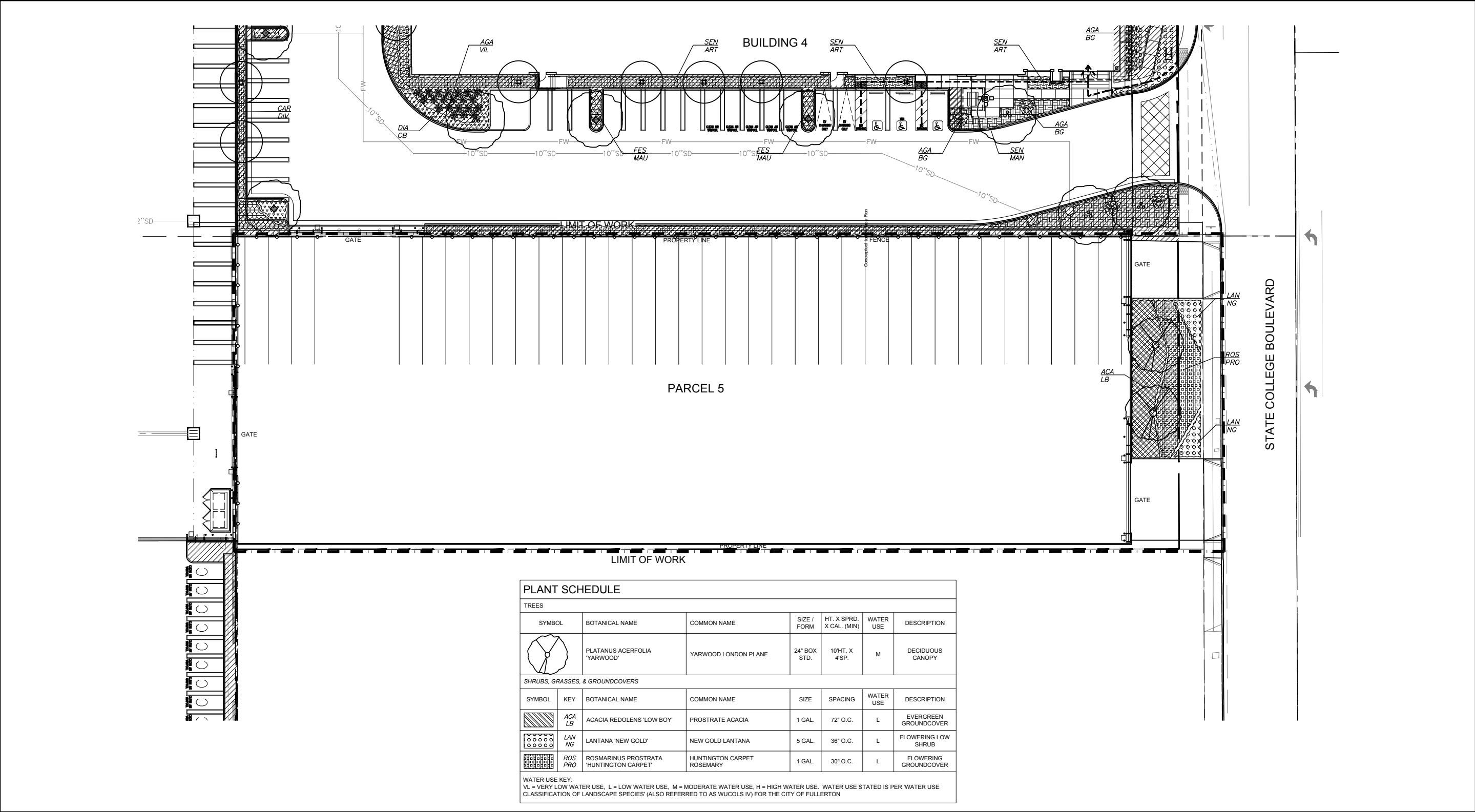
Water and sewer service to the Project site is provided by the Fullerton Water Department. There is a 10-inch water main and an 8-inch sewer line located in S. State College Boulevard adjacent to the Project site. The existing building is serviced by a 2-inch meter with backflow that provides both domestic and irrigation water to the Project site, and a sewer lateral that connects the existing building to the sewer line in S. State College Boulevard. Since the proposed Project would not include development of any structures, the only water demand would be the proposed landscaping along the Project site frontage, and there would be no wastewater generation. The existing water meter and backflow would continue to be used for irrigation purposes, and the existing sewer lateral would be capped at the property line per City standards.

#### ***Drainage and Water Quality***

The Project site is comprised of two drainage areas (A1 and A2). Stormwater in the A1 drainage area flows northerly and then easterly via a concrete ribbon gutter to outfall 1 located at the property line boundary at S. State College Boulevard. Stormwater in the A2 drainage area flows southerly and then easterly via a concrete ribbon gutter to outfall 2 also located at the property line boundary at S. State College Boulevard. From these outfalls, storm water flows southerly down S. State College Boulevard to the intersection with Orangethorpe Avenue, then west via gutter flow to the intersection of Orangethorpe Avenue and Acacia Avenue, and then north on Acacia Avenue to Kimberly Avenue. From Kimberly Avenue flows enter the Kimberly Storm Channel via a catch basin at the southeast corner of Kimberly Avenue and Acacia Avenue.

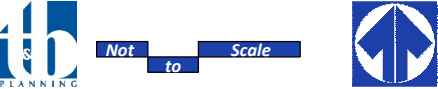
With the proposed Project, storm water flows would be directed from the southeast to the northwest portion of the Project site, and would enter a proposed catch basin at the northwest corner of the Project site. All flows would be conveyed via the storm drain system within the Approved Project site to Kimberly Storm Channel, consistent with existing conditions. Water quality treatment would occur at the Basin C detention and modular wetland system that is part of the Approved Project, which has sufficient capacity to accommodate the increased storm water runoff.

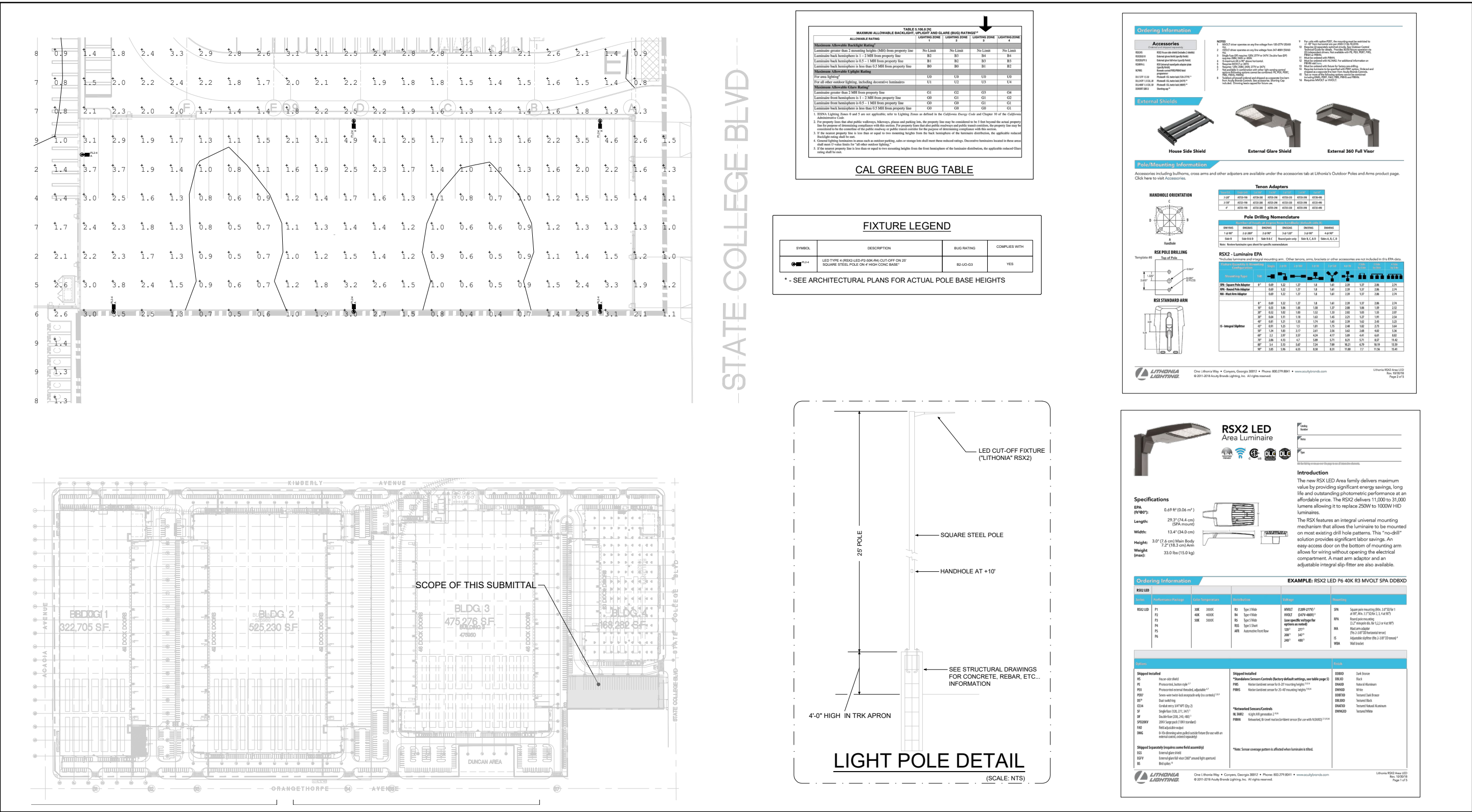




Source(s): HPA Architecture (12-08-2021)

Figure 3-5





Source(s): HPA Architecture (12-08-2021)

Figure 3-6

### ***Dry Utilities***

The Project site is currently serviced by a 1.25-inch gas meter. The proposed Project would not require any gas service and the meter would be removed by the Gas Company. Electric service would be provided by SCE from existing electric lines along S. State College Boulevard. Existing overhead power lines onsite would be removed. Additionally, the existing power poles along the northern Project site boundary would be removed by SCE.

### **3.1.2 Construction Characteristics**

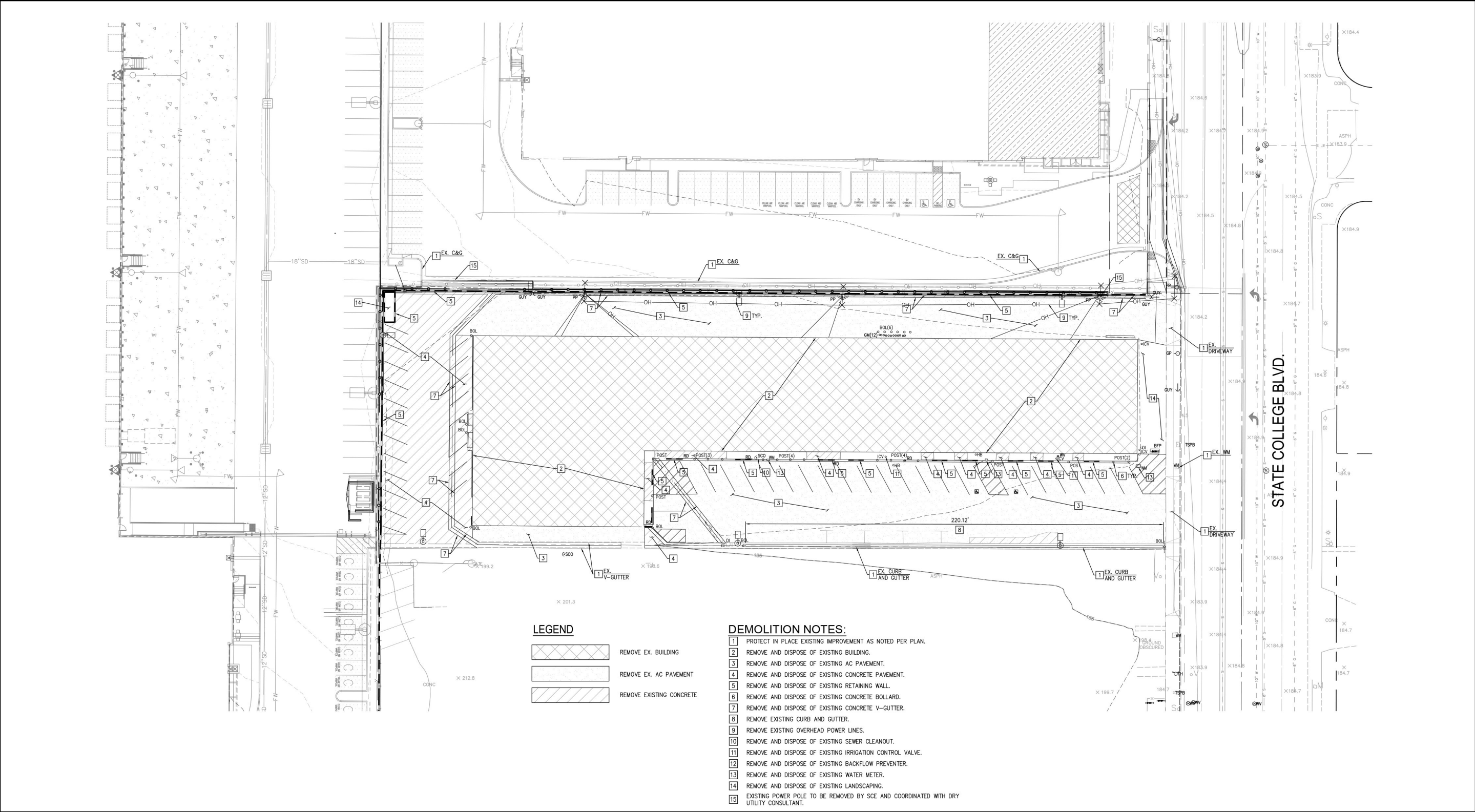
As shown on Figure 3-7, *Demolition Plan* and Figure 3-8, *Grading Plan*, construction of the proposed Project would require demolition and grading activities that would physically disturb the entirety of the Project site. Prior to the start of grading, the existing building and onsite vegetation, paving, retaining walls, utilities, etc. would be removed from the site. The existing billboard located in the northeast corner of the site, which is subject to a month-to-month lease, would also be removed.

The Project site currently is graded to drain from west to east with vehicular and pedestrian access from S. State College Boulevard. The Approved Project has truck bays that would be four feet below the finish floor of the buildings. Since the proposed Project involves the construction of a parking area that would support the Approved Project, the gradient of the proposed parking area would be from east to west to join the proposed grades at the common property lines with Approved Project. This would generate 1,760 cubic yards (cy) of cut and 90 cy of fill at the Project site. Excess soils would be used on the Approved Project site; no soils would be exported or imported as part of the proposed Project.

### **3.1.3 Operational Characteristics**

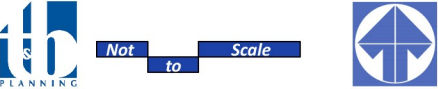
The Project site would be used as a tractor-trailer overflow parking lot for the Approved Project. The proposed Project would expand the parking areas available for trucks. The proposed overflow parking area would have the same operational characteristics as the Approved Project and could be used 24 hours per day, 7 days per week. The proposed Project would not result in an increase in the number of employees associated with the Approved Project.



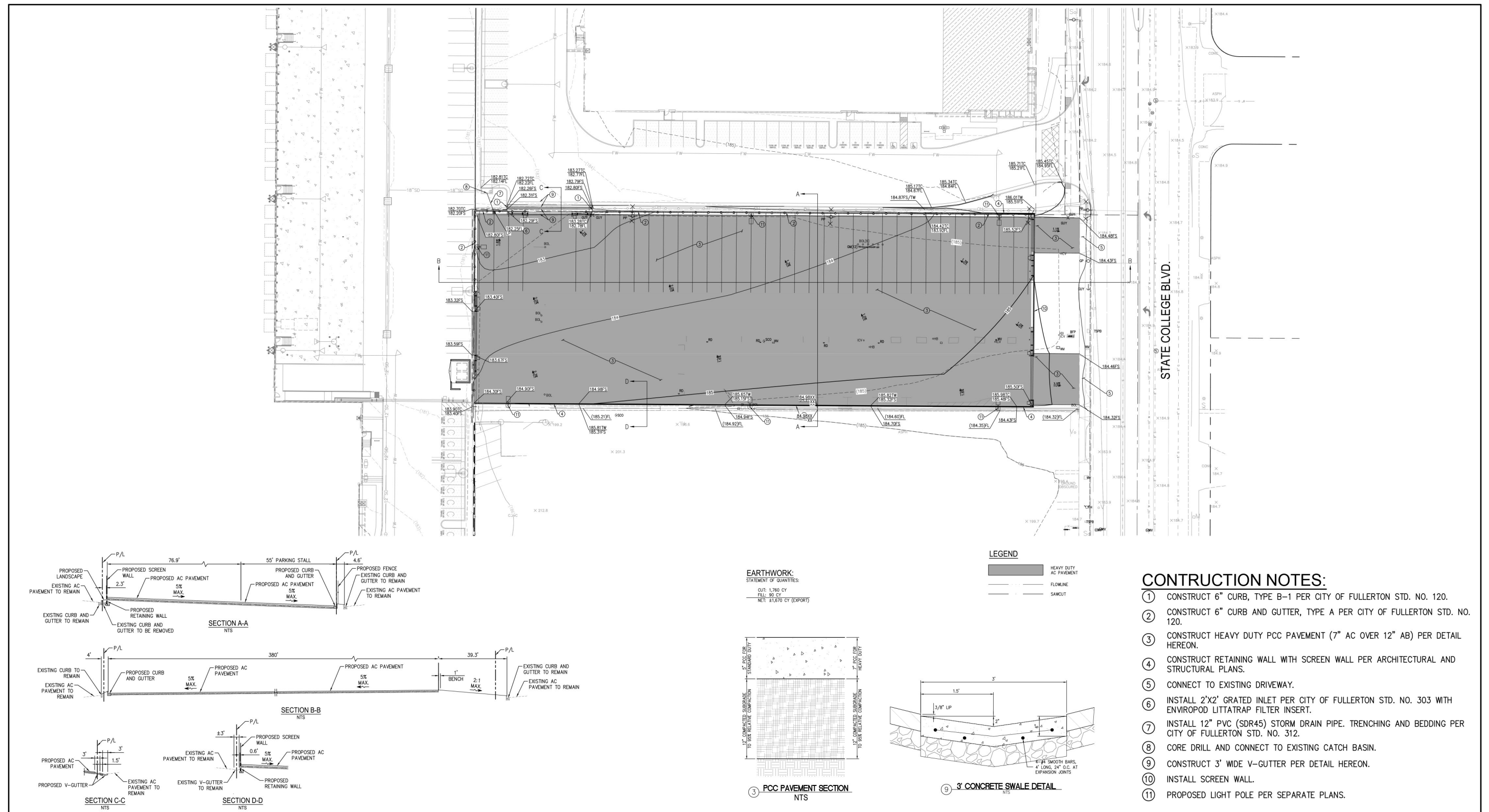


Source(s): TAIT & Associates (12-08-2021)

Figure 3-7







Source(s): TAIT & Associates (12-08-2021)

Figure 3-8

### 3.2 Summary of Requested Actions

The City of Fullerton has primary approval responsibility for the proposed Project. As such, the City is serving the Lead Agency for this Addendum pursuant to CEQA Guidelines § 15050. This Addendum will be forwarded, along with the previously certified 2020 Final EIR, to the Community and Economic Development Department Director (Director) for review along with the proposed Project. Pursuant to Fullerton Municipal Code Section 15.47.040, the Director will take action to approve, conditionally approve, deny, or refer the application to the Planning Commission for review and decision. Decisions of the Director may be appealed to the Planning Commission, and decisions of the Planning Commission may be appealed to the City Council. If no appeal is filed, then the decision of the Director will be final. In the event of approval of the proposed Project and approval of the Addendum, the City would conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

A list of the primary actions related to the proposed Project under City jurisdiction and the jurisdiction of other agencies is provided in Table 3-1, *Summary of Project Approvals/Permit*. This Addendum covers all federal, State, local government and quasi-government approvals which may be needed to construct or implement the proposed Project, whether or not they are explicitly listed in Table 3-1, or elsewhere in this Addendum (CEQA Guidelines § 15124(d)).

**Table 3-1 Summary of Project Approvals/Permits**

| Public Agency                                                               | Approvals and Decisions                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>City of Fullerton</b>                                                    |                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Proposed Project – City of Fullerton Discretionary Approvals</b>         |                                                                                                                                                                                                                                                                                                                                                                                                     |
| Community and Economic Development Department Director                      | <ul style="list-style-type: none"> <li>• Approve, conditionally approve, deny, the Minor Site Plan</li> <li>• Approve Addendum</li> </ul>                                                                                                                                                                                                                                                           |
| <b>Subsequent City of Fullerton Discretionary and Ministerial Approvals</b> |                                                                                                                                                                                                                                                                                                                                                                                                     |
| City of Fullerton                                                           | <ul style="list-style-type: none"> <li>• Issue Demolition Permits</li> <li>• Approve Grading Plans and Issue Grading Permits</li> <li>• Issue Building Permits</li> <li>• Issue Landscape Permits</li> <li>• Approve</li> <li>• Issue Encroachment Permits, if needed.</li> <li>• Approve Infrastructure Plans and Issue Permits</li> <li>• Approve Water Quality Management Plan (WQMP)</li> </ul> |
| <b>Other Agencies – Subsequent Approvals and Permits</b>                    |                                                                                                                                                                                                                                                                                                                                                                                                     |
| Santa Ana Regional Water Quality Control Board                              | <ul style="list-style-type: none"> <li>• Issuance of a Construction Activity General Construction Permit.</li> <li>• Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.</li> <li>• Approval of WQMP.</li> </ul>                                                                                                                                                          |
| Utility Agencies                                                            | <ul style="list-style-type: none"> <li>• Issuance of permits and associated approvals, as necessary for the removal of existing utility infrastructure, installation of new utility infrastructure, or connections to existing facilities.</li> </ul>                                                                                                                                               |

## 4.0 ENVIRONMENTAL DETERMINATION AND ANALYSIS

It has been concluded that if the proposed Project is approved, it would not result in any new significant environmental effects requiring major revisions to the 2020 Final EIR, nor are there changed circumstances or substantial changes that require major revisions to the 2020 Final EIR, including the regulations applicable to development in the City of Fullerton. Rather, only minor technical changes or additions are necessary to fully cover and analyze the proposed Project. Mitigation measures from the 2020 Final EIR continue to be feasible, would adequately address the proposed Project's potential environmental impacts, and shall be applied to the proposed Project. Based on the information and analysis contained in the 2020 Final EIR and this Addendum, and pursuant to Section 15162 of the CEQA Guidelines, the City has determined that:

1. There are no substantial changes associated with the proposed Project, which will require major revisions of the 2020 Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes have not occurred with respect to the circumstances under which the proposed Project is undertaken which will require major revisions of the 2020 Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the 2020 Final EIR was certified as complete, that shows any of the following:
  - a) The proposed Project will have one or more significant effects not discussed in the 2020 Final EIR;
  - b) Significant effects previously examined would be substantially more severe than shown in the 2020 Final EIR;
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the proposed Project, but the proposed Project proponents decline to adopt the mitigation measure or alternative; and
  - d) Mitigation measures or alternatives which are considerably different from those analyzed in the 2020 Final EIR would substantially reduce one or more significant effects on the environment, but the proposed Project proponents decline to adopt the mitigation measure or alternative.

Accordingly, none of the triggers for a subsequent or supplemental EIR have been met (CEQA Guidelines, §§ 15162, 15163), and preparation of an addendum is appropriate under CEQA. (CEQA Guidelines, § 15164.)

Edgardo Caldera, Associate Planner

Name, Title



02-14-22

Date

City of Fullerton

Consistent with the 2020 Final EIR, this Addendum uses an Environmental Checklist that compares the anticipated environmental effects of the proposed Project with those addressed in the current environmental checklist included in CEQA Guidelines Appendix G. The Environmental Checklist is used to review the potential environmental effects of the proposed Project for each of the following areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

There are four possible responses to each of the questions included on the Environmental Checklist:

- New Significant Impact
- More Severe Significant Impacts
- New Ability to Substantially Reduce Significant Impacts
- No Substantial Change from Previous Analysis

For each topical issue, this Addendum identifies The Fullerton Plan EIR mitigation measures<sup>3</sup> and additional Approved Project-specific mitigation measures that are applicable to the proposed Project. The 2020 Final EIR Mitigation Monitoring and Reporting Program (MMP) is included in Appendix A of this Addendum.

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<sup>3</sup> Development projects in the City of Fullerton are required to comply with applicable mitigation measures from The Fullerton Plan EIR.



#### 4.1 Aesthetics

| Environmental Issue                                                                                                                                                                                                                                                                                                                                                     | New Significant Impact   | More Severe Significant Impacts | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>I. <u>Aesthetics</u>:</b> Except as provided in Public Resources Code Section 21099, would the project:                                                                                                                                                                                                                                                              |                          |                                 |                                                         |                                              |
| a) Have a substantial adverse effect on a scenic vista?                                                                                                                                                                                                                                                                                                                 | <input type="checkbox"/> | <input type="checkbox"/>        | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?                                                                                                                                                                                                                | <input type="checkbox"/> | <input type="checkbox"/>        | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/>        | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                                                                                                                                                                                                                                   | <input type="checkbox"/> | <input type="checkbox"/>        | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### **Summary of the 2020 Final EIR Conclusions**

Potential aesthetic impacts are addressed in Section 4.1, Aesthetics, of the 2020 Final EIR. The 2020 Final EIR concluded that the Approved Project would not have a substantial adverse effect on a scenic vista, is not within a State scenic highway corridor, and does not have the potential to degrade scenic resources within a state scenic highway. Although implementation of the Approved Project would visually change the Approved Project site, the 2020 Final EIR concluded that the Approved Project would not conflict with Industrial Zone Classifications Development Standards or policies in The Fullerton Plan, with incorporate of mitigation measure (MM) AES-2 from The Fullerton Plan EIR, which addresses maintenance of public streets during construction. As such, the Approved Project would not conflict with applicable zoning and other regulations governing scenic quality. The Approved Project site is in an urban area and, as determined in the 2020 Final EIR, would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Therefore, the 2020 Final EIR concluded that impacts to aesthetics from the Approved Project would be less than significant.

### **Analysis of the Proposed Project**

The Project site is located approximately 3.6 miles southeast of the West Coyote Hills scenic vista and 1.8 miles south of the East Coyote Hills scenic vista. There are no views of scenic vistas from the Project site or adjacent vantage points. Therefore, the proposed Project, which involves redevelopment of the Project site with a surface parking area for truck trailer storage, would not have a substantial adverse effect on a scenic vista, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

According to the California Department of Transportation (Caltrans) List of Designated and Eligible Scenic Highways, the Project site is not in proximity to a State scenic highway (*Caltrans, 2019*). The nearest officially designated State scenic highway is a portion of SR-91 from SR-55 to the Anaheim City limit located approximately 3.7 miles east of the Project site. Due to distance, topography, and intervening development, the proposed Project would not be visible from SR-91. The proposed Project is not located within a State scenic highway corridor and does not have the potential to degrade scenic resources within a state scenic highway, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

Implementation of the proposed Project would visually change the Project site as the existing building would be demolished and replaced with a surface parking area for truck trailer storage. Additionally, a 14-foot-high screenwall would be installed along the eastern side of the parking area, and along the eastern portion of the northern property boundary. The screenwall along the eastern side of the parking area would be setback 20-feet from S. State College Boulevard consistent with the Approved Project Building 4, which is north of the Project site. The use of the Project site for truck trailer storage is consistent with the existing zoning (M-G-ES), and does not conflict with the applicable development standards established for the M-G-ES Industrial zone classification in Section 15.40.040 of the Zoning Code. Notably, the landscape setback along S. State College Boulevard would extend from the back of the sidewalk to the screenwall and would exceed the required 10-foot setback in the M-G-ES zone. Various species of trees, shrubs and groundcover would be planted; the plant palette is consistent with the plant palette for the Approved Project. The expanded landscape setback would serve to screen the proposed 14-foot-high screenwall and provide visual consistency with the landscape setback along S. State College Boulevard east of Building 4. Further, as identified under the analysis of Threshold “c” in the 2020 Final EIR, The Fullerton Plan includes goals and policies related to improving/enhancing the appearance of the building environmental. In addition to the provision of landscaping in exceedance of the City’s requirements, the proposed 14-foot screenwalls have been designed to complement the design of the Approved Project building facades (refer to Figure 3-3, *Wall and Fence and Elevations* and Figure 3-4, *Screenwall Color Elevation*). Additionally, as required by MM AES-2 from The Fullerton Plan EIR, construction vehicles would be kept clean and free of mud and dust prior to leaving the site, and streets surrounding the site would be swept daily and maintained free of dirt and debris. These actions would ensure that the visual character along the public streets is not negatively impacted during construction. As with the Approved Project, the proposed Project is not near a City-designated scenic corridor and is not subject to any special planning considerations applicable to projects that are in proximity to a scenic corridor. The proposed Project

would not conflict with applicable zoning and other regulations governing scenic quality, and no impact relative this issue would occur, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The Project site is in an area of the City that is subject to lighting and glare from existing on-site and surrounding urban land uses. It is not anticipated that lighting would be required during most construction activities, as construction typically occurs during the daylight hours. The proposed lighting would be in compliance with applicable lighting standards established by the City of Fullerton. The lighting for the Project site would include six light standards (25-foot-high square steel poles with a 4-foot concrete base) with cut-off fixtures to prevent lighting from being directed into the sky or onto adjacent properties. Due to the urban nature of the Project site and surrounding areas, the proposed Project would not create a new source of substantial light during construction or operation, which would adversely affect nighttime views; therefore, this impact would be less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to aesthetics than what was analyzed disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### **Applicable 2020 Final EIR Mitigation Measures**

The following mitigation measure from The Fullerton Plan EIR and included in the 2020 Final EIR is applicable to the proposed Project: MM AES-2.

## **4.2 Agriculture and Forestry Resources**

| Environmental Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------------|---------------------------------------------------------|----------------------------------------------|
| <b>II. AGRICULTURE AND FORESTRY RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: |                        |                     |                                                         |                                              |

| Environmental Issue                                                                                                                                                                                                                                                                        | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?                                                                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?                                                                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?                                                                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

### **Summary of the 2020 Final EIR Conclusions**

Potential impacts to agricultural and forestry resources are addressed in Section 6.1, Effects Determined Not to be Significant, of the 2020 Final EIR. The 2020 Final EIR concluded that the Approved Project would not impact agriculture and forestry resources. The Approved Project site is classified as “Urban and Built-up Land” by the California Department of Conservation Farmland Mapping and Monitoring Program. 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 Approved Project site. The Approved Project site and surrounding areas are not zoned for agricultural land uses or forestland/timberland, nor is the Approved Project site subject to a Williamson Act contract. Accordingly, the 2020 Final EIR concluded that implementation of the Approved Project 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.

### **Analysis of the Proposed Project**

Implementation of the proposed Project would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance as the Project site is classified as “Urban and Built-up Land” by the California Department of Conservation Farmland Mapping and Monitoring Program, and no agricultural land or farmland is located on or near the Project site (CDC, 2021). The Project site and surrounding areas are zoned for industrial uses and are not zoned for agricultural, forest land or timberland uses, or subject to a Williamson Act contract. Therefore, the proposed Project would have no impact to agricultural or forest land resources, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts to agriculture and forestry resources than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

### **Applicable 2020 Final EIR Mitigation Measures**

There are no mitigation measures in the 2020 Final EIR related to agricultural and forestry resources.

## **4.3 Air Quality**

| Environmental Issue                                                                                                                                                                                                                             | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>III. AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: |                          |                          |                                                         |                                              |
| a) Conflict with or obstruct implementation of the applicable air quality plan?                                                                                                                                                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?                                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) Expose sensitive receptors to substantial pollutant concentrations?                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

| Environmental Issue                                                                                              | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

### **Summary of the 2020 Final EIR Conclusions**

Potential impacts related to air quality are addressed in Section 4.2, Air Quality, of the 2020 Final EIR. The 2020 Final EIR concluded that the Approved Project would not exceed regional or localized significance thresholds during construction or operation, and would not exceed the assumptions in the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). Therefore, the Approved Project would not conflict with or obstruct implementation of the AQMP. The 2020 Final EIR also concluded that when taking into consideration emissions from the existing Kimberly-Clark facility, the Approved Project would not result in a cumulatively-considerable net increase of any criteria pollutant for which the Approved Project region is nonattainment under applicable federal or State ambient air quality standards; would not expose sensitive receptors to substantial pollutant concentrations, including localized construction emissions, diesel mobile health risks, or CO “Hot Spots”; and would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, resulting in less than significant impacts for these issues.

### **Analysis of the Proposed Project**

As identified in the 2020 Final EIR, the 2016 SCAQMD AQMP is the current AQMP for the South Coast Air Basin, where the Project site is located. As further discussed below, consistent with the 2020 Final EIR, the proposed Project’s construction emissions would not exceed applicable regional or localized significance thresholds, even when considered in conjunction with construction activities that would occur concurrently with the Approved Project. Additionally, the proposed Project involves the development of an overflow parking area for truck trailer storage to support the Approved Project; this use is allowed by the existing land use and zoning designations. There would be no increase in building area, trip generation, or employee generation, or the growth assumptions for the Southeast Industrial Focus Area. Therefore, the proposed Project would not exceed the growth assumptions in the AQMP. Consistent with the evaluation in the 2020 Final EIR for the Approved Project, the proposed Project would not conflict with or obstruct implementation of the AQMP and no impact would occur.

As with the proposed Project, construction activities associated with the proposed Project could result in emissions of carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>) and nitric oxide (NO) (which are collectively known as oxides of nitrogen [NO<sub>x</sub>]), sulfur dioxide (SO<sub>2</sub>), particulates 10 microns or less in diameter (PM<sub>10</sub>), particulates 2.5 microns or less in diameter (PM<sub>2.5</sub>), and volatile organic compounds (VOCs). It is anticipated that construction of the proposed truck trailer parking area would occur over approximately 68 calendar days beginning February 15, 2022 and lasting through April 23, 2022. Construction activities for the proposed Project would primarily involve demolition, grading, and concrete paving, and these activities could occur concurrently with the paving of the truck courts associated with Buildings 3 and Buildings 4, as evaluated in the 2020 Final EIR. The 2020 Final EIR evaluated air pollutant emissions from the Approved Project that similarly include demolition, grading, and concrete paving and vertical construction on approximately 66.10 acres. The proposed Project, by comparison, is comprised of approximately 1.25 acres. As analyzed in the *GLC Fullerton Truck Trailer Storage AQ & GHG Assessment* (Air Quality and GHG Assessment), prepared by Urban Crossroads (Urban Crossroads, 2021a), and included in Appendix B of this Addendum, given the scope and size of the proposed Project, construction activities would not be more intense than what was studied in the 2020 Final EIR for the Approved Project. A summary of the emissions associated with the truck court paving activities is summarized in Table 4-1, Truck Court Paving Emissions From the 2020 Final EIR.

**Table 4-1 Truck Court Paving Emissions From the 2020 Final EIR**

| Year                      | Emissions (lbs/day) <sup>1</sup> |                 |       |                 |                  |                   |
|---------------------------|----------------------------------|-----------------|-------|-----------------|------------------|-------------------|
|                           | VOC                              | NO <sub>x</sub> | CO    | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Paving Emissions          | 1.58                             | 11.15           | 15.04 | 0.02            | 0.57             | 0.52              |
| SCAQMD Regional Threshold | 75                               | 100             | 550   | 150             | 150              | 55                |
| Threshold Exceeded?       | NO                               | NO              | NO    | NO              | NO               | NO                |

<sup>1</sup>GLC Fullerton 2020 Final EIR Air Quality Impact Analysis Appendix 3.1 CalEEMod Outputs.

Source: (Urban Crossroads, 2021a)

As shown, emissions associated with the truck court paving for the Approved Project as evaluated in the 2020 Final EIR are well below the SCAQMD's applicable thresholds and are also well below the maximum daily emissions identified in the 2020 Final EIR Table 4.2-8, Net Construction Emissions Summary – Without Mitigation, for overall construction activity. Further, the 2020 Final EIR concluded that peak daily pollutant emissions of NO<sub>x</sub>, CO, SO<sub>x</sub> and PM<sub>2.5</sub> during construction would be less than emissions associated with daily operation from the Kimberly-Clark facility, and VOC and PM<sub>10</sub> would be less than the SCAQMD thresholds of significance. As such, even if the proposed Project construction emissions were equal to the emissions identified in Table 4-1, and occurred at the same time, there would be no exceedance of the applicable thresholds and impacts would be less than significant. Further, notwithstanding the less than significant construction emissions impacts, the proposed Project would incorporate required mitigation measures from The Fullerton Plan EIR (MM AQ-1 through MM AQ-7), which would further reduce the less than significant construction emissions.

With respect to operational emissions, because the proposed Project would provide overflow truck trailer parking to serve the adjacent GLC Fullerton buildings it would not be a specific generator of truck traffic and associated truck emissions. The amount of potential onsite travel associated with the truck trailer parking would be less than ¼ mile. As such, potential emissions associated with increased travel associated with the proposed Project can be conservatively estimated by taking a ratio of truck emissions from the 2020 Final EIR relative to the travel distance. As shown on Table 4-2, Proposed Project On-site Travel Operational Emissions, a potential increase in emissions associated with increased truck travel due to the truck trailer parking lot would be negligible. When taken into consideration along with the operational emissions for the Approved Project<sup>4</sup>, the overall combined emissions for the Approved Project and the proposed Project would remain less than significant, consistent with the conclusion of the 2020 Final EIR. This also does not take into consideration the emissions generated by the existing uses at the commercial/industrial building that would be demolished with the proposed Project. When compared to the air pollutant emissions from the existing uses, it is likely that the air pollutant emissions from the proposed Project would be less than existing conditions.

**Table 4-2 Proposed Project On-site Travel Operational Emissions**

| Year                      | Emissions (lbs/day) <sup>1</sup> |                 |      |                 |                  |                   |
|---------------------------|----------------------------------|-----------------|------|-----------------|------------------|-------------------|
|                           | VOC                              | NO <sub>x</sub> | CO   | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Paving Emissions          | 0.03                             | 1.29            | 0.34 | 0.01            | 0.20             | 0.06              |
| SCAQMD Regional Threshold | 55                               | 55              | 550  | 150             | 150              | 55                |
| Threshold Exceeded?       | NO                               | NO              | NO   | NO              | NO               | NO                |

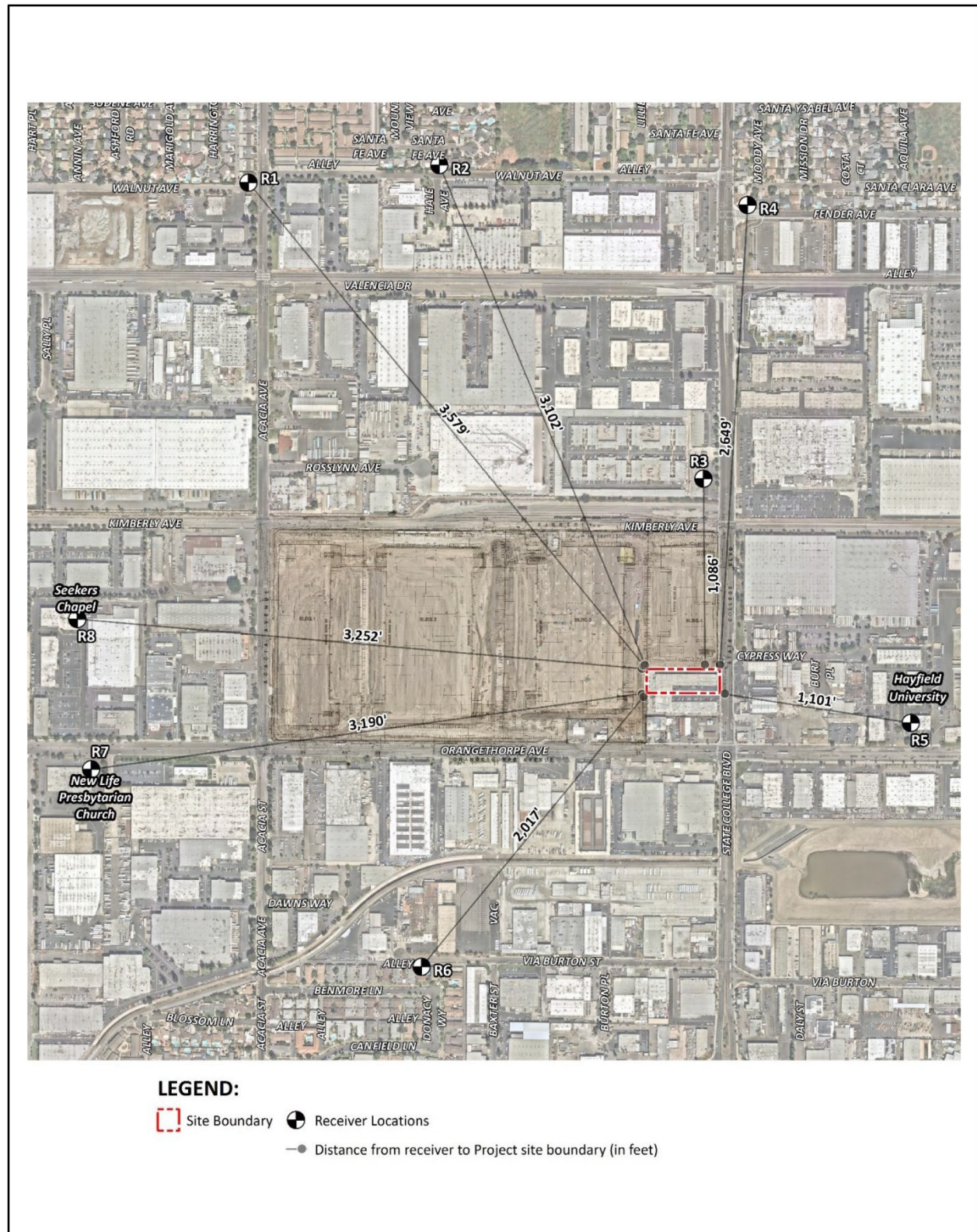
<sup>1</sup> GLC Fullerton 2020 Final EIR Air Quality Impact Analysis Table 3-8, Mobile Source (Trucks) emissions x ¼-mile ÷ 40 miles).  
Source: (Urban Crossroads, 2021a)

Therefore, the proposed Project would not result in a cumulative considerable net increase of a criteria pollutant for which the proposed Project region is in nonattainment under an applicable federal or State ambient air quality standard during construction or operation. This impact is less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The closest receiver locations assessed evaluated in the Air Quality and GHG Assessment for the proposed Project (and the 2020 Final EIR) are presented on Figure 4-1. The 2020 Final evaluated potential health risks associated with diesel particulate matter (DPM) at the nearest residence, which is located approximately 1,282 feet south of the Approved Project site. This receiver (R6 on Figure 4-1) is also the nearest residence to the proposed Project, but is located at a distance of approximately 2,017 feet to the southwest, which is a greater distance than evaluated in the 2020 Final EIR. Any potential increase in DPM associated with the proposed truck trailer parking lot would be offset by the greater distance to the nearest residence.

<sup>4</sup> The 2020 Final EIR concluded that when taking into consideration emissions from the existing Kimberly-Clark facility, peak daily pollutant emissions of VOC, NO<sub>x</sub>, CO, SO<sub>x</sub> and PM<sub>2.5</sub> during operation would be less than emissions associated with daily operation from the Kimberly-Clark facility, and PM<sub>10</sub> would be less than the SCAQMD thresholds of significance.





Source(s): Urban Crossroads (12-2021)

Figure 4-1



Not To Scale



Receiver Locations

As such, potential health risks associated with the proposed Project would not be greater than those disclosed in the 2020 Final EIR. Further, due to the limited construction activities in comparison to the Approved Project and the proposed Project would not expose sensitive receptors to substantial pollutant concentrations, including localized including localized construction emissions, consistent with the Approved Project. Because the proposed Project would not increase trip generation, potential impacts associated with CO Hot Spots would be the same as that evaluated in the 2020 Final EIR and would be less than significant impacts. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

As with the Approved Project, potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt during construction activities; however, these temporary odors would be less than significant. Additionally, as with the Approved Project, the proposed Project does not involve land uses typically associated with emitting objectionable odors. Therefore, the proposed Project would not create objectionable odors affecting a substantial number of people resulting in a less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative air quality impacts than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### **Applicable 2020 Final EIR Mitigation Measures**

The following mitigation measures from The Fullerton Plan EIR and included in the 2020 Final EIR are applicable to the proposed Project's construction activities: **MM AQ-1 through MM AQ-7.**

#### 4.4 Biological Resources

| Environmental Issue                                                                                                                                                                                                                                                                                                 | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>IV. BIOLOGICAL RESOURCES:</b> Would the project:                                                                                                                                                                                                                                                                 |                          |                          |                                                         |                                              |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?                                                                                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeded the use of native wildlife nursery sites?                                                                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?                                                                                                                                                                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?                                                                                                                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

### **Summary of the 2020 Final EIR Conclusions**

Potential impacts to biological resources are addressed in Section 6.1, Effects Determined Not to be Significant, of the 2020 Final EIR. The 2020 Final EIR concluded that the Approved Project would not have a significant on biological resources. As disclosed in the 2020 Final EIR, no natural biological habitats, protected wetlands, riparian habitats, or other sensitive habitats were present on the Approved Project site or adjacent to the site, and implementation of the Approved Project would not impact any candidate, sensitive, special or status species or habitat. Further, construction activities would be required to comply with the federal Migratory Bird Treaty Act (MBTA), and Sections 3503, 3503.5, 3513 of the California Fish and Game Code, which protect active nests of avian species, including common raptor species. Accordingly, the 2020 Final EIR determined that implementation of the Approved Project would not adversely affect or result in the loss of sensitive or protected biological resources. Additionally, the 2020 Final EIR concluded that the Approved Project would not interfere with wildlife movement, would be conducted in compliance with the City's Community Forest Ordinance, and would not conflict with a Habitat Conservation Plan. Therefore, the 2020 Final EIR concluded that impacts to biological resources from the Approved Project would be less than significant.

### **Analysis of the Proposed Project**

As described in Section 2.2, Existing Condition of the Project Site and Surrounding Area, the Project site is developed with a multi-tenant commercial/industrial building and is entirely developed/disturbed. Existing vegetation is limited to sparse ornamental landscaping along S. State College Boulevard, and along the western perimeter of the building (near unit entrances). The existing vegetation does not support natural or sensitive vegetation communities, and does not support sensitive plant or wildlife species. The Project site does not contain any State or federal wetlands, riparian habitat, or other sensitive natural habitat and would, therefore, not result in any impacts to such resources. As with the Approved Project, due to the urban nature of the area, the Project site does not serve as a wildlife corridor nor is it connected to an established corridor, and there are no native wildlife nurseries on or adjacent to the site. Implementation of the proposed Project would not result in any conflicts with local policies or ordinances protecting biological resources or provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plans. Further, construction activities would be required to comply with the federal MBTA, and applicable sections of the California Fish and Game Code, which protect active nests of avian species as described in the 2020 Final EIR. Therefore, the proposed Project would have a less than significant on biological resources, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts to biological resources than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

### **Applicable 2020 Final EIR Mitigation Measures**

There are no mitigation measures in the 2020 Final EIR related to biological resources.

## **4.5 Cultural Resources**

| Environmental Issue                                                                                           | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|---------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>V. CULTURAL RESOURCES:</b> Would the project:                                                              |                          |                          |                                                         |                                              |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) Disturb any human remains, including those interred outside of formal cemeteries?                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

### **Summary of the 2020 Final EIR Conclusions**

Potential impacts to cultural resources are addressed in Section 4.3, Cultural Resources, of the 2020 Final EIR. The 2020 Final EIR concluded that the Approved Project would not have a substantial adverse effect on cultural resources. None of the structures or features associated with the former Kimberly Clark facility that were located on the Approved Project site were eligible for listing in the California Register of Historic Resources (CRHR) or as City Landmarks under any of the criteria considered in the evaluation, and were therefore, not historical resources in accordance with CEQA. The 2020 Final EIR, therefore, determined that implementation of the Approved Project would not impact a historical resource. Furthermore, a pedestrian survey of the largely developed and previously disturbed Approved Project site revealed no previously undocumented cultural resources and a records search conducted by the South-Central Coastal Information Center (SCCIC) indicated that no cultural resources had been documented within or near the Approved Project site. It was therefore determined in the 2020 Final EIR that there is a low potential for unidentified archaeological resources or human remains to be encountered during ground disturbing activities, and impacts were determined to be less than significant. Notwithstanding, The Fullerton Plan EIR MM CR-2, MM CR-3, and MM CR-4, which identify actions to take if human remains or tribal cultural resources are encountered during construction, were incorporated into the Approved Project to ensure that impacts to archaeological resources remain less than significant. It should be noted that no cultural



resources or human remains were encountered during the mass grading activities that have been conducted at the Approved Project site; these activities were monitored due to the potential for encountering paleontological resources as discussed under Section 4.7, Geology and Soils, of this Addendum.

Therefore, the 2020 Final EIR concluded that impacts to cultural resources from the Approved Project would be less than significant.

### **Analysis of the Proposed Project**

The Project site is developed and within the search radius for the Approved Project. Based on the records search conducted by the SCCIC during preparation of the 2020 Final EIR, no cultural resources been documented within or near the Project site. Additionally, no archaeological sites were identified within the one-mile search area. The only cultural resources identified through the records search were historic buildings and structures. The existing building at the Project site was constructed in 1961. The City has identified historical resources within the City. As shown in Exhibit 3, Historical Resources – National and Local, of The Fullerton Plan, the nearest City designated historical resource to the Project site is Chapman Park located approximately 0.4-mile northeast (City of Fullerton, 2012b). There are no historical resources identified at the Project site. Therefore, no impacts to historical resources would result from the proposed Project, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

Further, given the developed condition of the Project site, the lack of known archaeological sites in the area, and lack of discovery of archaeological resources during grading activities for the Approved Project, there is a low potential for archaeological resource to be encountered during construction of the proposed Project, resulting in a less than significant impact, consistent with the conclusions of the 2020 Final EIR for the Approved Project. Notwithstanding, in the unlikely event archaeological resources are discovered during construction activities, the actions outlined in The Fullerton Plan EIR MM CR-3 to protect tribal cultural resources (refer to Section 4.18 of this Addendum) would be implemented.

The 2020 Final EIR disclosed that no conditions exist that would suggest human remains are likely to be found in the City. As with the Approved Project, due to the level of past ground disturbance at the Project site, it is not anticipated that human remains, would be encountered during earthmoving or ground disturbing activities for the proposed Project. While not anticipated, in the unlikely event that human remains are discovered during proposed Project grading or other ground-disturbing activities, the proposed Project would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq. Mandatory compliance with these provisions of California state law (refer to the Fullerton Plan EIR MM CR-4) would require that human remains, if unearthed during construction activities, be appropriately treated thereby ensuring that proposed Project impacts would be less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts to cultural resources than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### **Applicable 2020 Final EIR Mitigation Measures**

The following mitigation measures from The Fullerton Plan EIR and included in the 2020 Final EIR is applicable to the proposed Project: **MM CR-3** and **MM CR-4**.

#### **4.6 Energy**

| Environmental Issue                                                                                                                                                               | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>VI. ENERGY:</b> Would the project:                                                                                                                                             |                          |                          |                                                         |                                              |
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### **Summary of the 2020 Final EIR Conclusions**

Potential impacts related to Energy are addressed in Section 4.4, Energy, of the 2020 Final EIR. The 2020 Final EIR concluded that the Approved Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California, and would therefore, not result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during construction and operation, resulting in a less than significant impact. Additionally, the 2020 Final EIR concluded that the Approved Project would not conflict with any adopted State or local plans for renewable energy or energy efficiency.

### **Analysis of the Proposed Project**

The proposed Project would require energy consumption during construction and operations. Construction activities would involve demolition, grading, utility installation, site wall/fence installation, paving and landscaping. The proposed construction activities would be substantially less than evaluated in the 2020 Final EIR for the Approved Project. However, as with the proposed Project, construction activities would be conducted in compliance with applicable construction-related regulations addressing construction equipment and energy efficiency. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Construction of the proposed Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The Project site is currently developed with a commercial/industrial building constructed in 1961 that does not meet current energy standards for non-residential buildings. Additionally, the proposed Project would involve redevelopment of the Project site with an overflow truck trailer parking area to support operations associated with the Approved Project. There would be no new buildings construction and no additional trip generation (automobiles or trucks) beyond that anticipated for the Approved Project. Therefore, with the removal of the existing building and associated operations (including trip generation), the proposed Project would reduce energy consumption during operation compared to existing conditions. Operation of the proposed Project along with the Approved Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

Based on the analysis above, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to Energy than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

### **Applicable 2020 Final EIR Mitigation Measures**

There are no mitigation measures in the 2020 Final EIR related to energy.

## 4.7 Geology and Soils

| Environmental Issue                                                                                                                                                                                                                                                                    | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>VII. GEOLOGY AND SOILS:</b> Would the project:                                                                                                                                                                                                                                      |                          |                          |                                                         |                                              |
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:                                                                                                                                                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| ii. Strong seismic ground shaking?                                                                                                                                                                                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| iii. Seismic-related ground failure, including liquefaction?                                                                                                                                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| iv. Landslides?                                                                                                                                                                                                                                                                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Result in substantial soil erosion or the loss of topsoil?                                                                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?                                                      |                          |                          |                                                         |                                              |
| d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?                                                                                                                   |                          |                          |                                                         |                                              |
| e) Have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?                                                                                                      |                          |                          |                                                         |                                              |

| Environmental Issue                                                                                     | New Significant Impact | More Severe Impacts | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|---------------------------------------------------------------------------------------------------------|------------------------|---------------------|---------------------------------------------------------|----------------------------------------------|
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? |                        |                     |                                                         |                                              |

### **Summary of the 2020 Final EIR Conclusions**

Potential impacts related geology and soils are addressed in Section 4.5, Geology and Soils, of the 2020 Final EIR. There are no fault zones within the Approved Project site, and the Approved Project would not directly or indirectly expose people or structures to substantial adverse effects related to ground rupture. However, the Approved Project site is in a seismically active area of Southern California and is expected to experience ground shaking during the lifetime of the Approved Project. This risk is not substantially different than the risk to other properties throughout the Southern California area. Compliance with the City's Building Code and California Building Code (CBC) and incorporation of recommendations from the Approved Project Geotechnical Study(ies) regarding site-specific seismic and soil conditions would ensure that people and/or structures would not be exposed to potential substantial adverse effects from strong seismic ground shaking. The Approved Project site is not within a liquefaction hazard zone and the groundwater table is in excess of 50 feet; therefore, as disclosed in the 2020 Final EIR, the Approved Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction. Additionally, the Approved Project site, which is in an area with relatively flat topography, would not be susceptible to landslides. With adherence to regulations and requirements, the 2020 Final EIR concluded that there would be a less than significant impact related to erosion during construction and operation, potential impacts related to unstable soils. Further, the 2020 Final EIR identified that soils at the Approved Project site have very low expansion potential, and there would be no use of alternative wastewater disposal systems (the Approved Project would connect to the existing municipal sewer system).

With respect to paleontological resources, the 2020 Final EIR concluded that earthwork associated with the installation of deep utilities and storm water drains for the Approved Project would extend up to 20-feet below the ground surface (bgs), into sediments with high paleontological sensitivity (potential to contain fossils), resulting in a potentially significant. With incorporation of Project-specific MM 5-1 through MM 5-7, which require that paleontological monitoring be conducted during construction, and identify actions to take if paleontological resources are discovered, this impact was determined to be less than significant.



Therefore, the 2020 Final EIR concluded that impacts related to geology and soils from the Approved Project would be less than significant.

### **Analysis of the Proposed Project**

Based on the *Geologic/Geotechnical Due Diligence, 1201-1223 State College Boulevard, Fullerton, CA* (Geologic Analysis) conducted for the proposed Project by G3SoilWorks (G3SoilWorks, 2021) and included in Appendix C of this Addendum, the Project site geology and soil conditions are similar to those disclosed in the City-required geotechnical investigation prepared for the Approved Project (G3SoilWorks, 2020). In general, the site is covered by the existing building and asphalt and is underlain by artificial fill and/or native Quaternary alluvium (Qal). The Project site does not include any known active faults (i.e., Holocene faults that have ruptured in the last 11,000 years and are likely to rupture in the future per the Alquist-Priolo Earthquake Fault Zone Act). The nearest zoned “active” faults include the Whittier Fault Zone (5.7 miles northeast of the Project site) and the Newport-Inglewood Fault Zone (13.5 miles southwest of the proposed Project Site). The other nearby Quaternary and Late Quaternary faults include the El Modeno and Peralta Hills faults (approximately 2.4 miles to 3.3 miles southeasterly of the Project site), which are considered inactive and/or potentially active (having ruptured within the last 700,000 years), respectively. Further, the Project site is not located in an earthquake fault zone or a hazards zone of required investigation (i.e., liquefaction or landslides). Therefore, with adherence to the City’s Building Code and the CBC, and recommendations in the Geologic Analysis related to site grading, foundations, hardscape/pavement, impacts related to seismic hazards would be less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

With the exception of limited landscaping, the Project site is developed; there are no agricultural operations at the site. Therefore, the proposed Project would not result in the loss of topsoil. As with the Approved Project, construction activities would occur on the Project site that would disturb and expose soils; however, the proposed Project would be required to implement erosion-control Best Management Practices (BMPs) outlined in the required Storm Water Pollution Prevention Plan (SWPPP) and in compliance with the National Pollutant Discharge Elimination system (NPDES) permit. Upon completion of development, the Project site would be completely paved, or landscaped minimizing the potential for erosion consistent with existing conditions, and the Approved Project. Therefore, the proposed Project would have a less than significant impact related to erosion potential, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

As determined by the Geotechnical Due Diligence Memo (G3SoilWorks, 2021), the geologic conditions at the Project site are similar to those at the adjacent Approved Project site and the proposed Project would be subject to the same constraints and recommendations. With respect to site grading, the demolition and removal of existing structures and appurtenant construction would include existing foundations and utilities. Site grading would include the full depth removal of any existing substructures/fill soils and replacement with approved engineered compacted fill. Removal/recompaction of near surface native soils would provide more uniform and acceptable support for foundations supporting proposed uses. Temporary excavations four feet or deeper would require temporary slopes and or shoring. Where proximal or along property lines, temporary excavations may require the use of slot-cut grading and/or

temporary shoring to protect off-site properties/development. For Project site soil conditions, potential soil shrinkage on the order of 15 percent may occur during removal/recompaction earthwork operations. The site soils are also considered highly corrosive to both concrete and buried metals. As with the proposed Project, construction of the proposed Project is considered feasible from a geologic/geotechnical perspective. Construction of the proposed Project would be performed in compliance with the City's Building Code and CBC, and recommendations included in the Geologic Analysis, and potential impacts related to unstable soils would be less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

As with the Approved Project site, the Project site is served by the municipal sewer system and does not require the use of septic tanks or wastewater disposal system. However, the proposed Project involves development of a surface parking area and would not generate wastewater; no sewer service is required.

The Project would require excavations four feet or deeper and could involve excavation into sediment with high paleontological sensitivity. Therefore, MM 5-1 through MM 5-7, identified for the Approved Project in the 2020 Final EIR related to paleontological resources, would be implemented for the proposed Project during construction and a qualified paleontologist would be required to oversee a paleontological monitoring program and oversee onsite earthwork activities. With implementation of these measures, potential impacts to paleontological resources would be less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project. It should be noted that no paleontological resources were encountered during the grading conducted for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to geology and soils than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### **Applicable 2020 Final EIR Mitigation Measures**

The following mitigation measures from the 2020 Final EIR to address potential impacts to paleontological resources are applicable to the proposed Project: **MM 5-1 through MM 5-7.**

#### 4.8 Greenhouse Gas Emissions

| Environmental Issue                                                                                                              | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>VIII. GREENHOUSE GAS EMISSIONS:</b> Would the project:                                                                        |                          |                          |                                                         |                                              |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### Summary of the 2020 Final EIR Conclusions

Potential impacts related to greenhouse gas (GHG) emissions are addressed in Section 4.6, Greenhouse Gas Emissions, of the 2020 Final EIR. The 2020 Final EIR concluded that the Approved Project would not exceed the 10,000 metric tons of CO<sub>2</sub>e per year (MTCO<sub>2</sub>e/yr) screening threshold for GHG emissions and would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, resulting in a less than significant impact. Additionally, the 2020 Final EIR concluded that the Approved Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose or reducing the emissions of GHGs and no impact would result for this issue.

#### Analysis of the Proposed Project

As discussed under Section 4.1, Air Quality, of this Addendum, the construction and operational air quality emissions from the proposed Project, when considered in conjunction with the Approved Project would be negligible and considered less than significant (Urban Crossroads, 2021a). Similarly, because the proposed Project would provide overflow parking for the Approved Project, and would not increase trip generation, negligible GHG emission increases would occur. This conservatively does not take into consideration the GHG emissions reductions that would occur with removal of the existing building at the Project site. Therefore, the GHG emissions from the proposed Project, which are cumulative in nature, would be less than significant individually and when combined with GHG emissions from the Approved Project, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

Truck trailer parking is a standard function for high cube warehouse uses, and the overflow parking currently proposed would not involve any uses or activities which were not anticipated with the Approved Project. Therefore, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. No impact would result, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to GHG emissions than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### **Applicable 2020 Final EIR Mitigation Measures**

There are no mitigation measures in the 2020 Final EIR related to GHG emissions.

#### **4.9 Hazards and Hazardous Materials**

| Environmental Issue                                                                                                                                                                                                                  | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>IX. HAZARDS AND HAZARDOUS MATERIALS:</b> Would the project:                                                                                                                                                                       |                          |                          |                                                         |                                              |
| a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?                                                                                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| d) Be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

| Environmental Issue                                                                                                                                                                                                                                                         | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| e) For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?                                                                                                                                                   |                          |                          |                                                         |                                              |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?                                                                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

### **Summary of the 2020 Final EIR Conclusions**

Potential impacts related to hazards and hazardous materials are addressed in Section 4.7 of the 2020 Final EIR. The 2020 Final EIR concluded that construction of the Approved Project would potentially involve exposure of the public to hazardous materials associated with potential recognized environmental concerns (RECs) (including residual contaminated soils at the Approved Project site from prior Kimberly-Clark facility operations), asbestos containing materials (ACMs), lead based paint (LBP), and universal wastes. Construction and operation of the Approved Project would also involve handling of hazardous materials in limited quantities and typical to urban environments. Through compliance with existing regulations applicable to the Approved Project, implementation of The Fullerton Plan EIR MM HAZ-2, and Project-level MM 7-1, the 2020 Final EIR concluded that the Approved Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Approved Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Impacts would be less than significant with mitigation.

The 2020 Final EIR also determined that the Approved Project is not within 0.25-mile of an existing or proposed school and, therefore, would not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. No impact would occur.



The Kimberly-Clark facility is included on a list of hazardous material sites due to the previous leaking underground storage tank (LUST) at the Approved Project site. The 2020 Final EIR concluded that there is a potential for residual contaminated soil from the LUST to be present. With the implementation of The Fullerton Plan EIR MM HAZ-2 and the Project-level MM 7-1, potential significant impacts resulting from the presence of this hazardous conditions would be less than significant.

The Approved Project site is not within an airport land use plan and is not within two miles of a public airport or public use airport; therefore, the 2020 Final EIR concluded there would be no impacts related to airport operations creating a safety hazard or excessive noise.

The 2020 Final EIR identifies that during the construction of the Approved Project construction, there would be temporary and limited partial lane closures during construction. The Approved Project-specific Traffic Control Plan measure (MM 11-1) incorporates requirements from The Fullerton Plan EIR MM HAZ-5 and MM AQ-6, to ensure that the Approved Project's construction-related impacts would not interfere with the flow of traffic. Therefore, the Approved Project would not include any features that would impair or physically interfere with the implementation of an emergency response or emergency evacuation plan, resulting in a less than significant impact.

The 2020 Final EIR identifies that the Approved Project site is within an urbanized area of the City that is devoid of any wildlands and is not within a very high fire hazard severity zone (VHFHSZ). Therefore, no impacts related to wildland fires would occur.

### **Analysis of the Proposed Project**

As previously identified, the construction activities associated with the proposed Project would be similar to the Approved Project, and could expose construction workers and the public to hazardous materials associated with ACMs, LBP, and universal wastes. As with the Approved Project site, the Project site is located within the North Basin Groundwater Protection Project (NBGPP) plume protection boundary, and groundwater in this area has been contaminated with industrial degreasing chemicals (VOCs) (refer to Section 4.1.7.D of the 2020 Final EIR for a detailed discussion of the plume contamination). Consistent with the conclusions of the 2020 Final EIR for the Approved Project, the Phase I Environmental Assessment (Phase I ESA) prepared for the proposed Project by Stantec (Stantec, 2021a) and included in Appendix D1 of this Addendum, identifies a potential for VOCs in the soil vapor emanating from the regional plume, and potentially from unknown soil contamination at the Project site from ongoing industrial activities since the early 1960s. Based on the recommendations of the Phase I ESA, a Phase II ESA consisting of soil vapor sampling has been conducted (included in Appendix D2 of this Addendum) (Stantec, 2021b). The Phase II ESA concludes that at the levels of VOCs detected, vapor intrusion is not a significant concern for the proposed Project, and vapor mitigation is not required based on the current concentrations and continued use of the property for commercial industrial purposes, or for the intended future use of the property as a parking lot.

No other RECs were identified in the Phase I ESA for the Project site. Further, truck trailer parking operations at the Project site with the proposed Project would be similar to operations anticipated in the 2020 Final with the Approved Project. Therefore, with adherence to applicable regulations, and incorporation of The Fullerton Plan MM HAZ-2 (includes measures to be implemented during construction if any stained soils are observed) and Approved Project-specific MM 7-1 (requires that a Soils Management Plan be prepared to address the requirements for any soil disturbance activities on the site) the proposed Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the proposed Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Impacts would be less than significant with mitigation, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The Project site is not within 0.25 mile of an existing or proposed school, and the proposed Project would not have the potential to emit hazardous emission or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. The nearest school to the Project site is Commonwealth Elementary School located approximately 0.5 mile north at 2200 East Commonwealth Avenue. This school is not along a designated truck route that would be used by the Approved Project and proposed Project. Therefore, no impacts would occur, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

As with the Approved Project, during the proposed Project's construction, there would be temporary and limited partial lane closures during construction along S. State College Boulevard. The Project would incorporate The Fullerton Plan EIR MM HAZ-5 (and related MM AQ-6 and Final 2020 EIR MM 11-1), which requires preparation of a Traffic Control Plan, to ensure the proposed Project's construction-related impacts would not interfere with the flow of traffic. As with the Approved Project, the Project does not include any features that would impair or physically interfere with the implementation of an emergency response or emergency evacuation plan, including the City of Fullerton Emergency Operations Plan (2019), which guides the City's planned response to extraordinary emergencies. With implementation of The Fullerton FPM 11-1, impacts would be less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The Project site also is not identified on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5, is not within an airport land use plan or within two miles of a public airport or public use airport (the Fullerton Municipal Airport is approximately 4.9 miles to the west-northwest of the Project site), and is not in an area subject to wildfire. Therefore, the proposed Project would have no impacts related to these environmental issues.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to hazards and hazardous materials than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

### **Applicable 2020 Final EIR Mitigation Measures**

The following mitigation measures from The Fullerton Plan EIR and included in the 2020 Final EIR are applicable to the proposed Project: **MM HAZ-2 and MM HAZ 5.**

The following mitigation measure from the 2020 Final EIR is applicable to the Proposed Project: **MM 7-1.**

### **4.10 Hydrology and Water Quality**

| Environmental Issue                                                                                                                                                                                                    | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>X. HYDROLOGY AND WATER QUALITY:</b> Would the project:                                                                                                                                                              |                          |                          |                                                         |                                              |
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| i. Result in substantial erosion or siltation on- or off-site;                                                                                                                                                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;                                                                                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or                             |                          |                          |                                                         |                                              |
| iv. impede or redirect flood flows?                                                                                                                                                                                    |                          |                          |                                                         |                                              |

| Environmental Issue                                                                                                     | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|-------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?                     |                          |                          |                                                         |                                              |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

### **Summary of the 2020 Final EIR Conclusions**

Potential impacts related to hydrology and water quality are addressed in Section 4.8 of the 2020 Final EIR. The 2020 Final EIR concluded that construction and operation of the Approved Project would generate pollutants that may enter the stormwater and affected surface water; however, compliance with existing regulations and implementation of The Fullerton Plan EIR MM HYD-1 and MM HYD-2, which require implementation of best management practices (BMPs) outlined in the stormwater pollution prevention plan (SWPPP), would prevent the violation of water quality standards and waste discharge requirements during construction and operation. Further, there are no aspects of the Approved Project that would occur at depths sufficient to encounter groundwater and stormwater runoff would be conveyed to existing drainage facilities (no infiltration is allowed or proposed). Therefore, no degradation of surface water or groundwater quality would occur and impacts would be less than significant.

The Final EIR concluded that the Approved Project would result in a net reduction in water demand as compared to operation of the Kimberly-Clark facility, and the Approved Project site is not an Orange County Water District (OCWD) groundwater recharge area. Therefore, implementation of the Approved Project would not impede sustainable groundwater management and impacts would be less than significant.

Additionally, the 2020 Final EIR concluded that with implementation of The Fullerton Plan EIR MM HYD-2, which requires preparation of a WQMP and implementation of identified BMPs, the Approved Project, which would result in an overall increase in impervious area, would not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of

existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or direct flood flows.

There would be no impact from the Approved Project related to risk of release of pollutants due to project inundation from a flood, tsunami or seiche, as the 2020 Final EIR concluded that the Approved Project site is not within a 100-year flood zone, tsunami zone or within proximity to an enclosed or partially enclosed water body capable of producing seiches. The Approved Project site is within a dam inundation zone for the Carbon Canyon Dam and Prado Dam; however, the potential risk of release of pollutants due to inundation from dam failure was determined in the 2020 Final EIR to be less than significant. Finally, the 2020 Final EIR concluded that the Approved Project would not conflict with the Santa Ana Regional Water Quality Control Board Santa Ana River Basin Water Quality Control Plan (Santa Ana Basin Plan) or the Coastal Plan of Orange County Basin 8-1 Alternative (alternative to the required Groundwater Sustainability Plan).

### **Analysis of the Proposed Project**

Construction of the proposed Project would involve demolition, clearing, grading, paving, and landscaping activities which have the potential to generate pollutants that may enter stormwater and affect surface water, consistent with the Approved Project. During construction, the requirements to prepare a SWPPP, identifying BMPs, as identified in the 2020 Final EIR for the Approved Project are applicable to the proposed Project. As required by The Fullerton Plan EIR MM HYD-1, construction activities would also be conducted in compliance with applicable regulatory requirements, including the statewide general National Pollutant Discharge Elimination System (NPDES) Permit for stormwater discharges from construction sites (Construction General Permit). With adherence to applicable regulations and The Fullerton Plan EIR MM HYD-1, the proposed Project would have a less than significant impact to water quality during construction, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

With respect to water quality during operation, stormwater runoff from the Project site currently flows to S. State College Boulevard, enters the public storm drain system untreated, and ultimately drains to Coyote Creek, the San Gabriel River Reach 1, and the San Gabriel River Estuary, each of which are “impaired” water bodies under Section 303(d) of the federal Clean Water Act (refer to the discussion provided in Section 4.8.2, Existing Regulatory Setting, of the 2020 Final EIR). As with the Approved Project, the proposed Project would include operations that may lead to pollutants (e.g., heavy metals, pesticides, oil and grease, toxic organic compounds, and trash and debris and potentially pathogens [bacteria/viruses]) entering the storm water. A Priority Project Water Quality Management Plan (WQMP) has been prepared for the proposed Project (Tait & Associates, 2021a) in accordance with the NPDES MS4 Permit, the Santa Ana RWQCB 2003 Drainage Area Management Plan (DAMP), and the City of Fullerton Water Quality Ordinance (Chapter 12.18 of the Fullerton Municipal Code [FMC]). The Preliminary WQMP is included in Appendix E of this Addendum, and identifies that with implementation of the proposed Project, stormwater runoff from the proposed Project would be directed to a proposed biofiltration BMP to be constructed with the Approved Project, and a modular wetland system would be used to treat the entire required design capture volume (DCV). With adherence to applicable water quality regulations and

implementation of required BMPs outlined in the WQMP (required by The Fullerton Plan EIR MM HYD-2), the operational water quality impacts from the proposed Project would be less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

Redevelopment of the Project site with a parking area would reduce the existing water demand from the Project site, which is currently developed with a commercial/industrial building. Therefore, the City's overall water demand, which is largely supplied through groundwater resources, would be reduced. Further, the Project site is not located in a groundwater recharge area. Therefore, as with the Approved Project, the proposed Project would not substantially decrease groundwater supplies nor would the proposed Project interfere with groundwater recharge such that the proposed Project would impede sustainable groundwater management in the basin. Impacts would be less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

As identified in the Hydrology Report prepared for the proposed Project by Tait & Associates (Tait & Associates, 2021b) (included in Appendix F), and summarized in Section 3.1.1.E, Infrastructure Improvements, of this Addendum, the Project site is currently comprised of two drainage areas (A1 and A2) (refer to Figure 4-2, *Existing Hydrology Map*). Stormwater from these drainage areas currently flows to the east to S. State College Boulevard, south to Orangethorpe Avenue, west to Acacia Avenue, and north to Kimberly Avenue, and then to the Kimberly Storm Channel via a catch basin at the southeast corner of Kimberly Avenue and Acacia Avenue. With the proposed Project, there would be one drainage area (A1) and storm water flows would be redirected generally from the southeast to the northwest portion of the Project site, and would enter a proposed catch basin at the northwest corner of the Project site. All flows would be conveyed via the Approved Project storm drain system to the Kimberly Storm Channel, consistent with existing conditions. The proposed Project would decrease the amount of impervious surface at the Project site (from 98 percent under existing condition to 92 percent under proposed conditions). Table 3 of the Hydrology Report identifies the difference in peak flow rate with the proposed Project. The difference between the existing and proposed conditions is an increase of 0.03 cubic feet per second (cfs) for the 25-year storm event and 0.09 cfs for the 100-year storm event. The detention basin and water quality system for the Approved Project have been evaluated to ensure that there is adequate capacity for runoff from the Approved Project site and the Project site and that the criteria to reduce the 100- year peak flow rate to pre project conditions tributary to the Kimberly Channel has been met. To accommodate the proposed Project, the weir structure for the Approved Project Basin C would be raised in order to treat the DCV in the modular wetland system at the Approved Project. Basin C was analyzed with the new weir height and shown to have adequate capacity. The total peak discharge would reduce in the post-project condition to 112 cfs in the 100-year storm. Based on analysis of the 100-year storm event, the proposed Project would not impact the public storm drain system downstream of the proposed Project, and the Approved Project storm drain system has enough capacity to accommodate storm water runoff from the Project site (Tait & Associates, 2021b). The Project site is not within a 100-year flood zone and the proposed Project would not redirect flood flows. Further, with implementation of required construction-related and post-development BMPs, the potential for erosion would be less than significant. Therefore, the proposed Project's change in drainage patterns would result in less than significant impacts, consistent with the conclusions of the 2020 Final EIR for the Approved Project.



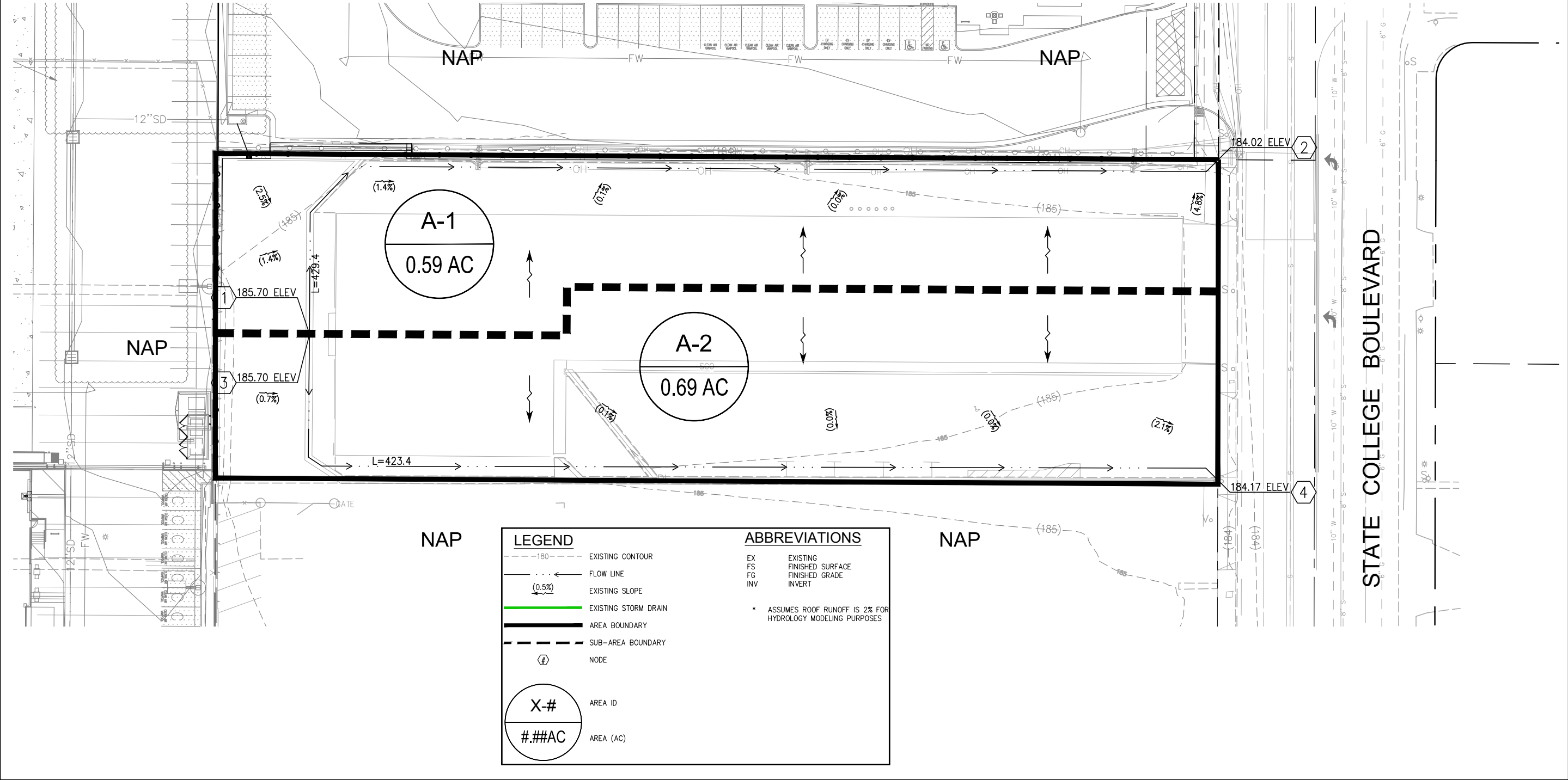
As with the Approved Project, the proposed Project has no potential to be inundated with water by a flood, tsunami, or seiche. The potential for risk of release of pollutants due to inundation from dam failure would be less than significant, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

As discussed above, with adherence to applicable local and state water quality regulations, and implementation of The Fullerton Plan EIR MM HYD-1 and MM HYD-2, which require preparation of a SWPPP during construction, and a WQMP for operation, the potential for the proposed Project to generate pollutants and impact water quality during construction and operation would be less than significant. The Project would not degrade water quality, cause the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the proposed Project would not result in water quality impacts that would conflict with the Santa Ana Basin Plan. Further, the proposed Project would not entail the extraction of groundwater located beneath the site, and would not impact groundwater quality, and the Project site is not within a groundwater recharge area. Further, due to the presence of the Project site within the North Basin Groundwater Protection Project plume protection boundary, no infiltration is allowed, or proposed. Therefore, the proposed Project would not obstruct with or conflict with a sustainable groundwater management plan, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to hydrology and water quality than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

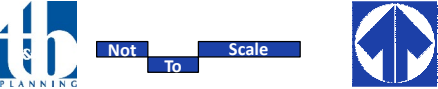
#### Applicable 2020 Final EIR Mitigation Measures

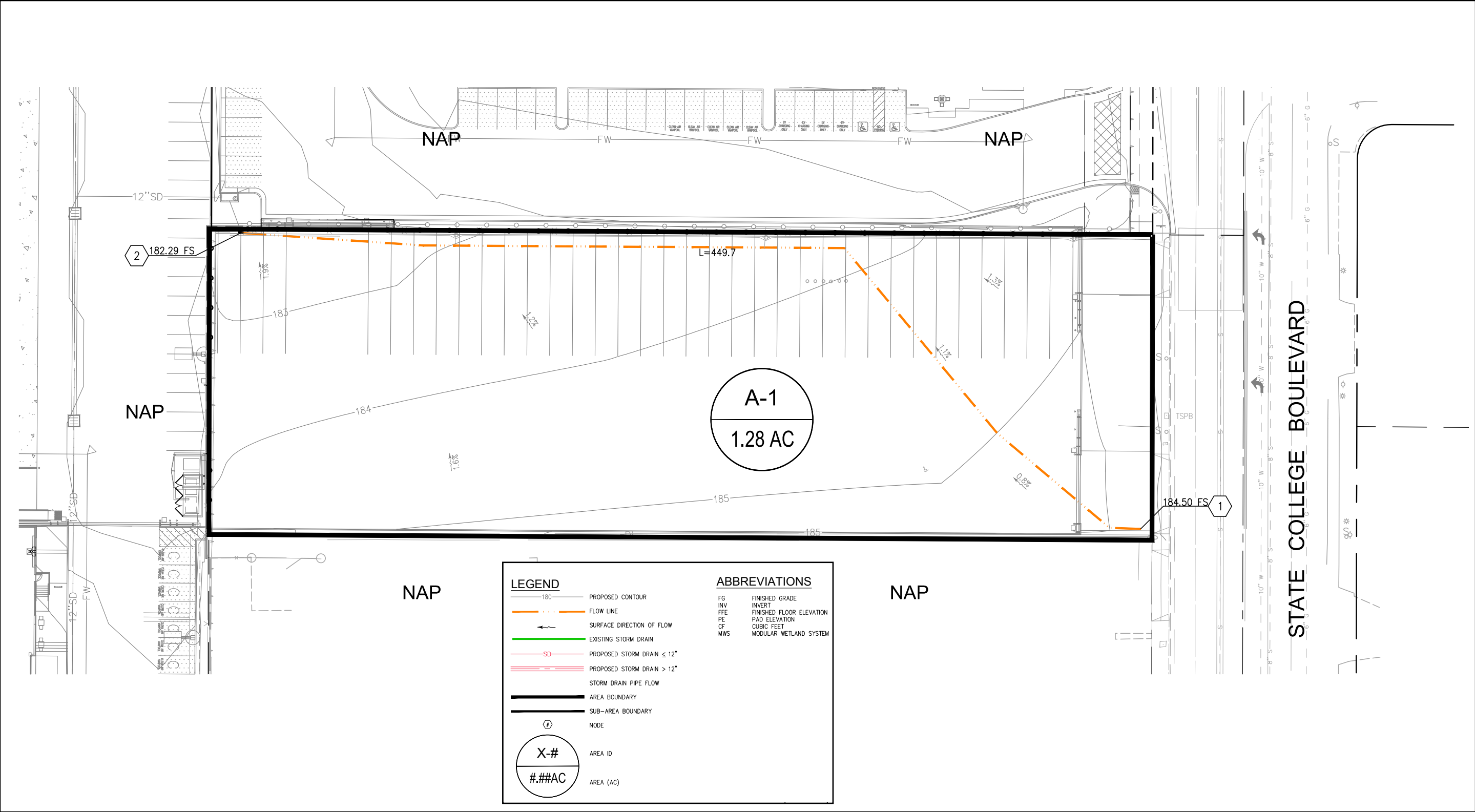
The following mitigation measures from the 2020 Final EIR and included in the 2020 Final EIR are applicable to the proposed Project: MM HYD-1 and MM HYD-2.



Source(s): Tait (12-14-2021)

Figure 4-2





Source(s): Tait (12-14-2021)

Figure 4-3

#### 4.11 Land Use and Planning

| Environmental Issue                                                                                                                                                                    | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>XI. LAND USE AND PLANNING:</b> Would the project:                                                                                                                                   |                          |                          |                                                         |                                              |
| a) Physically divide an established community?                                                                                                                                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### Summary of the 2020 Final EIR Conclusions

Potential impacts related to land use and planning are addressed in Section 4.9 of the 2020 Final EIR. The Approved Project involves redevelopment of an approximately 65.4-acre site previously developed with the Kimberly-Clark manufacturing facility. The 2020 Final EIR concluded that the Approved Project would not divide an established community and no impact would result.

The 2020 Final EIR also concluded that the Approved Project is consistent with the “Industrial” community development type (The Fullerton Plan land use designation), would not conflict with The Fullerton Plan, and would help to meet the City’s economic goal for fiscal strength and stability through business investment and employment generation. The Approved Project involved a Zone Change to change the zoning in the southeast portion of the Approved Project site from M-G ES (Manufacturing General in an Emergency Shelter Overlay Zone) to M-P-200-ES (Manufacturing Park, 200,000 sf minimum lot size, in an Emergency Shelter Overlay Zone) to provide consistent zoning across the site and a uniform set of development standards to follow. The Zone Change did not alter the type of land uses allowed. the Project would not conflict with the established development standards. The Approved Project also involved a variance to allow for the exceedance of the maximum building height limit, as allowed by the City’s Zoning Code. Therefore, the 2020 Final EIR concluded that the Approved Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would result.

The 2020 Final EIR also concluded that the Approved Project would not conflict with the goals and policies outlined in the Southern California Association of Governments (SCAG’s) regional planning programs

including the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) referred to as Connect SoCal. No impact would result.

### **Analysis of the Proposed Project**

The proposed Project would involve redevelopment of the Project site, which is currently developed with a commercial/industrial building, with an overflow parking area to support the Approved Project. The Project site is surrounded by S. State College Boulevard and existing development to the east, existing industrial and commercial development to the south and the Approved Project (under construction) to the west and north. Therefore, the proposed Project would not divide an established community, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The Fullerton Plan serves as the main land use policy document for the City. The proposed Project is consistent with the “Industrial” community development type for the Project site identified in The Fullerton Plan, and would not conflict with applicable development standards for the M-G-ES zone (refer to the discussion provided in Section 4.1, Aesthetics, of this Addendum). Further, the proposed Project would support operations of the approved GLC Fullerton. The Project site does not include any uses or site conditions such that redevelopment of the Project site with an overflow truck trailer parking area would conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No conflicts would result and no impact would result, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to land use and planning than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

### **Applicable 2020 Final EIR Mitigation Measures**

There are no mitigation measures in the 2020 Final EIR related to land use and planning.

#### 4.12 Mineral Resources

| Environmental Issue                                                                                                                                                    | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>XII. MINERAL RESOURCES:</b> Would the project:                                                                                                                      |                          |                          |                                                         |                                              |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### Summary of the 2020 Final EIR Conclusions

Potential impacts to mineral resources are addressed in Section 6.1, Effects Determined Not to be Significant, of the 2020 Final EIR. The Approved Project site is not located within an area known to be underlain by regionally-important mineral resources. In addition, the Approved Project site is not identified as a locally-important mineral resource recovery site in The Fullerton Plan. Implementation of the proposed Project 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. Therefore, the 2020 Final EIR concluded that the Approved Project would have no impacts on mineral resources.

#### Analysis of the Proposed Project

As with the Approved Project, the Project site is not located within an area known to be underlain by regionally-important mineral resources. In addition, the Project site is not identified as a locally-important mineral resource recovery site in The Fullerton Plan (City of Fullerton, 2012b). Accordingly, implementation of the proposed Project 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. There would be no impacts to mineral resources as a result proposed Project, consistent with the conclusions of the 2020 Final EIR for the Approved Project.



The proposed Project would not result in new or substantially more severe impacts to mineral resources than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### **Applicable 2020 Final EIR Mitigation Measures**

There are no mitigation measures in the 2020 Final EIR related to mineral resources.

### **4.13 Noise**

| Environmental Issue                                                                                                                                                                                                                                                                                                | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>XIII. NOISE:</b> Would the project result in:                                                                                                                                                                                                                                                                   |                          |                          |                                                         |                                              |
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?                                                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Generation of excessive groundborne vibration or groundborne noise levels?                                                                                                                                                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) For a project located within the vicinity of a private airstrip or an airport land use land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### **Summary of the 2020 Final EIR Conclusions**

Potential impacts related to noise are addressed in Section 4.10 of the 2020 Final EIR. The 2020 Final EIR concluded that Approved Project impacts related to daytime and nighttime construction noise, onsite operational noise increases, and traffic-related noise increases would be less than significant as the Approved Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable

standards of other agencies. Notwithstanding this conclusion, as required by the City, implementation of The Fullerton Plan EIR construction-related and operational noise mitigation (MM N-1, MM N-2, MM N-3, and MM N-6) is required.

The 2020 Final EIR also concluded that vibration impacts associated with construction and operation of the Approved Project would be less than significant, and that the Approved Project is not located within two miles of a public airport or within an airport land use plan and would not expose people residing or working in the Approved Project area to excessive noise levels associated with airports.

### **Analysis of the Proposed Project**

The *GLC Fullerton Truck Trailer Storage Noise Assessment* (Noise Assessment) (Urban Crossroads, 2021b), included in Appendix G of this Addendum, was prepared to evaluate potential construction-related and operational noise impacts resulting from the proposed Project.

As identified in Section 4.10.3, Existing Regulatory Setting, of the 2020 Final EIR, to prevent high levels of construction noise from impacting noise-sensitive land uses, City of Fullerton Municipal Code Section 15.90.050, states that construction activities are limited to the hours of 7:00 a.m. to 8:00 p.m. on any day except Sunday or a City-recognized holiday. Sound created by construction or building repair of any premises within the City of Anaheim is exempt from the applications of the Anaheim Municipal Code during the hours of 7:00 a.m. and 7:00 p.m. Using the reference construction equipment noise levels and the CadnaA (Computer Aided Noise Abatement) noise prediction model, calculations of the proposed Project construction noise level impacts with multiple pieces of equipment operating simultaneously at the nearest sensitive receiver locations were completed during preparation of the Noise Assessment included in Appendix G of this Addendum. This includes the additional noise attenuation provided by the existing intervening building structures and noise barriers located between the Project site and the nearest receiver locations, which were previously shown on Figure 4-1 of this Addendum.

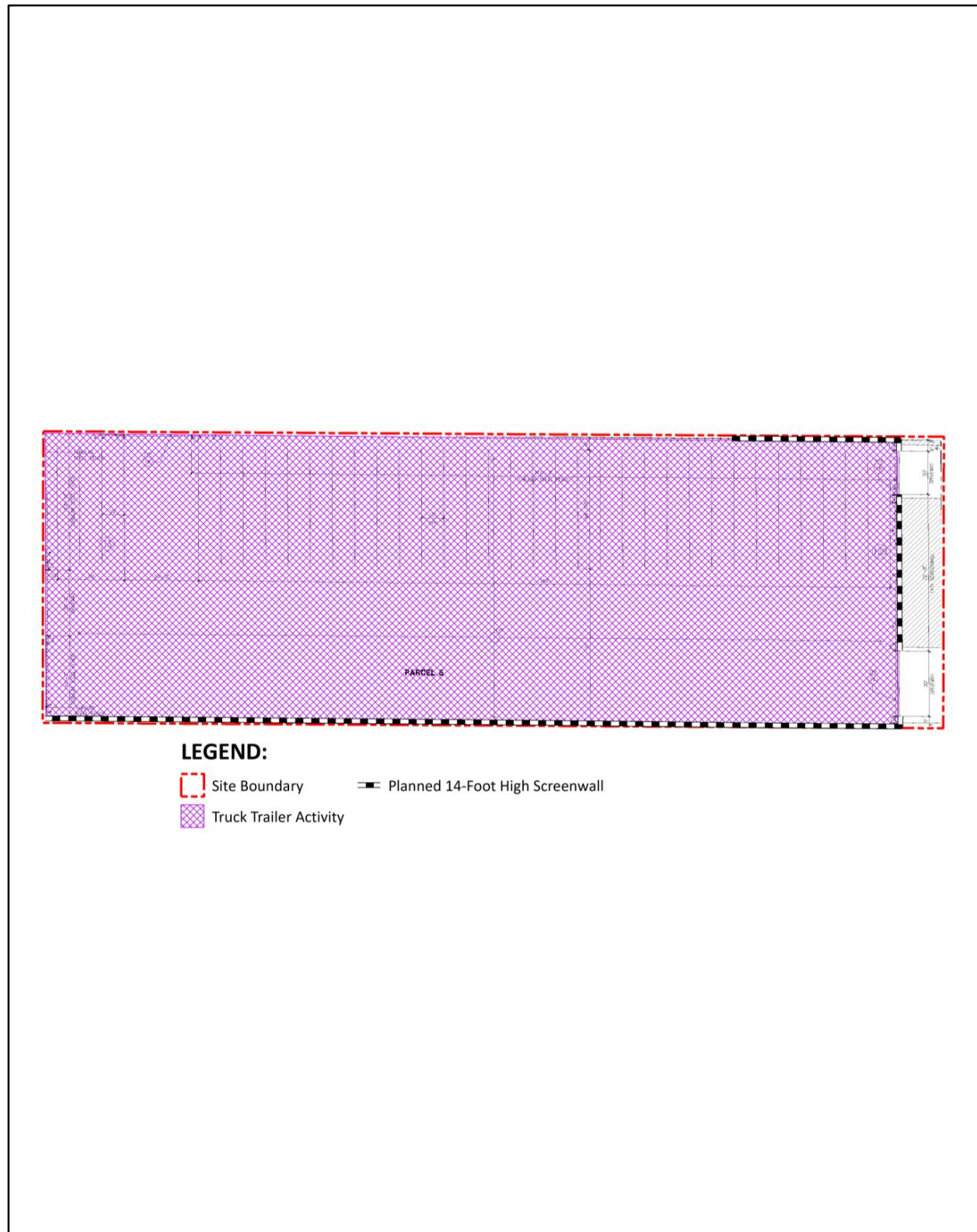
To demonstrate compliance with local noise regulations, the Project-only daytime construction noise levels for the various stages of construction are conservatively evaluated against exterior noise level thresholds based on the City of Fullerton and City of Anaheim at the nearest noise-sensitive receiver locations. Table 3 of the Noise Assessment included in Appendix G of this Addendum shows that the construction noise levels associated with proposed Project would range from 28.0 to 44.5 A-weighted decibels (dBA) equivalent level ( $L_{eq}$ ) and would satisfy the City of Fullerton noise level standards adjusted to reflect the ambient noise level, and the City of Anaheim 60 dBA  $L_{eq}$  exterior noise level standards at all the nearest sensitive receiver locations. Therefore, the construction noise impacts are considered less than significant at the nearest noise-sensitive receiver locations. In addition, the proposed Project-related daytime construction noise levels are less than what was previously identified in the 2020 Final EIR for the Approved Project. Therefore, the combined construction noise levels for concurrent construction activities with the proposed Project and Approved Project are not expected to contribute a measurable noise level increase beyond what was previously evaluated in the 2020 Final EIR. Construction-related daytime noise impacts would be less than significant, consistent with conclusions of the 2020 Final EIR for

the Approved Project. Additionally, as with the Approved Project, The Fullerton Plan EIR MM N-1 (implementation of construction BMPs), MM N-2 (routing of heavy trucks away from residential uses), and MM N-3 (placement of construction staging away from noise and vibration sensitive uses), would also be implemented during construction of the proposed Project.

With respect to nighttime construction activities, as shown on Table 4 of the Noise Assessment, the noise levels associated with any nighttime concrete pour activities (paving) are estimated to range from 29.9 to 50.2 dBA Leq and would satisfy the stationary-source exterior hourly average Leq noise levels adjusted to reflect the ambient noise level and the City of Anaheim 60 dBA Leq anytime exterior noise level standards at all the receiver locations. Therefore, each of the nearest receiver locations would experience less than significant impacts due to the proposed Project related nighttime concrete pour activities, consistent with conclusions of the 2020 Final EIR for the Approved Project.

Table 5 of the Noise Assessment presents the expected construction equipment vibration levels at the nearest receiver locations. At distances ranging from 1,086 feet to 3,579 feet from typical construction activities (at the Project site boundary), construction vibration levels during construction of the proposed Project are estimated to range from 22.3 to 37.9 VdB and would remain below the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual maximum acceptable vibration criteria of 78 VdB for daytime residential uses at all receiver locations. Therefore, the proposed Project-related vibration impacts are considered less than significant during typical construction activities at the Project site, consistent with conclusions of the 2020 Final EIR for the Approved Project. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

Operational noise standards are detailed in Section 4.10.3, Existing Regulatory Setting, of the 2020 Final EIR and are summarized in the Noise Assessment provided in Appendix G of this Addendum. The proposed Project would provide overflow parking for the Approved Project and would not increase the amount of vehicular traffic generated by the Approved Project. Therefore, there would be no notable change in off-site traffic-related noise levels compared to that evaluated in the 2020 Final EIR, which were determined to be less than significant. The onsite proposed Project-related noise sources are expected to be generated by the following activities associated with truck trailer storage: truck idling, backup alarms, trailer movements and storage activities and included in reference noise levels. Figure 4-4 identifies the operational noise source locations and location of the proposed 14-foot high screenwalls that would reduce off-site noise levels. To demonstrate compliance with local noise regulations, the proposed Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Fullerton and City of Anaheim exterior noise level standards at the nearest noise-sensitive receiver locations. Table 2 of the Noise Assessment shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 27.4 to 44.5 dBA Leq with the planned 14-high screenwalls and would satisfy the established City of Fullerton and City of Anaheim exterior noise level standards at



Source(s): Urban Crossroads (12-2021)

Figure 4-4

the nearest sensitive receiver locations. Further, the proposed Project's operational noise levels are much lower than the exterior noise level standards adjusted to reflect the ambient noise levels per the City of Fullerton Municipal Code. Therefore, the combined proposed Project and Approved Project operational noise levels are not expected to contribute a measurable operational noise level increase beyond what was previously evaluated in the 2020 Final EIR. Operational noise generated by the proposed Project would be less than significant, consistent with conclusions of the 2020 Final EIR for the Approved Project.

As with the Approved Project, the Project site is not located within two miles of a public airport or within an airport land use plan. The closest airport is the Fullerton Municipal Airport, which is approximately 4.9 miles to the west-northwest of the Project site. As such, the Project site would not be exposed to excessive noise levels from airport operations. Additionally, there are no components of the proposed Project that would exacerbate any existing airport-related noise levels. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels associated with airports, and no impacts would occur, consistent with conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to noise than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### **Applicable 2020 Final EIR Mitigation Measures**

The following construction-related mitigation measures from The Fullerton Plan EIR and included in the 2020 Final EIR are applicable to the proposed Project: **MM N-1**, **MM N-2**, and **MM N-3**.

#### 4.14 Population and Housing

| Environmental Issue                                                                                                                                                                                                 | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>XIV. POPULATION AND HOUSING:</b> Would the project:                                                                                                                                                              |                          |                          |                                                         |                                              |
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### Summary of the 2020 Final EIR Conclusions

Potential impacts related to population and housing are addressed in Section 6.1, Effects Determined Not to be Significant, of the 2020 Final EIR. The 2020 Final EIR concluded that the Approved Project could generated a net increase of approximately 1,175 to 1,675 employment opportunities in the City, which is within The Fullerton Plan's expectations for the rate of job growth within the Southeast Industrial Focus Area. The anticipated growth from implementation of The Fullerton Plan, including the Southeast Industrial Focus Area, is also consistent with the growth assumptions in the Southern California Association of Governments' (SCAG's) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). Accordingly, implementation of the proposed Project would not result in substantial unplanned growth in the City that could result in adverse environmental effects. This impact was determined to be less than significant. Further, the Approved Project would not displace people or housing necessitating the construction of replacement housing elsewhere.

#### Analysis of the Proposed Project

The proposed Project does not include a residential component and, therefore, would not directly induce population growth within the area. Further, the proposed Project involves development of an overflow truck trailer parking area on the Project site to support the Approved Project and would not generate additional employment opportunities or indirect population generation in the City, resulting in a less than significant impact. The Project site is current developed with a commercial/industrial building occupied



by various non-residential uses. Therefore, the proposed Project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere. These conclusions are consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to population and housing than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### **Applicable 2020 Final EIR Mitigation Measures**

There are no mitigation measures in the 2020 Final EIR related to population and housing.

#### **4.15 Public Services**

| Environmental Issue                                                                                                                                                                                                                                                                                                                                                                                                                                  | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>XV. PUBLIC SERVICES:</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: |                          |                          |                                                         |                                              |
| Fire protection?                                                                                                                                                                                                                                                                                                                                                                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| Police protection?                                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| Schools?                                                                                                                                                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| Parks?                                                                                                                                                                                                                                                                                                                                                                                                                                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| Other public facilities?                                                                                                                                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### **Summary of the 2020 Final EIR Conclusions**

Potential impacts to public services are addressed in Section 6.1, Effects Determined Not to be Significant, of the 2020 Final EIR. Fire and police services are provided to the Approved Project site by the Fullerton Fire Department (FFD) and Fullerton Police Department (FPD), respectively, and there was an existing demand for public services at the Approved Project site associated with the Kimberly-Clark facility operations. The 2020 Final EIR concluded that the Approved Project would not involve new residential uses or an increase in the City's population and, consistent with the existing conditions, the Approved Project would require the typical range of service calls for the FFD and FPD that occur with industrial uses, including the previous use. The Approved Project 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 Approved

Project area. Notwithstanding, as part of the Development Agreement between the City of Fullerton and the Project Applicant for the Approved Project, the Project Applicant will make a financial contribution to the FFD to support ongoing fire protection services. Because the Approved Project does not include residential uses and would not result in a direct increase in the City's population, the 2020 Final EIR also concluded that the Approved Project would not require the construction of new or expanded park or recreational facilities, or schools. However, the Project Applicant would pay required school impact fees, as required by state law. Impacts to public services were determined to be less than significant.

### **Analysis of the Proposed Project**

The proposed Project would involve redevelopment of the Project site with a surface parking area for overflow truck trailer parking. The parking area would be enclosed with gates and screenwalls, and lighting would be provided. No structures would be developed beyond those included with the Approved Project. The proposed Project would not substantially increase the demand for public services compared to the existing commercial/industrial building, would not involve any residential uses or associated increase in population, and would not generate additional employees beyond that estimated with the Approved Project. Therefore, the proposed Project would not require the need for new or physically altered public facilities, and no physical impacts would result, consistent with the conclusions of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to public services than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

### **Applicable 2020 Final EIR Mitigation Measures**

There are no mitigation measures in the 2020 Final EIR related to public services.

#### 4.16 Recreation

| Environmental Issue                                                                                                                                                                                            | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>XVI. RECREATION:</b>                                                                                                                                                                                        |                          |                          |                                                         |                                              |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Does the project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### Summary of the 2020 Final EIR Conclusions

Potential impacts to related to recreation are addressed in Section 6.1, Effects Determined Not to be Significant, of the 2020 Final EIR. The Approved Project does not propose any type of residential use or increase in population that would increase the use of existing neighborhood and regional parks or other recreational facilities. In addition, the Approved Project does not propose to construct any new on- or offsite recreation facilities. Accordingly, implementation of the Approved Project 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. No impacts related to recreation would occur.

#### Analysis of the Proposed Project

As with the Approved Project, the proposed Project does not involve any uses that would lead to an increase in the use of recreational facilities, and the proposed Project does not include the construction of any recreational uses. No impacts to related to the use or construction of recreational uses would occur, consistent with the conclusions of the 2020 Final EIR for the Approved Project. The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to recreation than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### Applicable 2020 Final EIR Mitigation Measures

There are no mitigation measures in the 2020 Final EIR related to recreation.

#### 4.17 Transportation

| Environmental Issue                                                                                                                                                  | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>XVII. TRANSPORTATION:</b> Would the project:                                                                                                                      |                          |                          |                                                         |                                              |
| a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?                                                                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| d) Result in inadequate emergency access?                                                                                                                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### Summary of the 2020 Final EIR Conclusions

Potential impacts related to transportation are addressed in Section 4.11 of the 2020 Final EIR. The 2020 Final EIR concluded that implementation of the Approved Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This included review of the following: SCAG's Connect SoCal (2016-2040 RTP/SCC), the Orange County Congestion Management Program, and The Fullerton Plan. Further, pursuant to the City of Fullerton Transportation Assessment Policies and Procedures (TAPP) adopted in June 2020, a vehicles miles traveled (VMT) assessment was prepared for the Approved Project. The results of the screening test conducted as part of the VMT assessment determined that Approved Project is within a low VMT area, and the Approved Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The 2020 Final EIR also concluded that with adherence to applicable City roadway and driveway design requirements, and preparation of a Traffic Control Plan to be implemented during construction, the Approved Project would not substantially increase hazards due to a geometric design feature or incompatible uses, and would provide adequate emergency access, resulting in a less than significant impacts for these issues. Preparation and implementation of a Traffic Control Plan is required by The Fullerton Plan MM HAZ-5 and MM AQ-6; however, 2020 Final EIR MM 11-1 was developed to

provide a comprehensive measure addressing preparation of Traffic Control Plans for Project construction activities.

### **Analysis of the Proposed Project**

As previously discussed, the proposed Project would involve redevelopment of the Project site with an overflow truck trailer parking area that would support operations associated with the Approved Project. Specifically, the overflow parking area, which would be accessed from S. State College Boulevard, would have vehicular connections to Building 3 and Building 4, west and north of the Project site, respectively. The proposed Project would not increase trip generation associated with operation of the Approved Project, rather there would be an overall reduction in trip generation with the removal of the existing commercial/industrial building onsite, as the trips currently associated with operation of that use would be eliminated.

As an overflow truck trailer parking area to support the Approved Project, there are no aspects of the proposed Project that would cause a conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Access to the Project site would be provided from S. State College Boulevard from existing driveways; access to the Approved Project from S. State College Boulevard was already anticipated. The proposed Project would retain the pedestrian sidewalk along State College Boulevard fronting the Project site and would not preclude or otherwise interfere with implementation of any circulation, transit, pedestrian or bicycle facility improvements included as part of the Project. Additionally, by supporting the proposed Project would further enhance goods movement in the region, consistent with Connect SoCal. No impact would result, consistent with the conclusion of the 2020 Final EIR for the Approved Project.

With the overall reduction in trip generation resulting from the Approved Project, there would be no increase in trip generation, and no associated increase in VMT. Therefore, the proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and would have a less than significant VMT impact, consistent with the conclusion of the 2020 Final EIR for the Approved Project.

As identified above, the proposed Project would use existing driveways for the Project site along S. State College Boulevard; S. State College Boulevard is a designated truck route. Each driveway would have a stop control and would accommodate right-in and right-out turns only. As with the Approved Project, trucks traveling to and from the Project site would adhere to applicable regulations associated with truck travel, including truck weight limits, as further discussed in Section 4.11.2, Existing Regulatory Setting, of the 2020 Final EIR. Also consistent with the Approved Project, construction activities would result in the temporary closure of traffic lanes or roadway segments along S. State College Boulevard. The reduction of roadway capacity, the narrowing of traffic lanes, and the occasional interruption of traffic flow on streets associated with Project-related construction activities could pose hazards to vehicular traffic due to localized traffic congestion, decreased turning radii, or the condition of roadway surfaces. However, this potential impact would be less than the significant with adherence to the Traffic Control Plan to be

prepared as required by The Fullerton Plan MM HAZ-5 and MM AQ-6 (consolidated in 2020 Final EIR MM 11-1), and obtaining required encroachment permits from the City for work in the public right-of-way. Additionally, with adherence to the City's requirements for providing adequate visibility for vehicular and pedestrian traffic (Section 15.40.040E of the City's Municipal Code), the Project would not increase hazards associated with sight distance at Project driveways. Therefore, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses and this impact would be less than significant, consistent with the conclusion of the 2020 Final EIR for the Approved Project.

With respect to emergency access during construction, any lane closures would be temporary and would not block all travel lanes along S. State College Boulevard. Additionally, the required Traffic Control Plan would ensure that at least one unobstructed lane is maintained in both directions and that temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls are implemented, if needed. The proposed Project's internal drive aisles, driveways, and gated entries would be required to meet the City of Fullerton's width and turnaround requirements to ensure adequate fire and emergency access. Additionally, the required right-of-way widths for site-adjacent roadways would be maintained. Therefore, the proposed Project would result in adequate emergency access and this impact would be less than significant, consistent with the conclusion of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative transportation impacts than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### **Applicable 2020 Final EIR Mitigation Measures**

The following mitigation measures from The Fullerton Plan EIR and included in the 2020 Final EIR are applicable to the proposed Project: **MM AQ-6 and MM HAZ-5.**

The following mitigation measure from the 2020 Final EIR, which consolidates The Fullerton Plan EIR MM AQ-6 and MM HAZ 6, is applicable to the Proposed Project: **MM 11-1.**



#### 4.18 Tribal Cultural Resources

| Environmental Issue                                                                                                                                                                                                                                                                                                                                                                                                                  | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>XVIII. Tribal Cultural Resources:</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: |                          |                          |                                                         |                                              |
| a) Listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?                                                                                                                                                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### Summary of the 2020 Final EIR Conclusions

Potential impacts to tribal cultural resources are addressed in Section 4.12 of the 2020 Final EIR. The 2020 Final EIR concluded that implementation of the Approved Project would result in no impacts to tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources (CRHR) or local register of historical resources (due to the lack of such resources), and that ground disturbing activities have a remote potential to encounter unidentified tribal cultural resources. With mandatory compliance with The Fullerton Plan EIR mitigation measures MM CR-2, MM CR-3, and MM CR-4, which include requirements for archaeological monitoring and identify actions to take in the event any resources are discovered, the 2020 Final EIR concluded that any potential impacts to tribal cultural resources would be less than significant.

### **Analysis of the Proposed Project**

The Project site is currently developed and there are no known tribal cultural resources located at the Project site. Therefore, there would be no impact to a tribal cultural resource that is listed or eligible for listing in the CRHR, consistent with the conclusion of the 2020 Final EIR for the Approved Project.

As previously discussed in Section 4.5, Cultural Resources, of this Addendum, no information obtained from review of applicable records, including the Native American Heritage Commission Sacred Lands File search (NAHC SLF), indicates that tribal cultural resources are present within the Project site, which is within the records search radius for the adjacent Approved Project site. In addition, as described in Section 4.12, Tribal Cultural Resources, of the 2020 Final EIR, information provided by the Gabrieleño Band of Mission Indians – Kizh Nation during the required Assembly Bill (AB) 52 process for the Approved Project did not present information indicating the known presence of tribal cultural resources in the area. Therefore, as with the Approved Project, the proposed Project would not impact any known tribal cultural resources. However, and although it is not likely, there is a remote possibility that tribal cultural resources may be present beneath the site's subsurface, and if present, could be impacted by ground-disturbing activities associated with grading that extends below disturbed soils, resulting in a potentially significant impact. Therefore, consistent with the requirements for the Approved Project, pursuant to The Fullerton Plan EIR MM CR-2 and MM CR-3, archaeological monitoring would be conducted during ground disturbing activities. Archaeological monitoring would be required until construction excavation has exposed soil to a sufficient depth that precludes the potential for cultural resources, typically greater than 1-meter, or depths at which paleontological resources rather than archaeological resources may be present, at which point archaeological monitoring is no longer needed. Pursuant to MM CR-2, Native American representatives would be notified if any artifacts of Native American origin are discovered to help analyze the Native American artifacts for identification. Additionally, ground disturbing activities within 100-feet of the discovery would cease to allow for the evaluation and protection of the resource. In the event that human remains are found, The Fullerton Plan EIR MM CR-4 requires adherence to applicable regulations addressing actions to be taken to identify the origins of the remains, and notification of Native American descendants, if applicable. With implementation of The Fullerton Plan EIR mitigation measures MM CR-2, MM CR-3, and MM CR-4, the proposed Project's potential impacts to tribal cultural resources would be less than significant, consistent with the conclusion of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts to tribal cultural resources than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

### **Applicable 2020 Final EIR Mitigation Measures**

The following mitigation measures from The Fullerton Plan EIR and included in the 2020 Final EIR are applicable to the proposed Project: **MM CR-2, CR-3, and MM CR-4.**

#### 4.19 Utilities and Service Systems

| Environmental Issue                                                                                                                                                                                                                                                                  | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>XIX. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:                                                                                                                                                                                                                        |                          |                          |                                                         |                                              |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?                                                                                                                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?                                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?                                                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?                                                                                                                                                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
|                                                                                                                                                                                                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

#### Summary of the 2020 Final EIR Conclusions

Potential impacts related to utilities and service systems are addressed in Section 4.13 of the 2020 Final EIR. The 2020 Final EIR concluded utility infrastructure installation and associated improvements would occur within the identified physical impact area for the Approved Project (on-site and within the public right-of-way along adjacent streets) and in compliance with applicable requirements of the utility

providers. The 2020 Final EIR concluded that the Approved Project would result in an estimated average annual net water demand decrease of approximately 1,754 AFY, and the City of Fullerton, the water provider, would have sufficient water supplies available to serve the Approved Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Additionally, implementation of the Approved Project would result in a substantial decrease in the amount of wastewater generated from the Project site and treated at Orange County Sanitation District (OCSD) facilities. Finally, as determined by the 2020 Final EIR, construction and operation of the Approved Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts to utilities and service systems from the Approved Project were determined to be less than significant.

### **Analysis of the Proposed Project**

As described in Section 3.1.1.E, Infrastructure Improvements, of this Addendum, and presented in the technical memorandum addressing infrastructure prepared by Tait & Associates (Tait & Associates, 2021c) included in Appendix H of this Addendum, the proposed Project would be served by existing utility infrastructure (water and electric) along S. State College Boulevard that serves the existing commercial/industrial building, and storm drain and water quality treatment infrastructure to be installed at the Approved Project site to serve the Approved Project. The proposed overflow truck trailer parking area would generate limited demand for utilities services (water for irrigation and electric), and would have reduced water demand, wastewater generation, and electric demand compared to existing conditions. The removal of existing infrastructure onsite and connections to existing and planned utilities would occur within the physical impact area evaluated throughout this Addendum and/or the 2020 Final EIR, and impacts would be less than significant, consistent with conclusion of the 2020 Final EIR for the Approved Project.

Because of the reduced water demand, wastewater generation, and solid waste generation with the proposed Project compared to the existing building, the City of Fullerton would have sufficient water supplies to serve the project and reasonably foreseeable future development, the amount of wastewater treated at the Orange County Sanitation District (OCSD) wastewater treatment system would be reduced, and the amount of solid waste diverted to the Orange County landfill system on a daily basis during operation would be reduced. Therefore, no impacts would result for these issues.

There would be solid waste generated during construction; however, the California Green Building Standards (CalGreen) Code, which has been adopted by the City's Municipal Code (Chapter 14.03, Building Code), requires that at least 65 percent of construction and demolition debris be diverted from landfills through recycling, reuse, and/or salvage. As with the Approved Project, the proposed Project would exceed this requirement, with an estimated recycle rate of approximately 95 percent. The proposed Project would have a less than significant impact related to disposal of solid waste during construction and compliance with applicable solid waste management regulations. This impact would be less than significant, consistent with conclusion of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to utilities and service systems than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

#### **Applicable 2020 Final EIR Mitigation Measures**

There are no mitigation measures in the 2020 Final EIR related to utilities and service systems.

#### **4.20 Wildfire**

| Environmental Issue                                                                                                                                                                                                                                                | New Significant Impact   | More Severe Impacts      | New Ability to Substantially Reduce Significant Impacts | No Substantial Change from Previous Analysis |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|---------------------------------------------------------|----------------------------------------------|
| <b>XX. WILDFIRE:</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:                                                                                                              |                          |                          |                                                         |                                              |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan?                                                                                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?                                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?                                                                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                                | <input checked="" type="checkbox"/>          |

### **Summary of the 2020 Final EIR Conclusions**

Potential impacts related to wildfire are addressed in Section 6.1, Effects Determined Not to be Significant, of the 2020 Final EIR. The 2020 Final EIR concluded that the Approved Project is in an urban area and is not located within a Very High Fire Hazard Severity Zone (VHFHSZ). Accordingly, implementation of the Approved Project would have no risks associated with wildfires.

### **Analysis of the Proposed Project**

As with Approved Project, the Project site is in an urban area, is not located in or near a state responsibility area, or in an area designated as a VHFHSZ. Therefore, no wildfire impacts would result, consistent with the conclusion of the 2020 Final EIR for the Approved Project.

The proposed Project would not result in new or substantially more severe Project or cumulative impacts related to wildfire than what was analyzed and disclosed in the 2020 Final EIR, and there would be no substantial change from the previous analysis in the 2020 Final EIR.

### **Applicable 2020 Final EIR Mitigation Measures**

There are no mitigation measures in the 2020 Final EIR related to wildfires.

## 5.0 REFERENCES

This Addendum was prepared by:

### **City of Fullerton**

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The following information sources were used during the preparation of this Addendum:

| <b><u>Cited As</u></b> | <b><u>Reference</u></b> |
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|                            |                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| (Caltrans, 2019)           | California Department of Transportation, 2019. <i>Caltrans Designated and Eligible Scenic Highways</i> . July 2019. <a href="https://dot.ca.gov/programs/design/lap-landscape-architecture-and-communitylivability/">https://dot.ca.gov/programs/design/lap-landscape-architecture-and-communitylivability/</a>                                                                                                     |
| (CDC, 2021)                | California Department of Conservation, 2021. <i>California Important Farmland Finder</i> . 2021. Available on-line: <a href="https://maps.conservation.ca.gov/DLRP/CIFF/">https://maps.conservation.ca.gov/DLRP/CIFF/</a>                                                                                                                                                                                           |
| (City of Fullerton, 2012a) | City of Fullerton, 2012. <i>The Fullerton Plan 2030 Final Environmental Impact Report</i> . Available: <a href="https://www.cityoffullerton.com/government/departments/community-and-economic-development/planning-zoning/general-plan/final-program-eir">https://www.cityoffullerton.com/government/departments/community-and-economic-development/planning-zoning/general-plan/final-program-eir</a>              |
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| (Stantec, 2021a)           | Stantec, 2021. <i>Phase I Environmental Site Assessment, 1201-1223 S. State College Boulevard, Fullerton, CA</i> . July 1, 2021. Appendix D1 of this Addendum.                                                                                                                                                                                                                                                      |
| (Stantec, 2021b)           | Stantec, 2021. <i>Phase II Environmental Site Assessment, 1201-1223 S. State College Boulevard, Fullerton, CA</i> . July 6, 2021. Appendix D2 of this Addendum.                                                                                                                                                                                                                                                     |
| (G3SoilWorks, 2021)        | G3SoilWorks, Inc., 2021. <i>Geologic/Geotechnical Due Diligence</i> . May 25, 2021. Appendix C of this Addendum.                                                                                                                                                                                                                                                                                                    |



| <u>Cited As</u>            | <u>Reference</u>                                                                                                                                                                         |
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| (Tait & Associates, 2021a) | Tait & Associates, Inc., 2021. <i>County of Orange/Santa Ana Region Priority Project Water Quality Management Plan (WQMP) Preliminary</i> . August 9, 2021. Appendix E of this Addendum. |
| (Tait & Associates, 2021b) | Tait & Associates, Inc., 2021. <i>Hydrology Report</i> . August 9, 2021. Appendix F of this Addendum.                                                                                    |
| (Tait & Associates, 2021c) | Tait & Associates, Inc., 2021. <i>Technical Memorandum, Goodman Logistics Center Fullerton Expansion</i> . November 4, 2021. Appendix H of this Addendum.                                |
| (Urban Crossroads, 2021a)  | Urban Crossroads, Inc., 2021. <i>GLC Fullerton Truck Trailer Storage AQ &amp; GHG Assessment</i> . December 8, 2021. Appendix B of this Addendum.                                        |
| (Urban Crossroads, 2021b)  | Urban Crossroads, Inc., 2021. <i>GLC Fullerton Truck Trailer Storage Noise Assessment</i> . December 9, 2021. Appendix G of this Addendum.                                               |