



APPENDIX A

NOTICE OF PREPARATION / COMMENT LETTERS



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NOTICE OF PREPARATION



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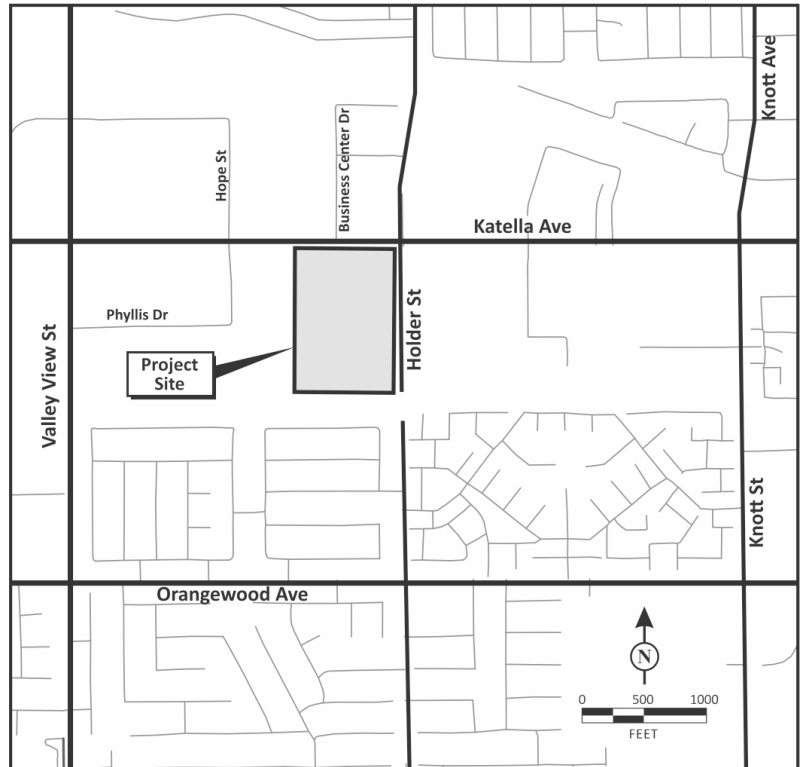
PUBLIC NOTICE/NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT

Project: Amazon Distribution Center

Lead Agency: City of Cypress

Project Applicant: Duke Realty

PROJECT DESCRIPTION: The City of Cypress (City) is the Lead Agency responsible for preparing an Environmental Impact Report (EIR) addressing potential environmental impacts associated with the Amazon Distribution Center Project (proposed project). The proposed project is located on an approximately 22.9-acre site (project site) at the southwest corner of Katella Avenue and Holder Street at 6400-6450 Katella Avenue in the City of Cypress, California. In its existing setting, the project site is characterized by several buildings that were recently vacated by Mitsubishi Motors of America, a paved parking lot with existing light poles, and landscaping. The project site is bounded on the north by Katella Avenue, on the west by office and warehouses, on the south by a flood control channel, and on the east by Holder Street.



The proposed project is the development of a “Last Mile” logistics facility for Amazon, Inc. on the project site, which is currently occupied by several existing buildings. Except for an existing 145,000-square-foot (sf) warehouse building on the southwest portion of the project site and an existing 180,000 sf office building along the northern portion of the project site, the remaining buildings on the project site would be demolished as part of the proposed project. The proposed project would expand the paved parking area on the project site and enhance the landscaping along Katella Avenue and Holder Street. The parking area would accommodate employees, delivery vans, and limited truck trailer offloading. Primary access would be via three driveways on Holder Street, with a fourth right-in/right-out driveway on Katella Avenue for employees.

Required discretionary actions associated with the proposed project include the following: certification of the EIR; approval of a Conditional Use Permit; and approval of a Design Review Permit.

POTENTIAL ENVIRONMENTAL IMPACTS: The Draft EIR (DEIR) will examine potential environmental impacts generated by the proposed project in relation to the following Environmental Analysis categories: Aesthetics, Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services (police and fire protection only), Transportation, Tribal Cultural Resources, and Utilities and Service Systems. These categories reflect the probable environmental effects of the proposed project.

- **Aesthetics.** The proposed project would result in visual changes on the project site. The DEIR will analyze any visual impacts of the proposed project, and will include a consistency analysis with the City’s zoning, Specific Plan, and General Plan regulations governing scenic quality. Project-related impacts with respect to light and glare will also be analyzed in the DEIR.
- **Air Quality.** The construction and operation of the proposed project would cause the emission of certain air pollutants. Potential air quality impacts, including consistency with the current Air Quality Management Plan (AQMP), violation

of air quality standards, the increase of criteria pollutants, and the exposure of sensitive receptors to substantial pollutant concentrations will be analyzed further in the DEIR.

- **Energy.** The construction and operation of the proposed project would involve the use of energy. Project impacts to energy resources will be evaluated as part of the DEIR, analyzing short-term and long-term impacts of the project, as well as project consistency with State and local plans related to energy.
- **Geology and Soils.** The proposed project would involve grading and soil disturbance. Potential impacts associated with strong seismic ground shaking, seismic-related ground failure, soil erosion, unsuitable soils, and paleontological resources will be analyzed further in the DEIR.
- **Greenhouse Gas Emissions.** During construction of the project, equipment and vehicles would be used that would generate some greenhouse gases (GHG). In addition, the project's use of energy during long-term operations would contribute to the emission of GHGs. Potential GHG impacts will be analyzed further in the DEIR.
- **Hazards and Hazardous Materials.** Potential impacts related to the release of hazardous materials into the environment as a result of project construction and operation will be analyzed further in the DEIR.
- **Hydrology and Water Quality.** The proposed project would involve construction and operation activities on the project site. The DEIR will evaluate any potentially significant adverse project impacts related to waste discharge requirements and surface and groundwater water quality, on- or off-site erosion and siltation, changes in the rate or amount of surface runoff, and other hydrology and water quality concerns.
- **Land Use and Planning.** The proposed project includes warehouse storage uses that are identified as an allowable use in the Specific Plan. However, the proposed project requires a Conditional Use Permit. The project's potential conflicts with applicable land use plans, policies, or regulations, including the adopted traffic level of service (LOS) standards in the Circulation Element of the City's General Plan will be addressed in the DEIR.
- **Noise.** The construction and operation of the proposed would generate certain levels of noise. Potential impacts related to noise exceeding established thresholds and vibration and ground-borne noise impacts will be analyzed further in the DEIR.
- **Public Services.** The proposed project has the potential to bring additional residents and visitors to the City, which may increase the need for public services. Potentially adverse physical impacts associated with new or physically altered governmental facilities related to police and fire will be analyzed in the DEIR.
- **Transportation.** The project construction would generate construction traffic. The operation of the proposed Last Mile logistics facility would generate vehicle trips. The project's potential short- and long-term traffic impacts with respect to regional vehicle miles traveled (VMT) and the project's compliance with program plans, ordinances, and policies addressing the circulation system will be analyzed further in the DEIR.
- **Tribal Cultural Resources.** The proposed project would involve ground disturbance, which carries with it some potential for encountering tribal cultural resources. Information provided through tribal consultation will be incorporated in the DEIR analysis and will assist in identifying whether tribal cultural resources are present, and the significance of any potential impacts to such resources.
- **Utilities and Service Systems.** The proposed project would require utility and drainage system improvements. Potential impacts related to water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, water supply, and solid waste disposal will be evaluated in the DEIR.

The DEIR will also identify appropriate and feasible mitigation measures, if necessary, for each of the environmental impacts listed above. Although the proposed project is not anticipated to result in impacts related to Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Mineral Resources, Population and Housing, Public Services

(schools and parks), Recreation, and Wildfire, these topics will be briefly discussed in the DEIR. An Initial Study has not been prepared for the proposed project. The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; however, according to the California Department of Toxic Substances Control (DTSC), there is a completed leaking underground storage tank case on the site that has been closed. The DEIR will document that concerns related to hazardous materials have been remediated appropriately.

PROJECT SCOPING PROCESS: Circulation of this Notice of Preparation (NOP) starts a 30-day public review and comment period on the scope of the DEIR that begins on **June 5, 2020**, and ends on **July 6, 2020** at 5:00 p.m. All interested parties, including the public, responsible agencies, and trustee agencies, are invited to provide comments and input on the scope and content of the environmental analysis to be addressed in the DEIR. Responsible and trustee agencies should provide comments and input related to the agencies' respective areas of statutory responsibility. Comments received during the scoping period will be considered during preparation of the DEIR. Public agencies and interested parties will have an additional opportunity to comment on the proposed project during the 45-day public review period to be held after the publication and circulation of the DEIR.

SCOPING MEETING: Consistent with the Governor's Stay at Home order, the City will conduct a virtual Public Scoping Meeting in order to present the proposed project and the EIR process and provide direction to the public on comments. The City encourages and invites all interested parties to participate in the following public scoping meeting in order to learn more about the project and ask questions:

Date/Time: June 18, 2020, 7:00 – 8:00 p.m.

Location: Instructions for participating in the virtual meeting will be published 72 hours prior to the Public Scoping Meeting at the following location on the City's website:

<https://www.cypressca.org/government/departments/community-development/planning-division/development-information>

Address Comments to:

City of Cypress:
Attn: Jeff Zwack, City Planner
5275 Orange Avenue
Cypress, CA 90630
Phone: (714) 229-6720
Email: CityPlanner@cypressca.org



DISTRIBUTION LIST



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Agencies (NOP)

Cypress School District
Attn: Mr. Tim McLellan
9740 Moody Street
Cypress, CA 90630

Orange County Transportation Authority
Attn: Environmental Review
550 South Main Street
Orange, CA 92863

Anaheim Union High School District
Attn: CEQA Review
501 N. Crescent Way
Anaheim, CA 92801

Native American Heritage Commission
Attn: Environmental Review
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

OC Health Care Agency
Attn: Environmental Health Division Manager
P.O. Box 355
Santa Ana, CA 92702

Caltrans – District 12
Attn: Local CEQA Review
1750 E. 4th Street, Suite 100
Santa Ana, CA 92705

OCFA
Attn: Fire Prevention Department
1 Fire Authority Road
Irvine, CA 92602

Cypress Chamber of Commerce
9200 Valley View St, Business Building 9, Room 101
Cypress, CA 90630

California Department of Fish and Wildlife
South Coast Region
Attn: Environmental Review Manager
4949 Viewridge Avenue
San Diego, CA 92123

Southern California Edison
Attn: Environmental Review
2800 E. Willow Street
Long Beach, CA 90806

OC Flood Control District
Attn: Environmental Review
PO Box 4048
Santa Ana, CA 92702

California Department of Toxic Substances Control
Attn: Environmental Review
5796 Corporate Avenue
Cypress, CA 90630

OC Waste & Recycling
Attn: Environmental Review
320 North Flower Street, #400
Santa Ana, CA 92703-5000

California Regional Water Quality Control Board –
Santa Ana Region
Attn: Mr. Kurt Berchtold
3737 Main Street, Suite 500
Riverside, CA 92501-3348

Orange County Water District
Attn: Environmental Review
18700 Ward Street
Fountain Valley, CA 92708

OC Development Services
Attn: Environmental Review
PO Box 4048
Santa Ana, CA 92702

City of Stanton
Community Development Department
7800 Katella Avenue
Stanton, CA 90680

Golden State Water Company
Los Alamitos CSA
10852 S Cherry Street
Los Alamitos, CA 90720

SCAG
Attn: Intergovernmental Review
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

City of Anaheim
Community & Economic Development Dept.
201 S. Anaheim Blvd., Ste. 1003
Anaheim, CA 92805

City of Los Alamitos
Community Development Department
3191 Katella Avenue
Los Alamitos, CA 90720

City of Buena Park
Community Development Department
6650 Beach Boulevard, First Floor
Buena Park, CA 90622

Orange County Sanitation District
Attn: Environmental Review
10844 Ellis Avenue
Fountain Valley, CA 92708

City of Garden Grove
Community & Economic Development Dept.
11222 Acacia Parkway
Garden Grove, CA 92840

Southern California Gas Company
Attn: Environmental Review
P.O. Box 3150
San Dimas, CA 91773

SCAQMD
Attn: Environmental Review
21865 E. Copley Drive
Diamond Bar, CA 91765

U.S. Fish & Wildlife Service
Attn: Environmental Review
6010 Hidden Valley Road
Carlsbad, CA 92009

State Clearinghouse and Orange County Clerk

State of California, State Clearinghouse
Office of Planning & Research
1400 Tenth Street, Room 212
Sacramento, CA 95814

15 NOP
1 NOC

Orange County Clerk-Recorder
601 N Ross Street
Santa Ana, California 92701

2 NOP

Tribal Representatives (NOP)

Ewiiapaayp Band of Kumeyaay
Indians
Michael Garcia, Vice Chairperson
4054 Willows Road
Alpine, CA, 91901

Campo Band of Diegueno
Mission Indians
Ralph Goff, Chairperson
36190 Church Road, Suite 1
Campo, CA, 91906

Gabrielino Tongva Indians of
California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA, 90707

Gabrielino-Tongva Tribe
Charles Alvarez
23454 Vanowen Street
West Hills, CA, 91307

Ewiiapaayp Band of Kumeyaay
Indians
Robert Pinto, Chairperson
4054 Willows Road
Alpine, CA, 91901

Juaneno Band of Mission
Indians Acjachemen Nation -
Belardes
Matias Belardes, Chairperson
32161 Avenida Los Amigos
San Juan Capistrano, CA, 92675

Gabrieleno Band of Mission
Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723

La Posta Band of Diegueno
Mission Indians
Gwendolyn Parada, Chairperson
8 Crestwood Road
Boulevard, CA, 91905

Gabrieleno/Tongva San Gabriel
Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA, 91778

La Posta Band of Diegueno
Mission Indians
Javaughn Miller, Tribal
Administrator
8 Crestwood Road
Boulevard, CA, 91905

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St.,
#231
Los Angeles, CA, 90012

Manzanita Band of Kumeyaay
Nation
Angela Elliott Santos, Chairperson
P.O. Box 1302
Boulevard, CA, 91905

Mesa Grande Band of Diegueno
Mission Indians
Michael Linton, Chairperson
P.O. Box 270
Santa Ysabel, CA, 92070

Soboba Band of Luiseno
Indians
Scott Cozart, Chairperson
P. O. Box 487
San Jacinto, CA, 92583

Sycuan Band of the Kumeyaay
Nation
Cody Martinez, Chairperson
1 Kwaaypaay Court
El Cajon, CA, 92019

Soboba Band of Luiseno Indians
Attn: Joseph Ontiveros
Cultural Resource Director
P.O. BOX 487
San Jacinto, CA 92581

Gabrielino Tongva Tribe
Sam Dunlap
TongvaTCR@gmail.com

Interested Parties (NOP)

Cypress Land Company
Attn: Mr. Matthew Doss
Director of Real Estate
10940 Wilshire Blvd., Suite 1900
Los Angeles, CA 90024

Duke Realty
Attn: Adam Schmid
Senior Development Services Manager
200 Spectrum Center Drive, Suite 1600
Irvine, CA 92618

Garrett Stiepel Ryder LLP
Attn: Allyssa J. Holcomb, rep. for Warland
Investments
3200 Bristol Street, Suite 850
Costa Mesa, CA 92626

Warland Investments Company
Attn: Chip Robertson, Hope Warschaw
Co-Managing Directors
1299 Ocean Avenue, Suite 300
Santa Monica, CA 90401

Warland Investments Company
Attn: Susan Garey
Director of Asset Management
11155 Knott Avenue, Suite J
Cypress, CA 90630



SCOPING COMMENTS



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**DEPARTMENT OF TRANSPORTATION
DISTRICT 12**

1750 EAST FOURTH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6310
FAX 657) 328-6510
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

July 3, 2020

Mr. Jeff Zwack
City of Cypress
5275 Orange Avenue
Cypress, CA 90630

File: IGR/CEQA
SCH#: 2020069007
IGR# 2020-01397
SR 39 PM 10.652
SR 22 PM 1.931
I-405 PM 20.559
I-605. PM 1.435

Dear Mr. Zwack,

Thank you for including the California Department of Transportation (Caltrans) in the review of a Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the Amazon Distribution Center Project in the City of Cypress. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The City of Cypress (City) is proposing the development of a "Last Mile" logistics facility for Amazon, Inc. on a project site, which is currently occupied by several existing buildings that were recently vacated by Mitsubishi Motors of America. There is an existing 145,000-square-foot (sf) warehouse building on the southwest portion of the project site and an existing 180,000 sf office building along the northern portion of the project site. Amazon is proposing to utilize the existing 145,000 s.f. warehouse building on the south side of the property and maintain, but not occupy the 180,000 s.f. office building adjacent to Katella Avenue. Amazon will be making modifications to the inside and outside of the warehouse building but not expanding the footprint, other than adding a shade structure on the east side of the warehouse. There are also three small buildings south of the office building that will be demolished, and the parking lots will be modified to provide over 700 parking spaces. The parking area would accommodate employees, delivery vans, and limited truck trailer offloading. Primary access would be via three driveways on Holder Street, with a fourth right-in/right-out driveway on Katella Avenue for employees. The only change to ingress/egress will be the addition of a drive approach for cars and vans only (no semi-trucks will be utilizing) onto Katella, on the west side of the existing office building.

The proposed project is located on an approximately 22.9-acre site (project site) at the southwest corner of Katella Avenue and Holder Street at 6400-6450 Katella Avenue in the City of Cypress, California. The project site is bounded on the north by Katella Avenue, on the west by office and warehouses, on the south by a flood control channel, and on the east by Holder Street. The project site is in relative proximity to Interstate 405 (I-405), Interstate 605 (I-605), State Route (SR) 39 and SR 22. Interstate 405 and Interstate 605, as well as SR 39 and SR 22 are owned and operated by Caltrans. Caltrans is a responsible agency and has the following comments:

Traffic Operations

1. To ensure safe operations, please check the capacity(s) (storage length) of the off-ramps going to Valley View St./ Bolsa Chica Rd to determine if the ramp(s) is/are able to accommodate the demand(s) and will not create a back-up onto the freeway mainline.
2. Additionally, to ensure safe operations, please check the capacity(s) (storage length) of the left-turn and/or right-turn pocket(s) at the intersections of the on-ramp(s) to determine if the pocket(s) is/are able to accommodate the demand(s) and will not back-up onto the street mainline.
3. Regional access to the project site is through the I-605 freeway and the I-405 freeway. Therefore, the document should include a discussion on any potential impacts of this project on I-605, I-405 ramps and mainline.
4. A traffic impact study is required for this project to include existing and future average daily traffic volumes, traffic generation including peak hour, traffic distribution, HCM intersection analysis along with current and projected capacities of local street, and state highways or freeways including ramps that might be impacted.

System Planning

5. The Project applicant should include a Transportation Demand Management (TDM) analysis as part of the DEIR, which should identify opportunities to minimize VMT where possible, and propose strategies such as carpooling, schedule staggering, and support for bicycle accessibility.

6. Consider installing zero or near zero emissions infrastructure to fuel zero or near zero emissions trucks and cargo handling equipment (such as electric charging stations for truck batteries).
7. Consider ensuring adequate truck parking is onsite for trucks or that there are nearby areas for trucks to stage and park while they are waiting for pickups/drop offs.
8. Consider encouraging different areas for different activities, if space allows, such as separate spaces for loading/ unloading and transloading, or ingress/egress to the location via separate street entrances.
9. Consider establishing off-hour deliveries (from 7pm-6am) that do not coincide with peak commute hours, but check local noise ordinances for time constraints
 - a. Consider travel times of freight deliveries. Deliveries made at 7pm is outside of peak commute hours, but the travel time from the origin may have been 4 hours on the SHS, thus potentially negating some of the off-hour delivery benefits
 - b. Parking enforcement and delivery windows should be strictly enforced
10. Consider coordinating with local/regional Travel Demand Manager to ensure workers can travel to warehouse/distribution center without needing personal vehicles, e.g. subsidized or discounted transit passes.
11. Consider installing adequate bicycle parking for workers to encourage active transportation, especially in areas accessible by bicycle and transit.
12. Consider installing electric charging for personal vehicle use, to encourage workers to purchase electric or hybrid vehicles.

IGR Transit

13. Please make sure that the DEIR includes discussion relating to the City's multimodal mobility strategies such as Transit and Connectivity. We encourage the City to look at transit mobility opportunities to connect current/existing bus services to include nearby train stations connectivity for Metrolink and Amtrak Pacific Surfliner rail services. These rail services provide both commuter regional and interregional/intercity rail services.

14. Please encourage the use of multimodal transit among future residents, visitors, and workers of the development. Increasing multimodal transportation will lead to a reduction in congestion, Vehicle Miles Traveled (VMT's), and improve air quality.

Permits

15. All work within the State Right of Way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control, including production of a Water Pollution Control Program (WPCP) or Storm Water Pollution Prevention Plan (SWPPP) as required. Any runoff draining into Caltrans Right of Way from construction operations, or from the resulting project, cannot be approved by District 12 Environmental Planning. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials, which may fall or blow onto Caltrans roadways or facilities.

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Julie Lugaro at Julie.lugaro@dot.ca.gov.

Sincerely,



Scott Shelley
Branch Chief, Regional-IGR-Transit Planning
District 12



June 29, 2020

Jeff Zwack, City Planner
City of Cypress
5275 Orange Avenue
Cypress, CA 90630

**SUBJECT: RESPONSE TO NOTICE OF PREPARATION OF A DRAFT
ENVIRONMENTAL IMPACT REPORT FOR THE AMAZON
DISTRIBUTION CENTER PROJECT**

Dear Mr. Zwack:

The City of Los Alamitos appreciates the opportunity to review and comment on the Notice of Preparation of a Draft Environmental Impact Report for the Amazon Distribution Center Project. The following comments identify the City's concerns and recommendations regarding the preparation of the Draft Environmental Impact Report:

- Hours of Operation: Please identify the proposed hours of operation and the anticipated number of vehicle trips – both from truck, van, and personal automobiles – that will be spread across the hours of operation (e.g., daytime vs. nighttime trips).
- Cumulative Trip Generation: Please, study the additional traffic generated by the project with other cumulative projects like, without limitation, the Cypress City Center and the Cypress Sport Park.
- Potential Damage to Roadways: Please quantify the number and weight of Amazon delivery trucks that will be traveling on Los Alamitos roadways.
- Traffic study: What will be the path of travel for delivery trucks and vans both to and from the Distribution Center? What Los Alamitos intersections will be studied? Where are the deliveries coming from currently? How will this project reduce the VMT and general traffic travelling from outside of the area through having this additional Center in the area?
- Noise: Please quantify the noise generated by delivery trucks and vans including, noise generated by idling engines, loading and unloading , and sound emanating

from vehicles traveling along the path of delivery to and from the Distribution Center.

- Misc: What is the purpose of the empty office building? How will Amazon resist the urge to use it in the future? Will Amazon come back later with a separate project for the office building so that the impacts appear smaller incrementally?

The City would like to thank you again for the opportunity to comment on the Notice of Preparation of DEIR for the proposed Amazon Distribution Center. If you have any questions regarding this letter, please contact me at (562) 431-3538 x303.

Sincerely,

CITY OF LOS ALAMITOS



Tom Oliver
Associate Planner

cc: Chet Simmons, City Manager
Ron Noda, Acting Deputy City Manager



NATIVE AMERICAN HERITAGE COMMISSION

June 5, 2020

Jeff Zwack
City of Cypress
5275 Orange Avenue
Cypress, CA 90630

Re: 2020069007, Amazon Distribution Center Project, Orange County

Dear Mr. Zwack:

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

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

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

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

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keller
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

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

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- a. A brief description of the project.
- b. The lead agency contact information.
- c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:

A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

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

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

SB 18

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

Some of SB 18's provisions include:

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

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

NAHC Recommendations for Cultural Resources Assessments

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

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

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

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

Sincerely,



Andrew Green
Staff Services Analyst

cc: State Clearinghouse



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July 6, 2020

Jeff Zwack, City Planner
5275 Orange Avenue
Cypress, CA 90630

Subject: Notice of Preparation for the Amazon Distribution Center Project

Dear Mr. Zwack,

Thank you for providing the Orange County Transportation Authority (OCTA) with a copy of the Notice of Preparation (NOP) for the Amazon Distribution Center Project (Project). The following comments are provided for your consideration:

- While CEQA now uses vehicle miles traveled to identify transportation impacts, OCTA still requires level of service analysis to monitor Congestion Management Program (CMP) Highway System (HS) performance. For more information, please refer to the 2019 CMP Report available here: <http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Congestion-Management-Program/Overview/>.
- Please note that Katella Avenue and Valley View Street are part of the CMPHS. Additionally, the Katella Avenue/Valley View Street intersection is a CMP intersection. These roadways and this intersection should be analyzed as such for any potential traffic impacts consistent with the Orange County CMP.
- Please note that Holder Street between Orangetown Avenue to Katella Avenue is designated as a Secondary (four-lane, undivided) Arterial per the Orange County Master Plan of Arterial Highways. The proposed project should not preclude the buildout of Holder Street as it relates to potential future Right-of-Way needs.

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

Sincerely,

Dan Phu
Manager, Environmental Programs



South Coast Air Quality Management District

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

SENT VIA E-MAIL:

July 1, 2020

CityPlanner@cypressca.org

Jeff Zwack, City Planner
City of Cypress, Planning Department
5275 Orange Avenue
Cypress, CA 90630

Notice of Preparation of a Draft Environmental Impact Report for the Proposed Amazon Distribution Center¹

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the Draft EIR upon its completion and public release. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the Draft EIR directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files². These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

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

¹ The Proposed Project would include demolition of existing structures and construction of a logistics facility on 22.9 acres.

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

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

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

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

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance³ on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd/technical_advisory_final.PDF.

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study

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

(MATES IV), completed in May 2015, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions, and that the Orange County has the greatest cancer risk at 315 in one million, and individual communities could have higher risks than the average if they are located near emission sources⁴. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks. Thus, cumulative impacts from warehouse projects in communities with existing industrial sources should be evaluated and disclosed.

Trip Rates for High Cube Warehouse Projects

The Proposed Project will include, among others, construction of a logistics facility on 22.9 acres. South Coast AQMD staff recommends the use of truck trip rates from the Institute of Transportation Engineers (ITE) for high cube warehouse projects located in South Coast AQMD (i.e. 1.68 average daily vehicle trips per 1,000 square feet and 0.64 average daily truck trips per 1,000 square feet). Consistent with CEQA Guidelines, the Draft EIR for the Proposed Project may use a non-default trip rate if there is substantial evidence supporting another rate is more appropriate for the air quality analysis.

Mitigation Measures

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

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

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

- Require zero-emissions or near-zero emission on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB’s adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. At a minimum, require that

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

vendors, contractors, and/or haul truck operators commit to using 2010 model year⁵ trucks (e.g., material delivery trucks and soil import/export) that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks⁶. Include environmental analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. The Lead Agency should include the requirement of zero-emission or near-zero emission heavy-duty trucks in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.

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

⁵ The CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

⁶ Based on a review of the California Air Resources Board's diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: <http://www.truckload.org/tca/files/ccLibraryFiles/File/000000003422/California-Clean-Truck-and-Trailer-Update.pdf> (See slide #23).

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

spaces (including for trucks) include EV charging stations⁸. Further, electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should be appropriately sized to allow for future expanded use.

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

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

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

Alternative

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

Permits and South Coast AQMD Rules

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

⁸ City of Los Angeles. Accessed at:

http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf.

Data Sources

South Coast AQMD rules and relevant air quality reports and data are available by calling South Coast AQMD's Public Information Center at (909) 396-2001. Much of the information available through the Public Information Center is also available at South Coast AQMD's webpage at: <http://www.aqmd.gov>. South Coast AQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

ORC200611-30

Control Number



Allyssa J. Holcomb

Direct Dial No.
(714) 384-4313

Email Address
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July 6, 2020

VIA HAND DELIVERY AND EMAIL (cityplanner@cypress.ca.org)

City of Cypress
City Hall – Planning Division
5275 Orange Avenue
Cypress, CA 90630

**Re: Amazon Distribution Center EIR
6400 Katella Avenue, Cypress, California**

Ladies and Gentlemen:

This firm represents Warland Investments Company and affiliated entities (collectively, “**Warland**”), which is one of the largest land owners in the City of Cypress (“**City**”). Warland’s local holdings consist of approximately 3.5 million square feet of space within the City. Warland’s presence in the City brings great value to the community by maintaining high end business parks that draw first-class tenants.

Warland offers the following comments in response to the Notice of Preparation of an Environmental Impact Report for the proposed demolition of existing buildings and repurposing of the above-referenced property for an Amazon “last mile” distribution facility at the corner of Katella Avenue and Holder Street (“**Project**”). Warland is an interested party by virtue of Warland’s holdings described above, many of which are located near the proposed Project.

The significant short and long-term Project-related impacts to traffic, noise, aesthetics, and air quality are of particular concern to Warland. Specifically, the proposed Project configuration, which creates a right turn onto and off of the northern Project boundary, i.e., from and onto Katella, will significantly increase traffic and noise, and negatively impact air quality, particularly when these impacts are viewed cumulatively with other projects in the area. These impacts are entirely unnecessary given that there will be three (3) points of ingress and egress from Holder Street along the eastern boundary of the Project.

The change in use planned via the Project, i.e., as a last mile distribution facility with heavy circulation of trucks and vans, will also result in significant short and long-term impacts to air quality, traffic, noise, and City infrastructure, including, without limitation, the following:

1. Sensitive receptor exposure to Toxic Air Contaminants (“**TACs**”). The South Coast Air Quality Management District (SCAQMD) specifically calls out warehouse distribution centers as a significant source of TACs that could exceed the human health significance thresholds for cancer risk and non-cancer risk.
2. Significant greenhouse gas emissions from mobile source emissions.
3. Traffic impacts, including roadway hazards, from heavy truck and van circulation within or near surrounding residential and business communities.
4. Roadway noise impacts, including at night, from trucks and vans.

5. Potential significant impacts to City infrastructure requiring significant upgrades that in turn will cause secondary impacts.
6. Potential significant impacts to public services both as to the new Project as well as interference with the provision of those services to the surrounding residential and business communities.

Warland therefore requests the imposition of mitigation measures to address the foregoing impacts.

Finally, the Project is located within Cypress Corporate Center (“**Center**”), which is a high quality business park that primarily consists of Class A office and research and development facilities. The Project could have significant aesthetic impacts to the Center as the Project would change the use of the site of the Project from a high quality office and research and development facility to a distribution facility serving primarily as a parking lot with a warehouse located on the southern portion of the Project. Warland therefore requests that the potential aesthetic impacts be mitigated through the imposition of on-going requirements to maintain in good condition and repair and to leave vacant the office building located on the northern boundary of the Project site.

Please call with any questions.

Regards,



Allyssa J. Holcomb

cc: Mr. Carl J. Robertson, Jr., Warland Investments Company *(via email)*
Ms. Hope Warschaw, Warland Investments Company *(via email)*
Mark Armbruster, Esq. *(via email)*
Mr. Peter Grant, City of Cypress *(via email)*
Summer Nastich, Esq. *(via email)*

From: [Barbara Oldham](#)
Sent: Monday, July 6, 2020 12:09 PM
To: [City Planner](#)
Subject: Proposed Amazon Distribution at Katella

Dear Jeff Zwack

The proposal of the revenue and jobs created by Amazon moving into the Mitsubishi facility is appealing. However, the impact of traffic for residents of Cypress and surrounding areas on Katella, ValleyView, and Knott is a huge negative.

As we've seen during this pandemic, Amazon facilities are working overtime to meet the demands of society with daily deliveries. People will continue ordering for convenience from Amazon after this pandemic is over. With the large semi trucks bringing in all the items to be delivered 24/7, vans/trucks being loaded up with merchandise to deliver throughout the day, there would be a huge, constant increase of traffic throughout the day on Katella and ValleyView.

We are concerned residents of Cypress, and we are against the city bringing Amazon into this densely populated area and the constant/daily impact it would have on our roads and our lives.

Sincerely,

Barbara and Joel Stacy Oldham
4692 Flora Park Way
Cypress, Ca 90720

From: City Planner [<mailto:CityPlanner@cypressca.org>]
Sent: Friday, June 19, 2020 10:25 AM
To: Ryan Bensley
Subject: Fwd: Amazon Distribution Center ... Public comment

Hi Ryan
Here's a revised comment

Jeff Zwack

Begin forwarded message:

From: Bruce Seaton <bruceeseaton@yahoo.com>
Date: June 19, 2020 at 8:33:18 AM PDT
To: City Planner <CityPlanner@cypressca.org>
Subject: Fwd: Amazon Distribution Center ... Public comment

Attn

Jeff Zwack

I wish to modify my attached question or scoping comment. I was on the call last night, and had my question read. I got the answer, the project must be evaluated with the conditions as they are now. So the opening of the project cannot include a new type of project, even though it may alleviate traffic. I also realize this is a "sacred cow" in Cypress.

However, in the discussion it was mentioned that trucks backing up have a noisy beeper. Most all do, but some have a cutoff switch. Now it was also mentioned that it could be a signage requirement to use a "cutoff switch or a "no use after hours" sign installed.. this is NOT in the way the project is proposed. But you ARE requiring a modification or change to accept it. So my new question.

As part of any traffic mitigation, can the opening of Holder be "required" to mitigate the additional traffic impacts. And if you say no, are you requiring impacts of not using the backing up cutoff switch and being inconsiderate in requiring a mitigation without evaluation of the safety of not using the beeper to back up?

As an editorial comment. You know where there is a will there is a way. I can see obviously there is no will to open the street. [no plans to do so} to me this is a no brainer. this is not a "residential street". One block has doors facing Holder and the N/S traffic would greatly improve on Valley view and Knott if this were opened. It is not a two lane road and can be a 4 lane road. It is a wide street. But alas, careers and someone may be voted out of office.....

Bruce Seaton

Begin forwarded message:

From: Bruce Seaton <bruceeseaton@yahoo.com>
Subject: Amazon Distribution Center ... Public comment
Date: June 14, 2020 at 2:33:28 PM PDT
To: cityplanner@cypressca.org
Cc: Estelle seaton <estelle_mom@yahoo.com>, George Pardon
<georgepardon@gmail.com>

attn. Jeff Zwack

My comment to the Notice of Preparation of the DEIR for Amazon Distribution Center is follows.

As part of the process the evaluation of traffic on Holder and in the interest of alleviating traffic on Valley View, approval should be given to open Holder St between Katella and Orangewood. This "sacred cow" of keeping it closed for the locals to prevent through traffic is abominable. As a past member of the City of Cypress Traffic Commission and a past resident of that local neighborhood until 1984 when I relocated to my current residence I know first hand how important to traffic it is to open. Also as a licensed Registered Engineer in the State of California and Past Chief Engineer of a large City Department, now retired, this opening is a no brainer.

Bruce E. Seaton P.E.

4338 Via Largo
Cypress, Ca. 90630

-----Original Message-----

From: Bruce Seaton [mailto:bruceeseaton@yahoo.com]

Sent: Saturday, June 20, 2020 7:40 AM

To: Ryan Bensley

Cc: cityplanner@cypressca.org

Subject: City of Cypress webinar on Amazon distribution Center.

Ryan:

Thank you for reaching out to me. I watched from 7-8 and signed off at 8. You never called on me but did ask my question I typed in on the opening of Holder between Katella and Orangewood. I totally disagree with your position, but not your answer.

My editorial comment first. Opening this street is a no brainer. It is the right thing to do. But it is a sacred cow in Cypress and the citizens are vocal in that local neighborhood, and therefore more political than logical. I will bet the Amazon distribution people will, if they are honest say opening it would reduce their delivery truck miles and reduce traffic on Katella and Valley View. Even the Local cities would support it. Never the less my argument with your position is simple.

Where there is a will there is a way.

Let me give you two examples of what where on the call to show you.

First, the complaint about the semi trucks backing up beeper causing noise. You mention cutoff swishes and signages as mitigating possible requirements without mentioning the impacts of implementing the Safety impacts of that requirement.

Second where the Lady asked about road wear and tear on other city streets and who was going to pay for that?

These two examples are impacts by the project can result in the city requiring a mitigation of some sort one on site, one off site.

Now if you apply the traffic impacts that the project will cause, why cannot you say a mitigation measure is to open Holder? There for this is not a new project or part of the project as proposed, but a mitigation measure REQUIRED by the impacts of the project as proposed and there for can be done WITHOUT any evaluation of its impacts. Just like the safety issue with the beepers and cost of additional road repairs.

This principle can be applied to just about any impact you place on the project especially if the mitigation you require is NOT evaluated for its impacts.

I hope you get my point that opening Holder is not part of the evaluation of the project but a mitigation for the additional traffic and there by can be mandated by the city.

I will ask you include it as mitigation in the scope of the project evaluation.

By the way lived in that local neighbor hood south of project limits for 13 years and now live North of the project limits both in the city of Cypress.

Bruce Seaton P.E.
Past member of the City of Cypress Traffic Advisory commission

CC: city planner

From: [Bruce Seaton](#)

Sent: Sunday, June 14, 2020 2:33 PM

To: [City Planner](#)

Cc: [Estelle seaton](#); [George Pardon](#)

Subject: Amazon Distribution Center ... Public comment

attn. Jeff Zwack

My comment to the Notice of Preparation of the DEIR for Amazon Distribution Center is follows.

As part of the process the evaluation of traffic on Holder and in the interest of alleviating traffic on Valley View, approval should be given to open Holder St between Katella and Orangetown. This "sacred cow" of keeping it closed for the locals to prevent through traffic is abominable. As a past member of the City of Cypress Traffic Commission and a past resident of that local neighborhood until 1984 when I relocated to my current residence I know first hand how important to traffic it is to open. Also as a licensed Registered Engineer in the State of California and Past Chief Engineer of a large City Department, now retired, this opening is a no brainer.

Bruce E. Seaton P.E.

4338 Via Largo
Cypress, Ca. 90630

-----Original Message-----

From: Bruce Seaton [mailto:bruceeseaton@yahoo.com]

Sent: Wednesday, June 17, 2020 7:43 PM

To: Ryan Bensley

Subject: City of cypress Amazon Dist center scoping meeting ... my question

My question.

As part of the EIR can the opening of Holder st open between Valley View and Orangewood be evaluated as part of the traffic element?

Bruce Seaton, PE

Past member Cypress Traffic Commission

Resident city of Cypress

Sent from my iPhone

From: jedimaster.yoda@ca.rr.com

Sent: Monday, June 15, 2020 9:06 AM

To: [City Planner](#)

Subject: Amazon distribution center - Support

I support bringing the Amazon distribution center into that area on Katella and Holder. I support it 100%. It'll bring jobs to Cypress and make use of that area.

I just wanted to voice my support in case you're getting a lot of negative feedback.

Thank you,

Barry McGeorge

From: Derek Balsillie <derek.balsillie@gmail.com>

Date: July 6, 2020 at 4:37:02 PM PDT

To: City Planner <CityPlanner@cypressca.org>

Cc: Rob Johnson <rjohnson@cypressca.org>, Mariellen Yarc <myarc@cypressca.org>, Stacy Berry <sberry@cypressca.org>, Paulo Morales <pmorales@cypressca.org>, Jon Peat <jpeat@cypressca.org>

Subject: Amazon project EIR

With regards to the proposed Amazon Distribution Center I have several issues I would like to see addressed. Living directly behind the site on Canittles Ave makes this project a direct neighbor.

The project proposes to retain the existing 180,000 sq ft office space on Katella. Amazon intends to leave this space vacant, however, the EIR process should evaluate this space as being occupied. While they may not have current specific plans to occupy the building, the study could evaluate the parking needs and traffic impacts based on Mitsubishi's occupancy of this building.

There has not been any disclosure of operating hours, logistics, employment size, employment positions and wages from Amazon. These disclosures will affect the EIR. Failure of EIR drafts to include these details would make for an incomplete EIR. Further, it is critical that the residents understand these discourses in order to properly voice concerns.

I have a major concern with night noise. In addition to noise level in decibels I am concerned with nuisance noise. This could be truck beeping, employee chatter, laughter, etc, and vehicle enter and exiting noise. The neighborhood directly behind the warehouse is extremely quiet at night. I do not want to lay in bed and here trucks

and chatter all night....every night.

Traffic is of major concern to residents Cypress and neighboring communities. Los Alamitos, Buena Park, Stanton and Garden Grove should be allowed time to address their residents and comment

The access road behind the warehouse shall be limited to Emergency vehicles only. Employees should be prohibited from access.

Zoning:

I had requested the current zoning documents from Jeff Zwack via phone on June 22, 2002. Jeff let me know he would be able to send them to me the following day. I did not hear back from Jeff with this information so I emailed him on June 30, 2002 for a copy of the latest zoning for the project site. I did not receive a response.

With that I only have access to the document I found online here <https://www.cypressca.org/home/showdocument?id=9011> Dated March 1989.

In this zoning document I would like to call out the following.

Section III: Business Park Development Regulation

Section A:

Principal land uses for the business park classification shall be limited to office, research and development, light industrial/warehouse, and limited support commercial uses in the project area.

Nowhere does it permit a "distribution center". Which is different than a warehouse.

Section B

5. Limitations Upon Uses:

The following limitations shall apply to all uses:

a. All uses shall be conducted within a completely enclosed building, except for temporary uses as permitted above.

This means that by Amazon operating a loading dock and distribution center they should conduct all uses in an enclosed building. An enclosed loading dock should be a requirement and evaluated in the EIR.

Project schedule:

The proposed schedule is for the Draft Environmental Impact Report to be available for review in early Fall with the

final proposed for approval by the City Council in November. There will be two new City Council members elected in November. It seems reasonable to allow the new City Council members to have an opportunity to vote on this significant project. This also allows voters to understand the position of any Council candidates on this issue before the election.

Economics:

The City of Cypress should conduct an economic impact report on this project. For residents, we need to understand the potential impact of this project on residential property in close proximity to the project. While we understand this project will provide jobs, it's also important for the residents to know about the number of jobs and how much the employees will earn. The report should indicate how many jobs at different pay levels. Since this isn't a unique project, there should be many models for this. It is also important to understand what types of revenue and how much of each type of revenue the city will generate each year over the first ten years this development is in operation. As you know, which city generates the sales tax on Amazon sales has been an item of debate for some time. It is also important for the residents to understand what financial concessions, if any, the city may have to consider to have Amazon come to our city. There is often a significant difference between gross and net revenue.

Thank you,
Derek Balsillie
Cantiles Ave

-----Original Message-----

From: Dixie fried [mailto:dixierfried@aol.com]

Sent: Friday, June 19, 2020 9:13 PM

To: Ryan Bensley

Subject: Amazon

Thank you for allowing us to be included in the first meeting. We are concerned about the truck traffic on katella and will be eager to learn as the process continues

Thanks,

– Dixie

From: George Pardon <georgepardon@gmail.com>

Date: July 3, 2020 at 8:41:50 PM PDT

To: City Planner <CityPlanner@cypressca.org>

Subject: Amazon Distribution Center - Input to the Scope of the EIR

Hi Jeff,

I have two issues that I think should be studied in the EIR:

- 1) The occupancy of the 180,000 sf building on Katella should be evaluated as part of this process. To think that there is no future intent to occupy the building doesn't seem reasonable otherwise the current project would propose the demolition of the building. While they may not have current specific plans to occupy the building, the study could evaluate the parking needs and traffic impacts based on Mitsubishi's or a normal occupancy of this building.
- 2) Another issue is that no mention regarding hours of operation has been stated. While this might be something addressed in a future Conditional Use Permit process, it is critical that the residents understand what they will be prior to this process being completed because the hours of operation will significantly impact the living environment of the residents.

Thanks,

George Pardon
10447 Santa Clara St
Cypress

Johnnie Strohmeyer

6329 Dominica Ave, Cypress CA 90630

Johnniestrohmyer@gmail.com

714-366-3652

June 30, 2020

Jeff Zwack, City Planner
City of Cypress
5275 Orange Avenue
Cypress, CA 90630

**SUBJECT: RESPONSE TO NOTICE OF PREPARATION OF A DRAFT
ENVIRONMENTAL IMPACT REPORT FOR THE AMAZON
DISTRIBUTION CENTER PROJECT**

Dear Mr. Zwack:

As a 48 year resident of the City of Cypress, I appreciate the opportunity to review and comment on the Notice of Preparation of a Draft Environmental Impact Report for the Amazon Distribution Center Project. The following comments identify our family and local neighbor's concerns and recommendations regarding the preparation of the Draft Environmental Impact Report:

- **Hours of Operation:** Please identify the proposed hours of operation and the anticipated number of vehicle trips – both from truck, van, and personal automobiles – that will be spread across the hours of operation (e.g., daytime vs. nighttime trips).
- **Cumulative Trip Generation:** Please, study the additional traffic generated by the project with other cumulative projects like, without limitation, the Cypress City Center and the Cypress Sport Park.
- **Potential Damage to Roadways:** Please quantify the number and weight of Amazon delivery trucks that will be traveling on all roadways.
- **Traffic study:** What will be the path of travel for delivery trucks and vans both to and from the Distribution Center? What intersections will be studied? Where are the deliveries coming from currently? How will this project reduce the vehicle miles and general traffic travelling from outside of the area through having this additional Center in the area?
- **Noise:** Please quantify the noise generated by delivery trucks and vans including, noise generated by idling engines, loading and unloading, and sound emanating

from vehicles traveling along the path of delivery to and from the Distribution Center.

- Misc: What is the purpose of the empty office building? How will Amazon resist the urge to use it in the future? Will Amazon come back later with a separate project for the office building so that the impacts appear smaller incrementally?

Thank you again for the opportunity to comment on the Notice of Preparation of DEIR for the proposed Amazon Distribution Center. If you have any questions regarding this letter, please contact me at (714) 898-8587.

Sincerely,



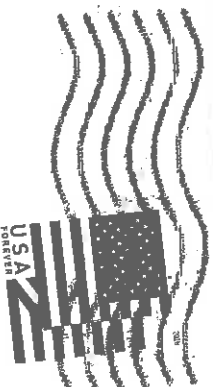
Johnnie Strohmeyer

1

Johnnie Strokinges
16329 Alameda Ave.
Cypress, Ca. 90630

SANTA ANA CA 926

01 JUL 2020 PM 3 L



Jeff Zwick, City Planner
City of Cypress
5275 Alameda Avenue
Cypress, CA. 90630

90630-299699



From: [Patricia Rudner](#)

Sent: Monday, July 6, 2020 12:34 PM

To: [City Planner](#)

Subject: Amazon proposal

An Amazon distribution center is NOT acceptable for Cypress. We fought this battle via voting over Prologis and through the ballot box in several other elections. A distribution center of any kind is not acceptable to the residents of Cypress. It is essential that this proposed use of this site be submitted to the residents of Cypress so that they are able to vote once again on any distribution center in Cypress. This is a direct affront to the interests, rights, and wellbeing of Cypress residents. This issue must not proceed until the residents are officially informed of this issue, which they have not been so far, and have the right to the ballot box to express their decision.

NO to any distribution center of any kind. Cypress is a residential community not a commercial center and emphatically not an industrial center.

From: sheila duran <sheduran@gmail.com>
Date: June 22, 2020 at 11:15:06 AM PDT
To: City Planner <CityPlanner@cypressca.org>
Subject: Proposed Cypress Amazon Distribution Center

To Whom It May Concern:

As this is just a possibility, I have weighed out the pros and cons to having an Amazon Distribution Center in Cypress. I only see this as being advantageous to our city and residents. It's centrally located to many freeways and as concerns of traffic have been shared, there are many street options to drive through to help avoid/alleviate the congestion on Katella.

Let's get these vacant industrial/commercial buildings occupied bringing employment and revenue into our city.

Sincerely,

Sheila Duran
Proud Cypress Resident

From: [Susan Monroe](#)

Sent: Monday, June 15, 2020 12:22 PM

To: [City Planner](#)

Subject: Amazon

I live close to the Mitsubishi facility. To have loud trucks all day (and night?) would be horrible for our neighborhood. The volume of trucks would be significantly worse than when Mitsubishi was a distribution center. It's bad enough that the airbase flights have doubled over our houses. To add more noise and truck pollution is a travesty for our neighborhood.

From: "stblount@ca.rr.com" <stblount@ca.rr.com>
Date: June 19, 2020 at 11:38:56 AM PDT
To: City Planner <CityPlanner@cypressca.org>
Subject: Followup Questions to Last Night's Amazon Scoping Meeting

Good Morning Jeff:

What is the square footage to the warehouse?

What is considered evening peak traffic times (from to what) for the Amazon trucks not to deliver?

When is it tentatively scheduled for the City Council to vote to approve the FEIR?

In your experience how much of a delay, that seems always to happen, in the process and the final vote, one or two months or what?

Who is the person with Duke Realty that LSA and the City are in contact with? On in other words who is the Duke Realty liaison to LSA and the City?

Also, it is on the mind of many people in error and they are afraid the trucks will travel Holder into the neighborhood. Those that know that Holder dead ends both ways at the channel remember that for decades it was rumored that a bridge was going to be built because of all the warehouses in the area. The rumor was put to rest about 30 years ago but with Amazon coming to town people may be fearful that a bridge will finally be built.

"You Can Count on Blount to Come Through for You"

Steve Blount

Trustee of the North Orange County Community College District

Cell: 714-348-9025

Traffic Study Items to be Included in the Amazon Project DEIR

Commuters leaving Residential areas north and south of Orangewood & of south Stanton Channel

Going east and west on Orangewood

West on Orangewood going north on Valley View

East on Orangewood going north and south on Beach Blvd.

Orangewood commuters turning west on Katella from Valley View

Orangewood commuters continuing north on Valley View past Katella

Orangewood commuters going north on Valley View turning east onto Katella

Orangewood commuters connecting with the 605 going north by the 91.

Orangewood commuters will leave the 605 for surface streets before the 91

Orangewood commuters will leave the 605 for surface streets before the 105

Orangewood commuters will leave the 605 for surface streets before the 5

What is the delivery area of sprinter vans leaving the Cypress Amazon Last Mile warehouse?

From where are semi tractor-trailer 18-wheeler trucks coming from. From what warehouse?

How many vans go north, south, east, and west from the Last Mile Amazon warehouse?

How many sprinter vans in use and how many trips does each one make each day?

How many semi-truck deliveries does each truck make each day?

How many semi trips total in a day?

How many employees to at the site?

Is there one, or two, or three shifts a day?

What are the shift hours?