California Department of Transportation

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November 26, 2025

Mr. David Lopez
Senior Planner
City of Fullerton
303 West Commonwealth Avenue
Fullerton, CA 92382

File: LDR/CEQA
SCH: 2025110235
12-ORA-2025-02988
SR 57, PM 16.415
SR 91, PM 5.4398

Dear Mr. Lopez,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration for the Cedarwoods Fullerton Project for the City of Fullerton. The mission of Caltrans is improving lives and communities through transportation.

The project proposes the demolition of the existing approximately 85,700 square-foot Cedarwoods Business Park and the construction and operation of a new 110,232-square-foot warehouse facility with a 91-stall surface parking lot, gated truck court with 15 dock doors, and associate improvements. Regional access to the site is provided by State Route 57 (SR 57) and State Route 91 (SR 91). Caltrans is a commenting agency on this project and has the following comments:

1. Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips.

   Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

2. Caltrans supports the project's inclusion of short-term bike parking. Short-term bike parking should be place on the ground floor in visible areas that are close to main entrances and should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etc.). For additional guidance on providing functional bike parking, see the attached "Essentials of Bike Parking"

guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: https://www.apbp.org/Publications).

3. Please ensure that appropriate detours, signage, and safety measures for pedestrians and bicyclists are planned for the construction phase.

4. Provide a discussion on existing bus route services and future transit improvement opportunities including intercounty and regional connectivity. These include but are not limited to Bus Route 30, Bus Route 57, and connectivity to Fullerton Station.

   Encourage the use of transit among future visitors and workers of the development. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.

5. Consider providing adequate wayfinding signage to nearby transit services within the project vicinity roadways. Connectivity of first and last mile mobility options and transit services help integrate a complete multimodal transportation network.

6. The project is well-aligned with freight-supportive land uses. Maintaining and expanding light industrial uses near major freight arterials helps preserve last-mile distribution capacity in Orange County.

7. While the site access and loading courts appear adequate, the IS/MND does not include truck turn circulation diagrams. Add truck turn templates to demonstrate maneuverability, especially around the shared driveways and truck courts.

8. The project is immediately adjacent to residential uses to the north and east (multi-family and single-family homes), separated by a masonry wall and setback. Apply best practices for freight-sensitivity transitions: vegetative buffers, wall height extensions, or acoustic paneling; require delivery curfews; Implement CARB's indirect source best practices (e.g., EV delivery vehicles, EV truck-ready docks, anti-idling policies)

9. Lincoln Avenue is a key east-west corridor for freight between Knott Avenue, Beach Boulevard (SR-39), and Valley View Street. The IS/MND mentions VMT and LOS but does not explicitly coordinate with regional freight plans. Include a policy consistency analysis with SCAG Connect SoCal 2024 Goods Movement Strategy, Caltrans District 12 Freight Plan (2023 update), and the California Freight Mobility Plan (CFMP 2020).

10. Include truck parking management or staging policies (e.g., time-limited zones, enforcement plans) and coordination with City's truck route ordinance.

11. *Appendix L: Transportation Assessment Policies and Procedures (TAPP) Worksheet and Trip Generation Table* appears to have inconsistencies in relation to VMT. The Primary Screening found in Appendix L indicates that the project generates less than 836 VMT on Page 2. However, on Pages 4 and 5 when asked "Does the project generate fewer than 836 VMT" the answer indicates "no." Please confirm the exact VMT generated from the project.

12. In the Project Land Use Information Section on Pages 4 and 5 of Appendix L, "square" is spelled incorrectly in "1,000 square feet."

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 Joseph Jamoralin at Joseph.Jamoralin@dot.ca.gov.

Sincerely,

Scott Shelley (Nov 26, 2025 16:04:41 PST)

Scott Shelley
Branch Chief, Local Development Review-Climate Change
Caltrans, District 12