# County of San Bernardino

# Final Environmental Impact Report for the Duke Realty Alabama and Palmetto Warehouse Project

State Clearinghouse No. 2019029078
November 25, 2019

This document is designed for double-sided printing to conserve natural resources.

# Table of Contents

1 Introduction ..... 1-1
2 Response to Comments ..... 2-1
3 Errata ..... 3-1
4 Public Circulation ..... 4-1

*List of Tables*

Table 2-1 DEIR Comments ..... 2-1

# 1.0 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared to comply with Sections 15088 and 15089 of the State California Environmental Quality Act (CEQA) Guidelines (Guidelines). San Bernardino County has prepared the Final EIR pursuant to the CEQA Guidelines, including Sections 15086 (Consultation Concerning Draft EIR) and 15088 (Evaluation of and Responses to Comments). As noted in Section 15089 (b) of the Guidelines, the focus of a FEIR should be on responses to comments on the Draft Environmental Impact Report (DEIR). In conformance with these guidelines, the Final EIR consists of the following volumes:

(1) The **Draft EIR** circulated for a 47-day public agency and public review and comment period beginning on August 19, 2019 and ending on October 14, 2019. A Notice of Availability was sent to government agencies, neighboring cities, and non-governmental interested parties. The City's Notification Mailing List for the DEIR is provided in Section 4.0 (Public Circulation) of this FEIR.

(2) This **Final EIR document** includes a list of all commenters on the Draft EIR during the Draft EIR public review period, the responses of the City to all environmental points raised through the written communications, revisions to the Draft EIR (presented as errata pages) in response to comments, and the public circulation record. None of the revisions to the Draft EIR represents a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative substantially different from those already considered in the Draft EIR.

Certification of this Final EIR by the San Bernardino County Planning Commission must occur prior to approval of the Duke Realty Alabama and Palmetto Warehouse Project "Project".

### Availability of EIR Materials

All materials related to preparation of this EIR are available for public review on the San Bernardino County Land Use Services website (http://cms.sbcounty.gov/lus/) and at the following locations:

San Bernardino County
Land Use Services Department - Planning Division
385 North Arrowhead Avenue
San Bernardino, California 92415

## Project Description

The Project includes the development of an approximate 1,192,671 square-foot high-cube, non-refrigerated, warehouse and logistics center on approximately 55.8 acres (54.8 net acres after right-of-way dedications along roadway frontages) at the northwestern corner of Alabama Street and Palmetto Avenue, in unincorporated San Bernardino County, California. The project applicant is Duke Realty Limited Partnership located in Irvine CA. The EIR is to be used by the County, other regulatory agencies, and the public in reviewing of the potential environmental impacts of the Project, alternatives for accomplishing the project's objectives, and the development of any mitigation measures that may minimize, avoid, or eliminate potential environmental impacts.

The Project site is west of the State Route 210 freeway (SR 210), between Interstate 10 (I-10) and the Santa Ana River. The present channel of the Santa Ana River is less than 0.13 miles north of the Project Area. Specifically, the subject property is on the northwest corner of the Palmetto Avenue and Alabama Street intersection, with Palmetto Avenue the south boundary and Alabama Street the east boundary. According to the San Bernardino County Assessor, the subject property is identified by the following Assessor Parcel Numbers (APNs):

- 0292-041-42-0000;
- 0292-041-47-0000;
- 0292-041-48-0000;
- 0292-041-43-0000.

The site is relatively flat with minimal topographical variation; site topography varies from an elevation of approximately 1,199 to 1,226 feet above mean sea level (msl) and generally slopes gently in a northerly direction toward the Santa Ana River. In the northeast corner of the site is a natural drainage course that is 20± feet lower in elevation than the adjacent site grades. With the exception of this drainage course, the site topography slopes gently downward to the northwest at a gradient of 1± percent. The project site grades slope downward into the drainage course in the northeast corner of the property.

The project is in an unincorporated area of San Bernardino County surrounded by the City of Redlands known as the “Donut Hole.” The Cities of San Bernardino (to the north and west) and Highland (to the north and east) are also in close proximity to the Project site. The Redlands Wastewater Treatment Facility bounds the site to the north and west. The San Bernardino International Airport (SBIA) is located less than one-mile to the northwest of the Project. The Project is located within the San Bernardino County East Valley Area Plan. The Plan, adopted in 2007 and revised in 2008, contains land use regulations and guidelines for growth and development in the area. The Plan reflects findings and determinations of the County Board of Supervisors concerning “the future size, shape and character of this specific area.” The Project site is also located within the SBIA Airport Influence Area.

## County of San Bernardino Discretionary Approvals

- Certification of the Final EIR
- Adoption of a Mitigation Monitoring and Reporting Program
- Airport Land Use Commission approval
- Site Plan Approval
- Approval of a Conditional Use Permit (CUP) to allow the construction of the 1,192,671-square foot high cube warehouse building.
- Approval of a Tentative Parcel Map (TPM) to consolidate four parcels into one large parcel.

## Other Government Agency Approvals

- South Coast Air Quality Management District (SCAQMD)
- California Department of Transportation (Caltrans)
- Santa Ana Regional Water Quality Control Board (RWQCB)

# 3.0 ERRATA

This section identifies revisions to the Duke Realty Alabama and Palmetto Warehouse Draft EIR to incorporate clarifications prepared in response to comments on the Draft EIR or minor errors corrected through subsequent review. Additions are shown in underline. Deletions are shown in ~~strikethrough.~~

None of the revisions below represents a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the Draft EIR.

## Draft EIR Volume I – Section 3 (Project Description)

The following revisions are made to Section 3.4, page 3-10, last paragraph:

Construction is expected to begin in October 2019 and be completed by December of 2020. The existing limited amounts of old foundations, irrigation piping, and miscellaneous debris would be demolished and removed from the site. Grading and earthwork operations (cut and fill) are expected to disturb approximately 255,000 cubic yards of onsite soil. However, no import or export of soil material is anticipated as the cut and fill volumes on site are expected to balance assuming a soil material shrinkage rate of 20 percent.

## Draft EIR Volume I – Section 4.2 (Agriculture and Forestry Resources)

The following revisions are made to Section 4.2.2, page 4.2-3, third paragraph:

The FMMP, established in 1982, and implemented by and mapped by the California DOC, produces maps and statistical data used for analyzing impacts to the state's agricultural resources. Agricultural land is rated according to soil quality and irrigation status, with the best quality land called Prime Farmland. Maps are updated every two years, with current land use information gathered from aerial photographs, a computer mapping system, public review, and field reconnaissance. The minimum mapping unit is 10 acres. The DOC Prime Farmlands, Farmlands of Statewide Importance, and Unique Farmlands are referenced in CEQA Guidelines Appendix G, as resources to consider in an evaluation of agricultural impacts. According to available data from the FMMP, the Project site is mapped as ~~Urban and Built-Up Land~~ including both Grazing Land and Prime Farmland. There are approximately 54 acres of Prime Farmland located on the south side of Palmetto Avenue, opposite the Project site.

**Draft EIR Volume I – Section 4.2 (Agriculture and Forestry Resources)**

The following revisions are made to Section 4.2.4, page 4.2-5, last paragraph:

The FMMP map for the Project area ~~does not identify the Project site as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance~~ identifies the sight as including both Grazing Land and Prime Farmland. There is Prime Farmland located to the south of the site, on the opposite side of Palmetto Avenue, as well as directly adjacent to the west of the Project site. However, ~~that property has~~ these properties have a General Plan Land Use Designation of Regional Industrial. Therefore, there will be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of this project.

**Draft EIR Volume I – Section 4.2 (Agriculture and Forestry Resources)**

The following revisions are made to Section 4.2.4, page 4.2-7, second paragraph:

The Project site is currently undeveloped, and was previously used for agriculture. The Project is surrounded by other similar industrial uses. While there is Prime Farmland located on site as well as to the south and west of the site, ~~that property has~~ these properties have a General Plan Land Use Designation of Regional Industrial. Development of the Project will not change the existing environment in a manner that will result in the conversion of farmland to non-agriculture use or forest land to a non-forest use.

**Draft EIR Volume I – Section 4.9 (Hazards and Hazardous Materials)**

The following revisions are made to Section 4.9.4, page 4.9-21, last paragraph:

The Project is located approximately 0.6 miles from San Bernardino International Airport (the former Norton Air Force Base). The airport is used minimally for cargo planes, the fire department, and small private planes; however, passenger flights are expected to increase in coming years. The Project is located within the Airport Safety Overlay for the ~~airport~~ County, as defined in Section 82.09.030 (Airport Safety Review Areas), in the San Bernardino County Development Code (SBDC). The Project site is located in Airport Safety Review Area (AR3). AR3 includes one of the following areas, as applicable:

**Draft EIR Volume I – Section 4.9 (Hazards and Hazardous Materials)**

The following revisions are made to Section 4.9.4, page 4.9-22, last paragraph:

~~The SBIA is a public use airport with adopted noise contours. The~~ According to Exhibit 4H (Existing and Ultimate Noise Contours) of the *Airport Layout Plan Narrative Report for San Bernardino International Airport*, the Project site is located outside the 65Ldn noise

contour for SBIA. The Project will not encroach on any imaginary surfaces of the airport. The Project will be developed in compliance with Section 82.09.060 (Development Standards) of the SBDC; therefore, the Project will not expose persons residing or working in the Project area to excessive airport safety hazards. Per Section 82.09.060(a), the Project represents an allowable land use consistent with the General Plan. Consistent with, Section 82.09.060(b), the Project will not exceed the allowable height limits established in FAR Part 77, and all mitigation measures recommended by FAA shall be incorporated into the Project Conditions of Approval. Pursuant to Section 82.09.060(c), the Project will not interfere with aircraft operations because the proposed warehouse structure will not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident. The Project site will experience maximum interior noise levels that are less than the allowable 55 dBA for commercial and industrial uses, as required under Section 82.09.060(e). As required in Section 82.09.060(f) of the SBDC, an Avigation Easement shall be granted to SBIA before the issuance of a building permit. A copy of the easement shall be forwarded to the County and the affected airport. Finally, pursuant to Section 82.09.060(g), the property owner shall notify all renters, lessees or buyers information that the site is subject to aircraft overflight from the airport, is subject to potential noise problems associated with aircraft operations, and is subject to an Avigation Easement. The information shall be provided before completion of final rental, lease or sale, and shall be incorporated into the Covenants, Conditions, and Restrictions (CC&Rs) recorded with the property and in all lease and rental agreements. Therefore, with adherence to established regulations and standards less than significant impacts will occur.

# 4.0 PUBLIC CIRCULATION

## Availability and Distribution

The Notice of Preparation (NOP) was submitted on February 7, 2019 to the State Clearinghouse for distribution to State agencies on the standard notification list maintained by the County of San Bernardino Land Use Services Department. The Notice of Availability (NOA) was distributed to all agencies on the standard notification list maintained by the County Land Use Services Department via certified mail (see below) and was posted to the County of San Bernardino Registrar-Recorder/County Clerk and published with the *San Bernardino Sun* beginning on August 29, 2019 and ending on October 14, 2019. The NOA was sent to government agencies, neighboring cities, and non-governmental interested parties. The NOA and Notice of Completion (NOC) were both mailed to the State Clearinghouse for distribution to State agencies. Notification was also submitted to local Native American Tribal Governments in accordance with CEQA statutes, guidelines, and Assembly Bill (AB) 52.

# Notice of Preparation Distribution/Consultation

San Bernardino County
Land Use Services Department
Planning Division
385 North Arrowhead Avenue, 1st Floor • San Bernardino, CA 92415
Phone Number (909)387-8311 • Fax Number (909) 387-3223

## NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING MEETING

**FROM:** San Bernardino County Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

**TO:** Responsible Agencies, Trustee Agencies, and Interested Parties

**DATE:** February 7, 2019

**SUBJECT:** Notice of Preparation of a Draft Environmental Impact Report for the Duke Warehouse at Alabama and Palmetto Project[1]

The County of San Bernardino (County) will be the Lead Agency and will prepare a Draft Environmental Impact Report (DEIR) for the proposed Duke Warehouse at Alabama and Palmetto Project ("Project") described below. We are interested in your agency's views as to the appropriate scope and content of the DEIR's environmental information pertaining to your agency's statutory responsibilities related to the project. We will need the name of a contact person for your agency. For interested individuals, we would like to be informed of environmental topics of interest to you regarding the project.

Because the County has already determined that an EIR is required for the proposed Project, and as permitted by CEQA Guidelines Section 15060(d) (Preliminary Review), the County will not prepare an Initial Study for the Project.

The proposed Project, its location, and its potential environmental effects are described below. The County welcomes public input during the Notice of Preparation (NOP) review period. Due to the time limits mandated by the CEQA Guidelines, your response must be sent ***not later than 30 days after your receipt of this notice***. In the event that no response or request for additional time is received by the end of the review period, the County may presume that you have no response.

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Reference: Title 14, California Code of Regulations, California Environmental Quality Act (CEQA) Guidelines, Sections 15082(a), 15103, and 15375

NOTICE OF PREPARATION/PUBLIC SCOPING MEETING NOTICE
APN: 0292-041-42, 43, 47 and 48

**Project Title:** Duke Realty Alabama and Palmetto Warehouse Project

**Project Applicant:** Michael Weber, Duke Realty Limited Partnership

**Assessor's Parcel Number(s):** APN: 0292-041-42, 0292-041-43, 0292-041-47 and 0292-041-48

**Project Location:** The 54.8-acre Project site is west of State Route 210 (SR 210), between Interstate 10 (I-10) and the Santa Ana River. Specifically, the subject property is on the northwest corner of the Palmetto Avenue and Alabama Street intersection, with Palmetto Avenue the south boundary and Alabama Street the east boundary. The project is in an unincorporated area of San Bernardino County surrounded by the City of Redlands, known as the "Donut Hole" and is also within the boundaries of the East Valley Area Plan. The Project site is also located within the San Bernardino International Airport Influence Area.

The site is relatively flat with minimal topographical variation; site topography varies from an elevation of approximately 1,199 to 1,226 feet above mean sea level (msl) and generally slopes gently in a northerly direction toward the Santa Ana River. Figure 1 shows the location of the project site. Figure 2 shows the site plan for the warehouse.

**Public Review Period**: February 7, 2019 through March 11, 2019

**Responses and Comments:** Please send your responses and comments by Monday, March 11, 2019 to Aron Liang, Senior Planner at Aron.Liang@lus.sbcounty.gov or at the following address:

Aron Liang, Senior Planner
County of San Bernardino
Land Use Services Department – Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

**Notice of Scoping Meeting:**

Pursuant to CEQA Guidelines Section 15082(c) (Notice of Preparation and Determination of Scope of EIR), the County will conduct a scoping meeting for the purpose of soliciting comments of adjacent cities, responsible agencies, trustee agencies, and interested parties requesting notice as to the appropriate scope and content of the DEIR.

**Date:** February 21, 2019
**Time:** 2:00 p.m.
**Place:** Government Center Building - County Board of Supervisors Chambers
385 North Arrowhead Avenue,
San Bernardino, CA 92415

**Document Availability:**

***Notice of Preparation***

This Notice of Preparation can be viewed on the County of San Bernardino website at: http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx. The documents are also available during regular business hours at:

2

NOTICE OF PREPARATION/PUBLIC SCOPING MEETING NOTICE
APN: 0292-041-42, 43, 47 and 48

- County of San Bernardino Land Use Services Department, Planning Division, 385 North Arrowhead Avenue, San Bernardino, CA 92415; between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday.

If you require additional information please contact Aron Liang, Senior Planner, at (909) 387-8311.

3

Google earth
Palmetto Ave
Alabama St
San Bernardino Ave
Nevada St
Cypress Ave
Linden Ave
Rialto Ave
Baseline St
Highland Ave
Base Line
Baldwin Ave
W Highland Ave
W Base Line
W Rialto Ave
W Cypress Ave
W Linden Ave
W Nevada St
W Alabama St
W San Bernardino Ave
W Baldwin Ave
W Palmetto Ave
W Domestic Ave
W Pepper

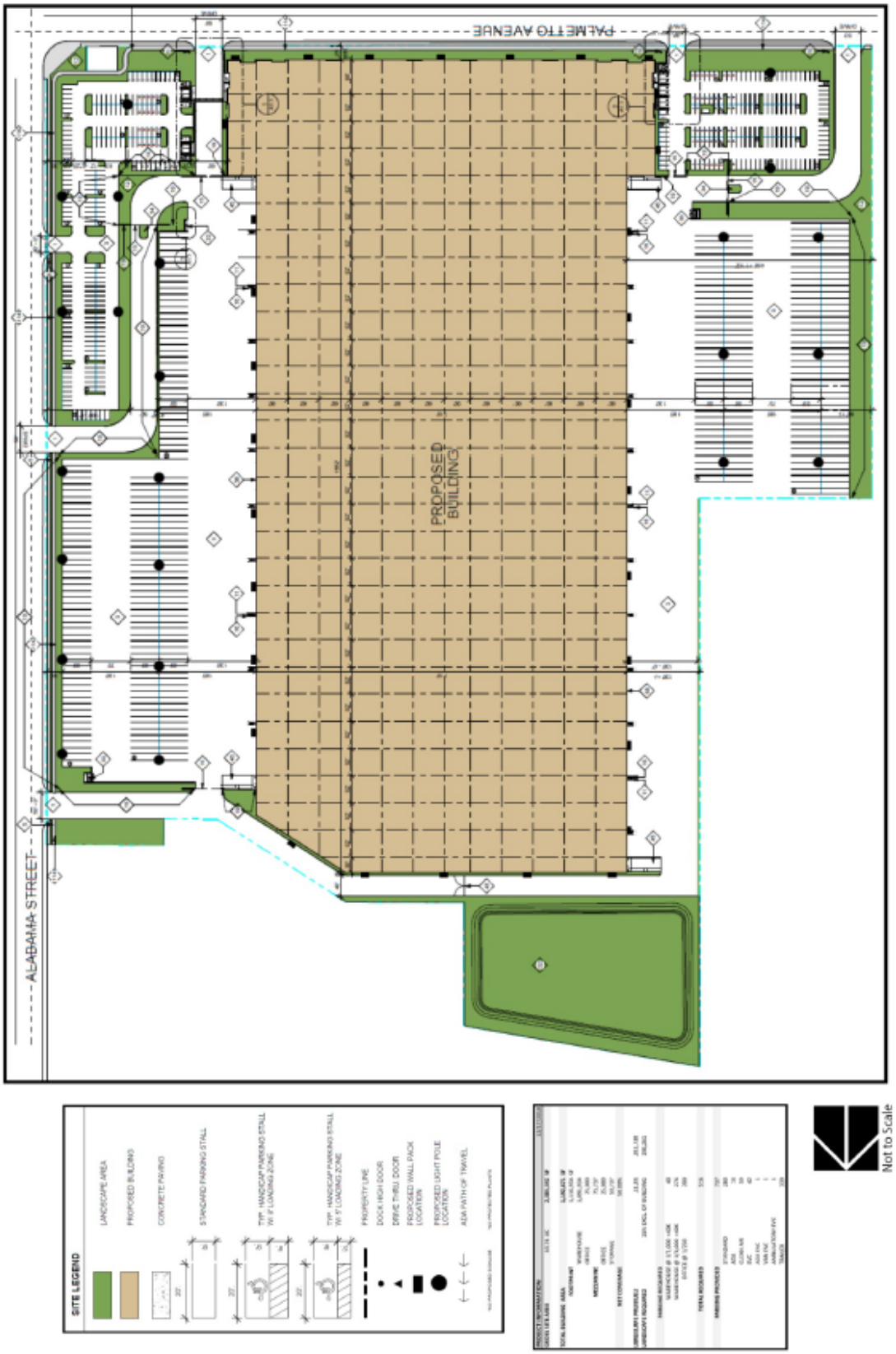



Figure 2 Site Plan

Duke Realty Alabama and Palmetto Warehouse

County of San Bernardino, California

NOTICE OF PREPARATION/PUBLIC SCOPING MEETING NOTICE
APN: 0292-041-42, 43, 47 and 48

**Project Description:**

The Project involves the development of an approximate 1,192,671 square-foot high-cube, non-refrigerated warehouse building on approximately 54.8 net acres. The building will have a maximum height of 50 feet and occupy a footprint area of 1,116,934 square feet. Onsite improvements will include approximately 293,739 square feet of landscaped area and approximately 974,669 square feet of Portland cement concrete paving for parking areas, loading areas, truck courts, and circulation drives. In order to accommodate the ultimate roadway typical cross-section, right-of-way will be dedicated along the Project frontage to provide 60 feet of width on the westerly half of Alabama Street and 33 feet of width on the northerly half of Palmetto Avenue. Proposed offsite road improvements consist of 30 feet of street widening along the westerly side of Alabama Street, 12 feet of street widening along the northerly side of Palmetto Avenue, new curbing, new sidewalks, and a new multipurpose trail extending along the entire Project frontage.

Construction is expected to begin in Late 2019 and be completed by the end of 2020. The existing limited amounts of old foundations, irrigation piping, and miscellaneous debris would be demolished and removed from the site. Grading and earthwork operations are expected to disturb approximately 255,000 cubic yards of onsite soil. However, no import or export of soil material is anticipated as the cut and fill volumes on site are expected to balance assuming a soil material shrinkage rate of 20 percent.

The building will be divided into three functional spaces as follows: 1,091,934 square feet for the warehouse; 50,737 square feet of mezzanine storage; and 50,000 square feet of office space. Approximately 161 loading dock doors and 339 trailer stall spaces will be provided. The Project's sewer, water, and storm water drainage lines will connect to the existing publicly-maintained lines located within Alabama Street and Palmetto Avenue.

Development of the Project will include the construction of an 8-foot wide, asphalt, continuous multi-use trail along the entire Palmetto Avenue and Alabama Street Project frontages, in accordance with the East Valley Area Plan.

Approximately 85 percent of the Project site will be composed of impervious surfaces with approximately 15 percent composed of landscaping. The proposed development will include one onsite stormwater quality basin located in the northwest corner of the site and a stormwater quality infiltration trench along the southwest portion of the Project site.

**Required Approvals:**

Implementation of the Project would require, but is not limited to, the following discretionary approvals by the County of San Bernardino (lead agency):

- Certification of the Final EIR
- Adoption of a Mitigation Monitoring and Reporting Program
- Airport Land Use Commission approval
- Site Plan Approval
- Approval of a Conditional Use Permit (CUP) to allow the construction of the 1,192,671-square foot high cube warehouse building.

6

NOTICE OF PREPARATION/PUBLIC SCOPING MEETING NOTICE
APN: 0292-041-42, 43, 47 and 48

- Approval of a Tentative Parcel Map (TPM) to consolidate four parcels into one large parcel.

**Other Potential Government Agency Approvals (Responsible Agencies)**

- South Coast Air Quality Management District (SCAQMD)
- California Department of Transportation (Caltrans)
- Santa Ana Regional Water Quality Control Board (RWQCB)

**EIR Scope:**

The County of San Bernardino has determined that the proposed warehouse will require preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA).

The following environmental topics will be evaluated in the EIR:

**Aesthetics:** The EIR will describe the aesthetic and urban design implications of the proposed Project, including its visual relationships to the surrounding vicinity and the potential impacts of warehouse development (the proposed array of building masses, heights, view sheds etc.) on important surrounding vantage points.

**Agriculture and Forestry:** The EIR will evaluate potential impacts (if any) related to land used or zoned for agriculture or forestry resources

**Air Quality:** The EIR will describe the potential short- and long-term impacts of the warehouse development on local and regional air quality based on methodologies defined by the South Coast Air Quality Management District (SCAQMD).

**Biological Resources:** The EIR will evaluate potential impacts on biological resources resulting from development of the proposed warehouse. Mitigation measures will be defined as necessary to avoid or reduce the potential impacts.

**Cultural and Historic Resources and Tribal Cultural Resources:** The EIR will describe any potential impacts and mitigation needs associated with historic and cultural (archaeological and paleontological) resources, including potential impacts on Tribal Cultural Resources, that could result from the proposed warehouse development.

**Energy:** The EIR will evaluate inefficient, or unnecessary consumption of energy resources or conflicts obstruct a state or local plan for renewable energy or energy efficiency.

**Geology and Soils:** The EIR will describe the potential geotechnical implications of development of the proposed warehouse.

**Greenhouse Gas Emissions and Global Climate Change:** The EIR will describe the potential impacts on local greenhouse gas emissions and global climate change, following the latest approach and methodologies recommended by State and regional agencies, that could result from the proposed warehouse development.

NOTICE OF PREPARATION/PUBLIC SCOPING MEETING NOTICE
APN: 0292-041-42, 43, 47 and 48

**Hazards and Hazardous Materials:** The EIR will describe the potential for hazardous material use or hazardous waste investigation and cleanup activities anticipated from the warehouse development and will describe any associated potential impacts and mitigation needs. Potential construction period hazards and hazardous material impacts and mitigation needs will also be described.

**Hydrology and Water Quality:** The EIR will evaluate potential impacts on hydrology and water quality resulting from development of the proposed warehouse, including possible effects related to drainage and flooding.

**Land Use and Planning:** The EIR will describe the potential effects of development of the proposed warehouse on existing and planned land use characteristics in the Project vicinity, including the warehouse's relationship to other adopted regional and local plans.

**Mineral Resources:** The EIR will evaluate whether the project will result in the loss of availability of a known mineral resource or a local mineral resource recovery area.

**Noise:** The EIR will describe potential construction and long-term operation noise (traffic, mechanical systems etc.) impacts and related mitigation needs.

**Population and Housing:** The EIR will describe the anticipated effects of the warehouse development on existing and projected population and housing characteristics. This information will be used to forecast public service and utility needs in the Project area.

**Public Services:** The EIR will describe potential impacts on public services (police and fire protection parks and recreation, and schools) and any mitigation needs.

**Transportation:** The EIR will describe the transportation and circulation implications of the proposed warehouse project, including its incremental contribution to daily and peak hour traffic on local and regional roadways. The evaluation will include roadway system impacts, transit implications, and effects on pedestrian and bicycle circulation.

**Utilities and Service Systems:** The EIR will describe potential warehouse impacts on local utility and service systems, including water supply, water and wastewater treatment, and solid waste and recycling.

**Wildfires:** The EIR will describe potential increase in exposure/risk to wildfires to the project site and surrounding areas.

**Alternatives:** Pursuant to CEQA Guidelines Section 15126.6, the EIR will identify and compare a reasonable range of alternatives to the Project.

8

REDLANDS MUNICIPAL UTILITIES & ENGINEERING DEPT.

**SAN BERNARDINO COUNTY**
**LAND USE SERVICES**
**PLANNING PROJECT NOTICE**
385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415-0187

Referral Date:
September 28, 2018

**ATTENTION REVIEWING AGENCIES**

**Page 1 of 2**

The development proposal listed below has been filed with County Planning. Please comment in the space below. You may attach additional pages as necessary.

Your comments must be received by Planning **no later than October 15, 2018 to be sure that they are included in the final project action.** Please refer to this project by the Applicant's name and the Assessor Parcel Number indicated below. If you have no comment, a reply is not necessary. If you have any questions regarding this proposal, please contact **Planner, ARON LIANG at (909) 387-0235**, by email at **Aron.Liang@lus.sbcounty.gov**, or mail your comments to the address above. If you wish, you may also FAX your comments to (909) 387-3223.

| | | |
|---|---|---|
| **ASSESSOR PARCEL NUMBER:** | 0292-041-42 | (See map below for more information) |
| **PROJECT NUMBER:** | P201800232/CF | * Multiple Parcel Associations * |
| **APPLICANT:** | MICHAEL WEBER - DUKE REALTY LIMITED PARTNERSHIP | |
| **LAND USE DISTRICT (ZONING):** | EV/IR | |
| **IN THE COMMUNITY OF:** | REDLANDS/3RD/ SUPERVISORIAL DISTRICT | |
| **LOCATED AT:** | 9180 ALABAMA ST REDLANDS 92374 | |
| **PROPOSAL:** | TENTATIVE PARCEL MAP AND CONDITIONAL USE PERMIT TO CONSOLIDATE FIVE PARCELS AND CONSTRUCT A 1.2-MILLION SQUARE FOOT HIGH CUBE WAREHOUSE BUILIDNG ON 55.8 ACRES; APN: 0292-041-42, 43, 47 and 48; PROJECT # P201800232 | |

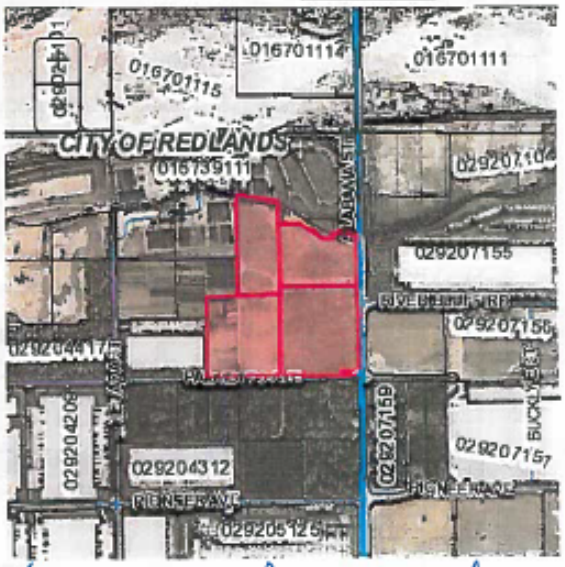
**If you want to be notified of the project decision,** please print your name clearly and legibly on this form and mail it to the address above along with a self-addressed, stamped envelope. All decisions are subject to an appeal period of ten (10) calendar days after an action is taken.

**Comments** (If you need additional space, please attach additional pages):

Please see attached comments.

RECEIVED
OCT 2 2018
MUNICIPAL UTILITIES & ENGINEERING DEPT.

VICINITY MAP




SIGNATURE

10/12/18
DATE

City of Redlands Municipal Utilities & Engineering Dept.
AGENCY

IF THIS DECISION IS CHALLENGED IN COURT, SUCH CHALLENGE MAY BE LIMITED TO ONLY THOSE ISSUES RAISED IN WRITING AND DELIVERED TO LAND USE SERVICES BEFORE THE PROJECT DECISION IS MADE.

IF A PUBLIC HEARING IS HELD ON THE PROPOSAL, YOU OR SOMEONE ELSE MUST HAVE RAISED THOSE ISSUES AT THE PUBLIC HEARING OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE HEARING BODY AT, OR PRIOR TO, THE HEARING. DUE TO TIME CONSTRAINTS AND THE NUMBER OF PERSONS WISHING TO GIVE ORAL TESTIMONY, TIME RESTRICTIONS MAY BE PLACED ON ORAL TESTIMONY AT ANY PUBLIC HEARING ABOUT THIS PROPOSAL. YOU MAY WISH TO MAKE YOUR COMMENTS IN WRITING TO ASSURE THAT YOU ARE ABLE TO EXPRESS YOURSELF ADEQUATELY.

City of
REDLANDS
Incorporated 1888
Municipal Utilities & Engineering Department
35 Cajon Street, Suite 15A
Redlands, CA 92373
909-798-7698

PAUL TOOR
Director

SAVAT KHAMPHOU
Deputy Director

San Bernardino County
Land Use Services
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

In response to San Bernardino County Land Use Services Planning Project Notice for Michael Weber – Duke Reality Limited Partnership (APN 0292-041-41, 42, 43, and 48), the City of Redlands Municipal Utilities and Engineering Department (MUED) has the following comments:

- Tentative Parcel Map 19951 shows Water & Sewer Easement No. 2008-0369-698 to be relocated. No water and/or sewer main relocation plans and calculations have been submitted to the City of Redlands for relocation off the existing 15" gravity sewer main or 12" water main. The engineer (Webb) for the project has been asked to submit additional information to the City of Redlands for conceptual review of the sewer relocation and justification for removal of the existing water main. At this time, MUED staff cannot recommend to the City Council for relinquishment of the utility easement; and,
- The City of Redlands Quality of Life Department (QOL) owns and operates a gravity irrigation main. This main meanders from east to west in the proximity of Palmetto Av. The main has required recent relocation(s) due to development between Alabama Street and the I-210. This main may be associated with the easement conveyed to the Tennessee Water Company recorded February 13, 1934 in Book 942 Page 57, Official Records; and,
- MUED will prepare Potable Water, Non-Potable and Sewer Development/Connection Requirements as more information is available from the developer and San Bernardino County Land Use Services

Please direct questions from the developer and County personal to Alan Collett, Senior Civil Engineer @ 909-798-7585, x4 or acollet@cityofredlands.org .

Sincerely,

Donald P. Young

Donald Young
Engineering Manager

REDLANDS "A City That Works"

DEVELOPMENT SERVICES
DEPARTMENT

CITY OF
REDLANDS
Incorporated 1888
35 Cajon Street, Suite 20
Mailing: P.O. Box 3005
Redlands, CA 92373
(909) 798-7555 option 2

BRIAN DESATNIK
Development Services Director

February 19, 2019

VIA E-MAIL & U.S. MAIL

County of San Bernardino
Land Use Services Department – Planning Division
Attn: Aron Liang, Senior Planner
385 N. Arrowhead Avenue, First Floor
San Bernardino, CA. 92415-0187

**RE: Agency Notification for EIR Scoping – Duke Warehouse at Alabama & Palmetto Project**

Dear Mr. Liang:

Thank you for notifying the City of Redlands regarding the above-referenced project, and agree an Environmental Impact Report (EIR) is the appropriate level of environmental review. Our understanding is the project proposes to construct a 1,192,671 square-foot high cube warehouse building and related improvements on 54.8 acres of land located at the northwest corner of Alabama St./Palmetto Ave. within the County of San Bernardino's jurisdiction. The Project Site abuts the boundary line of the City of Redlands (approximately 2,200 linear feet along the City boundary, of which 1,100 linear feet abut the City of Redlands Wastewater Treatment Plant and associated ponds). The following comments are consolidated from the Municipal Utilities & Engineering Department and the Development Services Department to assist you with preparing the environmental analysis.

*EIR Scoping Comments*

Traffic & Circulation

- The analysis and discussion should thoroughly address how the traffic impacts from the proposed project would affect intersections and freeway access points in the City of Redlands (depending upon trip distribution in the Traffic Impact Analysis). Assistance with study scoping and review of the TIA can be provided by Mr. Don Young, Engineering Manager, at (909) 798-7585 extension 6, or by e-mail at 'dyoung@cityofredlands.org'.
- **The Traffic Impact Analysis should be routed to the City of Redlands**, Municipal Utilities & Engineering Department (Mr. Don Young) and the Development Services Department (Mr. Brian Foote), **for review and comment while the document is still in Draft form.**
- Traffic mitigation language should be sufficiently precise to clearly identify the locations and consequences of necessary traffic improvements (such as widening any public rights-of-way, re-striping traffic lanes, adding or lengthening traffic lanes or turn lanes, installing new signs/signals or adjusting signal timing, constructing corner turn radius, sidewalk or parkway changes, etc.), in particular any roadways in the City of Redlands. Exhibits and graphics should be prepared, if necessary, to illustrate conceptual street and lane sections.

Air Quality & Greenhouse Gases

The EIR analysis and discussion must adequately address how the air quality impacts may affect the City of Redlands (e.g., heavy truck vehicle emissions). The analysis and discussion may reference applicable portions of the City of Redlands 2035 General Plan Update EIR and Climate Action Plan.

Hydrology

- The EIR analysis and discussion must thoroughly address the hydrology and drainage of the Project Site as well as potential effects on adjacent land uses. There is a potential negative impact from increased runoff adjacent to the City of Redlands Wastewater Treatment Plant (adjacent to the north and northwest sides of the proposed project site) and nearby landfill site. There appears to be a proposed large drainage basin (estimated to be 2.25 acres in area) at the northwest corner of the project site, suggesting all future runoff from the entire project site would be directed toward the direction of the Wastewater Treatment Plant ponds. The proposed 85% impervious surface area of the project site will be problematic unless adequately mitigated and/or the drainage concept is designed appropriately to avoid potential negative impacts.
- **The Hydrology/Drainage Report should be routed to the City of Redlands, Municipal Utilities & Engineering Department (Mr. Don Young), for review and comment while the document is still in Draft form**. Assistance can be provided by Mr. Don Young, Engineering Manager, at (909) 798-7585 extension 6, or by e-mail at 'dyoung@cityofredlands.org'.

Noise

The EIR analysis and discussion must adequately address how the potential long-term operational noise impacts (e.g., heavy truck trips that may be routed through the City of Redlands) may affect transportation corridors and land uses in the City of Redlands.

Public Services

The EIR analysis and discussion must adequately address any potential impacts on the current and future provision of Police and Fire services by the City of Redlands.

Utilities & Service Systems

The EIR analysis and discussion must adequately address the issue of relocation of existing public sewer and water facilities on the project site as well as adjacent to the project site.

*Early Consultation*

The City requests coordination for early review of draft environmental documents prior to public circulation, as recommended by statute regarding Early Public Consultation for EIRs (CEQA Guidelines §15083). City staff can assist the County's consultant with certain topics of analysis, such as traffic impacts and City services.

*Responsible Agency*

Based on the information available at this time, it appears that the City of Redlands will not be a Responsible Agency (CEQA Guidelines §15381). If it is later determined that the Redlands City

County of San Bernardino – EIR Scoping Letter
February 19, 2019
Page 3 of 3

Council must make a discretionary decision related to the project, then the City of Redlands would be acting as a Responsible Agency. In such cases where the City of Redlands is a Responsible Agency, the City should be able to rely on the Lead Agency's environmental document prior to making a decision, which means the document must be adequate for the City of Redlands purpose of making a decision on a discretionary action (CEQA Guidelines §15096).

If you have any questions during the scoping process or during preparation of the Draft EIR, please do not hesitate to contact me at (909) 798-7562 or by e-mail at 'bfoote@cityofredlands.org'. In addition, Mr. Don Young, Engineering Manager, of the Municipal Utilities & Engineering Department can be reached at (909) 798-7585 extension 6, or by e-mail at 'dyoung@cityofredlands.org'.

Respectfully submitted,

BRIAN FOOTE, AICP
City Planner/ Planning Manager

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 · www.aqmd.gov

SENT VIA USPS AND E-MAIL:
Aron.Liang@lus.sbcounty.gov
Aron Liang, Senior Planner
County of San Bernardino, Land Use Department
Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino CA 92415-0187

March 5, 2019

**Notice of Preparation of a Draft Environmental Impact Report for the Proposed Duke Realty Alabama and Palmetto Warehouse Project[1]**

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD 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 SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[2]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD 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**

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD 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, among others, construction of a 1,192,671-square-foot warehouse on 54.8 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.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD'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, SCAQMD 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 SCAQMD 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.

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

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

**SCAQMD Staff's Recommendation for Truck Trip Rates for High Cube Warehouse Projects**

The Proposed Project will include, among others, construction of a 55,000-square-foot warehouse. SCAQMD staff recommends the use of truck trip rates from the Institute of Transportation Engineers

[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.

(ITE) for high cube warehouse projects located in SCAQMD (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 SCAQMD'S *CEQA Air Quality Handbook*. SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD'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
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

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

- Require zero-emissions or near-zero emission on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. At a minimum, require that vendors, contractors, and/or haul truck operators commit to using 2010 model year 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 trucks[4]. The Lead Agency should include this requirement 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.

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

- Provide electric vehicle (EV) Charging Stations (see the discussion below regarding EV charging stations).
- 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. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.
- 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)[5]. 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, SCAQMD 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, SCAQMD staff recommends that the Lead Agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations[6]. 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; installing 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.
- Maximize the planting of trees in landscaping and parking lots.

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[5] Southern California Association of Governments. Accessed at: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx.
[6] City of Los Angeles. Accessed at: http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf.

- 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 SCAQMD Rule 1113.

**Alternatives**

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 SCAQMD Rules**

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

**Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: http://www.aqmd.gov.

SCAQMD 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 or (909) 396-3308.

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
SBC190212-05
Control Number

CALIFORNIA
AIR RESOURCES BOARD

Mary D. Nichols, Chair
Jared Blumenfeld, CalEPA Secretary
Gavin Newsom, Governor

March 11, 2019

Mr. Aron Liang
Senior Planner
Land Use Services Department - Planning
385 North Arrowhead Avenue, First Floor
San Bernardino, California 92415

Dear Mr. Liang:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Notice of Preparation (NOP) for the Duke Realty Alabama and Palmetto Warehouse Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2019029078. The Project will consist of the construction of a 1,192,671 square-foot, high-cube, non-refrigerated warehouse building on approximately 54.8 net acres located within an unincorporated area of San Bernardino County. The Project will be divided into 1,091,934 square feet for the warehouse; 50,737 square feet of mezzanine storage; and 50,000 square feet of office space. The warehouse will contain 161 loading dock doors and 339 trailer stall spaces.

CARB is currently engaged in statewide efforts to identify actions that minimize emissions and community health impacts from freight facilities, including warehouse/distribution facilities such as the proposed Project. The Project site is located within close proximity of existing warehouses and is approximately 4,000 feet southeast from the San Bernardino International Airport, which serves as both a passenger and cargo airport. Packinghouse Christian Academy, is located approximately 2,700 feet south of the Project site. The nearest residences to the Project site are approximately one mile east of the Project boundary. The operation of other warehouse/distribution centers within the vicinity of these sensitive receptors will increase air pollution impacts in the community. Freight facilities, such as warehouse/distribution facilities, can result in high daily volumes of heavy-duty diesel truck traffic and operation of onsite equipment (e.g., forklifts, generators, etc.) that emit toxic diesel emissions and contribute to regional pollution, as well as global climate change.

The State of California has recently placed additional emphasis on protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617) (Garcia, Chapter 136, Statutes of 2017). AB 617 is a significant piece of air quality legislation that highlights the need for further emission reductions in communities with high exposure burdens, like those near the proposed Project.

arb.ca.gov 1001 I Street • P.O. Box 2815 • Sacramento, California 95812 (800) 242-4450

Mr. Aron Liang
March 11, 2019
Page 2

The California Environmental Protection Agency (CalEPA) defines a disadvantaged community as a community that scores within the top 25 percent of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen). CalEnviroScreen uses a screening methodology to help identify California communities that are disproportionately burdened by multiple sources of pollution. The census tract containing the proposed Project is in the 99$^{th}$ percentile for Pollution Burden and is directly adjacent to a designated disadvantaged community, as defined by the CalEPA.

A preliminary air quality technical memorandum and health risk assessment (HRA) was prepared for the Project and is currently available for public review on the County of San Bernardino's website. Based on the modeling conducted, unmitigated emissions of volatile organic compounds (VOC) during Project construction and nitrogen oxides ($NO_x$) emissions generated during Project operation have the potential to exceed the South Coast Air Quality Management District's (SCAQMD) significance thresholds. Mitigation Measures AQ-1 through AQ-4 were recommended to reduce construction and operation criteria pollutant emissions to below SCAQMD's significance thresholds. These measures would require the applicant to utilize compliant VOC paint, cleaner trucks, electric onsite equipment, and electric plugs at all proposed loading docks to provide power to trucks equipped with either auxiliary power units (APU) or transport refrigeration units (TRU).

The lead agency should require additional mitigation to reduce the Project's construction and operational criteria pollutant emissions. The Project should utilize all existing and emerging zero-emission technologies that minimize diesel particulate matter (PM) and $NO_x$ exposure to the neighboring community. To that end, the lead agency should apply the recommended mitigation measures for warehouses/distribution centers found in Attachment A of this comment letter.

**Review of the Air Quality Technical Memorandum and Health Risk Assessment**

CARB staff has reviewed the air quality technical memorandum and HRA (dated April 2018) and have the following comments:

1. Mitigation Measure AQ-2 would promote alternative fuels and help support clean truck fleets by requiring future tenants, within two years of signing a lease, to fund diesel truck replacement/retrofits for all trucks older than 2007 operating at the proposed warehouse through grant programs such as the Carl Moyer Program. This mitigation measure should be revised to require equipment operators or subcontractors to show proof of application for grant funding for diesel truck replacements/retrofits and designate a specific County department to

Mr. Aron Liang
March 11, 2019
Page 3

monitor the upgrade of the tenant's truck fleet to cleaner trucks. The applicant should also include contractual language in tenant lease agreements that requires all Class 8 trucks entering the project site be model year 2014 or later and also requires that all trucks meet CARB's lowest optional $NO_x$ standard by 2022.

2. Mitigation Measure AQ-3 would require all onsite service equipment (i.e., yard hostlers and forklifts) be electric or powered by compressed natural gas. This mitigation measure should be revised to designate a specific county department to enforce the measure. The applicant should also include contractual language in tenant lease agreements that requires future tenants use all electric onsite equipment, as specified in Attachment A.

3. Mitigation Measure AQ-4 would require electrical hookups be installed at all onsite loading docks. The mitigation measure states that the County would verify the electrical hookups have been installed prior occupancy. The mitigation measure should be revised to specifically state which County department will monitor the implementation of this measure. Furthermore, Mitigation Measure AQ-4 should be revised to include the installation of electric plugs at the proposed trailer parking and staging spaces for both trucks and TRUs.

4. The air quality technical memorandum and HRA did not evaluate impacts associated with the operation of trucks or trailers with TRUs. Since the Project could include the operation of TRUs, the lead agency should have the air quality technical memorandum and HRA revised assuming a conservative percentage of the truck fleet serving the Project is equipped with TRUs.

5. The HRA should evaluate and present both the existing conditions baseline (current conditions) and a future conditions baseline (full build-out year, without the Project). In this situation, the Project site is located in a non-attainment area for several State and federal criteria pollutants and is near residential areas and existing sensitive receptors. Additionally, full build-out of the Project will not occur until 2020, when environmental conditions could be different from current conditions due to full implementation of existing regulations and policies. For these reasons, it is important to ensure that the public has a complete understanding of the environmental impacts of the Project, as compared to both existing conditions and future conditions.

6. The HRA did not evaluate health risks at sensitive receptors located downwind of the project site. For example, there are residences and a high school located downwind from the Project site that were not considered in the HRA. The HRA

Mr. Aron Liang
March 11, 2019
Page 4

should be revised to include health risk impacts at residences located near the intersection of Boulder Avenue/Greenspot Road and Texas Street/Domestic Avenue, as well as at Citrus Valley High School. The results of the HRA should be presented graphically with risk isopleths for both cancer and noncancer overlaid on a map.

7. According to the CalEEMod outputs, referenced in the air quality technical memorandum, the Project would result in 1,670 average daily trips, of which 3 percent would consist of light-duty trucks, 5 percent would consist of medium-heavy duty trucks and 12 percent would consist of heavy-duty trucks. Based on these estimates, the Project could result in approximately 341 average daily truck trips. CARB staff feel that this may be an underestimate. Based on evaluations of general industry practices, we would expect multiple visits to each loading dock in the course of a normal operating day. Since the Project would have 161 loading docks and 339 trailer parking spaces, CARB is concerned that the mobile emissions presented in the air quality technical memorandum are substantially underestimated and recommends the Project's averaged daily truck trip estimate be reevaluated.

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

Sincerely,

Richard Boyd

Richard Boyd, Chief
Risk Reduction Branch
Transportation and Toxics Division

Attachment

cc: See next page.

Mr. Aron Liang
March 11, 2019
Page 5

cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812

Lijin Sun
Program Supervisor-CEQA
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

Andrea Vidaurre
Center for Community Action and Environmental Justice
3840 Sunnyhill Drive
Jurupa Valley, California 92509

Carlo De La Cruz
Sierra Club
2101 Webster Street Suite 1300
Oakland, California 94612

## ATTACHMENT A

### Recommended Mitigation Measures for Warehouses/Distribution Centers

Construction

1. Ensure the cleanest possible construction practices and equipment is utilized. For off-road construction equipment, utilize those that meet Tier 4 emission standards where possible and Tier 3, at a minimum. Other practices include eliminating idling of diesel-powered equipment, requiring the use of zero and near-zero emission equipment and tools, and providing the necessary infrastructure (e.g. electric hookups), to support that equipment. In addition, require that all construction fleets be in compliance with all current air quality regulations. CARB staff is available to provide assistance in implementing this recommendation.
2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating onsite. This includes physical (e.g. needed footprint), energy, and fueling infrastructure for construction equipment, on-site vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.

Operation

1. Include contractual language in tenant lease agreements that requires future tenants use the cleanest technologies available, including, but not limited to, zero-emission yard tractors, yard equipment, forklifts, and pallet jacks.
2. Provide necessary infrastructure to support zero-emission vehicles and equipment that will be operating onsite.
3. Include contractual language in tenant lease agreements that requires that all Class 8 trucks entering the project site be model year 2014 or later. Beginning in 2022, all trucks must also meet CARB's low lowest optional NOx standard.
4. Include contractual language in tenant lease agreements that includes tenants be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation.
5. Include contractual language in tenant lease agreements that require tenants to provide sufficient plug-in capacity for TRUs at loading dock doors and staging areas.
6. Include contractual language in tenant lease agreements that limits onsite TRU diesel engine runtime to no longer than 15 minutes.

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876
www.SBCounty.gov

SAN BERNARDINO COUNTY

**Department of Public Works**
- Flood Control
- Operations
- Solid Waste Management
- Surveyor
- Transportation

Kevin Blakeslee, P.E.
Director

**Transmitted Via Email**

March 11, 2019

County of San Bernardino
Land Use Services Department
Attn: Aron Liang, Senior Planner
385 N. Arrowhead Ave., First Floor
San Bernardino, CA. 92415-0187

File: 10(ENV)-4.01

**RE: CEQA – NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR LUSD FOR THE DUKE REALTY ALABAMA AND PALMETTO WAREHOUSE PROJECT**

Dear Mr. Liang:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on February 5, 2019** and pursuant to our review, the following comments are provided:

**Permits/Operations Support Division (Melissa Walker, Chief, 909-387-7995):**

1. Any road improvements will require a permit from County Transportation. Its necessity and any impacts associated with the construction should be addressed in the DEIR prior to certification.

**Environmental Management Division (Jonathan Dillon, PWE III, Stormwater Program, 909-387-8119):**

1. The project will disturb more than one acre of land and is within the Santa Ana River Watershed, the applicant will be required to obtain a WDID number in accordance with the General Construction Permit from the state as well as insure that a Water Quality Management Plan is prepared and implemented per NPDES permit R8-2010-0036.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

**Michael R. Perry**
Supervising Planner
Environmental Management
MRP:PE:sr Email: Aron.liang@lus.sbcounty.gov

BOARD OF SUPERVISORS
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SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino County

March 11, 2019

Mr. Aron Liang, Senior Planner
County of San Bernardino, Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, California 92415
E-mail: aron.liang@lus.sbcounty.gov

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Duke Realty Alabama and Palmetto Warehouse Project [SCAG NO. IGR9839]**

Dear Mr. Liang,

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

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

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Duke Realty Alabama and Palmetto Warehouse Project in San Bernardino County. The proposed project includes the development of a 1,192,671 square foot high-cube, non-refrigerated warehouse on a 54.8 net acre site.

**When available, please send environmental documentation to *SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review.**

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

Sincerely,

Ping Chang
Manager, Compliance and Performance Monitoring

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

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE DUKE REALTY ALABAMA AND PALMETTO WAREHOUSE PROJECT [SCAG NO. IGR9839]**

**CONSISTENCY WITH RTP/SCS**

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

**2016 RTP/SCS GOALS**

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

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

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

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

**2016 RTP/SCS STRATEGIES**

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

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

For further information on SCAG's long-range comprehensive plan for the goods movement system in Southern California, please see "On the Move, Southern California Delivers the Goods" (http://www.freightworks.org/DocumentLibrary/CRGMPIS_Summary_Report_Final.pdf). For further information industrial development and warehousing in Southern California, please see "Industrial Warehousing in the SCAG Region" (http://www.freightworks.org/DocumentLibrary/Industrial%20Warehousing%20Report%20-%20Revised%202018.pdf).

**DEMOGRAPHICS AND GROWTH FORECASTS**

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

| | Adopted SCAG Region Wide Forecasts | | | Adopted San Bernardino County Forecasts | | |
|---|---|---|---|---|---|---|
| | Year 2020 | Year 2035 | Year 2040 | Year 2020 | Year 2035 | Year 2040 |
| Population | 19,663,000 | 22,091,000 | 22,138,800 | 2,197,400 | 2,637,400 | 2,731,300 |
| Households | 6,458,000 | 7,325,000 | 7,412,300 | 687,100 | 824,600 | 854,300 |
| Employment | 8,414,000 | 9,441,000 | 9,871,500 | 789,500 | 998,000 | 1,028,100 |

**MITIGATION MEASURES**

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

# Notice of Completion

Print Form

*Appendix C*

## Notice of Completion & Environmental Document Transmittal

*Mail to:* State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
*For Hand Delivery/Street Address:* 1400 Tenth Street, Sacramento, CA 95814

**SCH #** 2019029078

**Project Title:** Duke Realty Alabama and Palmetto Warehouse Project
Lead Agency: County of San Bernardino — Contact Person: Aron Liang
Mailing Address: 385 North Arrowhead Avenue — Phone: 909-387-8311
City: San Bernardino — Zip: 92415 — County: San Bernardino

**Project Location:** County: San Bernardino — City/Nearest Community: Redlands, Highland, San Bernardino
Cross Streets: Alabama Street and Palmetto Avenue — Zip Code: 92374
Longitude/Latitude (degrees, minutes and seconds): 34 ° 05 ′ 15.19 ″ N / 117 ° 12 ′ 41.5 ″ W — Total Acres: 54.8
Assessor's Parcel No.: 0292-041-42, 43, 47 and 48 — Section: N/A — Twp.: N/A — Range: N/A — Base: N/A
Within 2 Miles: State Hwy #: I-10, & SR-210 — Waterways: Santa Ana River
Airports: San Bernardino International — Railways: None — Schools: None

**Document Type:**

CEQA:
- ☐ NOP
- ☐ Early Cons
- ☐ Neg Dec
- ☐ Mit Neg Dec
- ☒ Draft EIR
- ☐ Supplement/Subsequent EIR (Prior SCH No.) ____
- Other: ____

NEPA:
- ☐ NOI
- ☐ EA
- ☐ Draft EIS
- ☐ FONSI

Other:
- ☐ Joint Document
- ☐ Final Document
- ☐ Other: ____

**Local Action Type:**

- ☐ General Plan Update
- ☐ General Plan Amendment
- ☐ General Plan Element
- ☐ Community Plan
- ☐ Specific Plan
- ☐ Master Plan
- ☐ Planned Unit Development
- ☒ Site Plan
- ☐ Rezone
- ☐ Prezone
- ☒ Use Permit
- ☐ Land Division (Subdivision, etc.)
- ☐ Annexation
- ☐ Redevelopment
- ☐ Coastal Permit
- ☐ Other: ____

**Development Type:**

- ☐ Residential: Units ____ Acres ____
- ☐ Office: Sq.ft. ____ Acres ____ Employees ____
- ☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
- ☒ Industrial: Sq.ft. 1.192m Acres 54.8 Employees ____
- ☐ Educational: ____
- ☐ Recreational: ____
- ☐ Water Facilities: Type ____ MGD ____
- ☐ Transportation: Type ____
- ☐ Mining: Mineral ____
- ☐ Power: Type ____ MW ____
- ☐ Waste Treatment: Type ____ MGD ____
- ☐ Hazardous Waste: Type ____
- ☐ Other: ____

**Project Issues Discussed in Document:**

- ☒ Aesthetic/Visual
- ☒ Agricultural Land
- ☒ Air Quality
- ☒ Archeological/Historical
- ☒ Biological Resources
- ☐ Coastal Zone
- ☒ Drainage/Absorption
- ☒ Economic/Jobs
- ☐ Fiscal
- ☒ Flood Plain/Flooding
- ☒ Forest Land/Fire Hazard
- ☒ Geologic/Seismic
- ☒ Minerals
- ☒ Noise
- ☒ Population/Housing Balance
- ☒ Public Services/Facilities
- ☒ Recreation/Parks
- ☒ Schools/Universities
- ☒ Septic Systems
- ☒ Sewer Capacity
- ☒ Soil Erosion/Compaction/Grading
- ☒ Solid Waste
- ☒ Toxic/Hazardous
- ☒ Traffic/Circulation
- ☒ Vegetation
- ☒ Water Quality
- ☒ Water Supply/Groundwater
- ☒ Wetland/Riparian
- ☒ Growth Inducement
- ☒ Land Use
- ☒ Cumulative Effects
- ☐ Other: ____

**Present Land Use/Zoning/General Plan Designation:**

Regional Industrial

**Project Description:** *(please use a separate page if necessary)*

The Project includes the development of an approximate 1,192,671 square-foot high-cube, non- refrigerated warehouse and logistics center on approximately 54.8 net acres of land located at the northwestern corner of Alabama Street and Palmetto Avenue, in unincorporated San Bernardino County, California. The building will have a maximum height of 50 feet and occupy a footprint area of 1,116,934 square feet. Proposed offsite road improvements consist of 30 feet of street widening along the westerly side of Alabama Street, 12 feet of street widening along the northerly side of Palmetto Avenue, new curbing, new sidewalks, and a new multipurpose trail extending along the entire Project frontage. Construction is expected to begin in the Fall of 2019 and be completed by December of 2020.

*Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.*

Revised 2010

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

| | | | |
|---|---|---|---|
| X | Air Resources Board | X | Office of Historic Preservation |
| | Boating & Waterways, Department of | X | Office of Public School Construction |
| | California Emergency Management Agency | X | Parks & Recreation, Department of |
| | California Highway Patrol | | Pesticide Regulation, Department of |
| X | Caltrans District # 8 | X | Public Utilities Commission |
| | Caltrans Division of Aeronautics | X | Regional WQCB # 8 |
| | Caltrans Planning | | Resources Agency |
| | Central Valley Flood Protection Board | | Resources Recycling and Recovery, Department of |
| | Coachella Valley Mtns. Conservancy | | S.F. Bay Conservation & Development Comm. |
| | Coastal Commission | | San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| | Colorado River Board | | San Joaquin River Conservancy |
| | Conservation, Department of | | Santa Monica Mtns. Conservancy |
| | Corrections, Department of | | State Lands Commission |
| | Delta Protection Commission | | SWRCB: Clean Water Grants |
| X | Education, Department of | X | SWRCB: Water Quality |
| | Energy Commission | | SWRCB: Water Rights |
| X | Fish & Game Region # 6 | | Tahoe Regional Planning Agency |
| | Food & Agriculture, Department of | X | Toxic Substances Control, Department of |
| | Forestry and Fire Protection, Department of | | Water Resources, Department of |
| | General Services, Department of | | |
| | Health Services, Department of | X | Other: Santa Ana River Conservancy |
| X | Housing & Community Development | | Other: |
| X | Native American Heritage Commission | | |

**Local Public Review Period (to be filled in by lead agency)**

Starting Date August 29, 2019 Ending Date October 15, 2019

**Lead Agency (Complete if applicable):**

Consulting Firm: MIG, Inc
Address: 1500 Iowa Avenue, Suite 110
City/State/Zip: Riverside, CA 92507
Contact: Cameron Hile
Phone: 951-787-9222

Applicant: County of San Bernardino, Land Use Serv. Dept.
Address: 385 North Arrowhead Avenue
City/State/Zip: San Bernardino CA 92415
Phone: 909-387-8311

**Signature of Lead Agency Representative:** _____ **Date:** _____

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Revised 2010

# Notice of Availability

San Bernardino County
Land Use Services Department
Planning Division
385 North Arrowhead Avenue, 1st Floor • San Bernardino, CA 92415
Phone Number (909)387-8311 • Fax Number (909) 387-3223

## NOTICE OF COMPLETION AND AVAILABILITY

**DUKE REALTY ALABAMA AND PALMETTO WAREHOUSE PROJECT**
**DRAFT ENVIRONMENTAL IMPACT REPORT**
**SCH: 2019029078**

| | |
|---|---|
| **FROM:** | San Bernardino County Land Use Services Department |
| **TO:** | Responsible Agencies, Trustee Agencies, and Interested Parties |
| **Date:** | August 29, 2019 |
| **Project Title:** | Duke Realty Alabama and Palmetto Warehouse Project |
| **Project Location:** | The Project is located in unincorporated San Bernardino County, west of State Route 210 (SR-210), and between Interstate 10 (I-10) and the Santa Ana River (See Exhibit 1, Regional Vicinity Map). The Project site is located at the northwestern corner of Alabama Street and Palmetto Avenue (See Exhibit 2, Project Location Map). |
| **Lead Agency:** | County of San Bernardino |
| **Contact Person:** | Aron Liang, Senior Planner<br>County of San Bernardino, Land Use Services Department<br>385 North Arrowhead Avenue<br>San Bernardino, California 92415<br>Aron.Liang@lus.sbcounty.gov |
| **Public Review Period:** | August 29, 2019 – October 14, 2019 |
| **Public Hearing:** | Following the close of the public review period a public hearing before the planning commission will be scheduled to consider approval of the project and certification of the Final EIR. |

**Project Description:** The Project includes the development of an approximate 1,192,671 square-foot high-cube, non- refrigerated warehouse and logistics center on approximately 54.8 net acres of land located at the northwestern corner of Alabama Street and Palmetto Avenue, in unincorporated San Bernardino County, California (See Exhibit 3, Site Plan). The building will have a maximum height of 50 feet and occupy a footprint area of 1,116,934 square feet. Proposed offsite road improvements consist of 30 feet of street widening along the westerly side of Alabama Street, 12 feet of street widening along the northerly side of Palmetto Avenue, new curbing, new sidewalks, and a new multipurpose trail extending along the entire Project frontage.

Construction is expected to begin in the Fall of 2019 and be completed by December of 2020. The existing limited amounts of old foundations, irrigation piping, and miscellaneous debris would be demolished and removed from the site. Grading and earthwork operations are expected to disturb approximately 255,000 cubic yards of onsite soil. However, no import or export of soil material is anticipated as the cut and fill volumes on site are expected to balance.

**Document Availability:** The Draft EIR and documents incorporated by reference in the EIR are available for review at:

- Land Use Services Department – Planning Division, 385 North Arrowhead Avenue, San Bernardino, California 92415

**Where to Send Comments**: Members of the public and interested agencies and individuals are invited to provide written comments on the Draft EIR. All written comments must be provided to the City at the following address during the 47-day public review period. Written comments will be accepted by mail or by e-mail and must be received by October 14, 2019.

**Significant Environmental Impacts**: Implementation of the Project would result in the potentially significant impacts related to the following environmental topics, which could be reduced to a less-than-significant level with the identified mitigation measures: air quality (construction); biological resources; cultural resources; paleontological resources; greenhouse gases; transportation; and tribal cultural resources. Significant unavoidable impacts were identified for air quality (operation) and transportation.

**Hazardous Materials**: The project site is not listed waste property, disposal site or facility pursuant to California Government Code Section 65962.5.

Source: Google Maps

Not to Scale

Exhibit 1 Regional Vicinity Map

Duke Realty Alabama and Palmetto Warehouse
County of San Bernardino, California

Source: Google Maps

Not to Scale

Exhibit 2 Project Location Map

Duke Realty Alabama and Palmetto Warehouse
County of San Bernardino, California

Source: Google Maps

Exhibit 3 Site Plan

Duke Realty Alabama and Palmetto Warehouse
County of San Bernardino, California

# Standard Distribution Notification Mailing List

## STATE AGENCIES

CA Dept. of Fish and Wildlife
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764

State Clearinghouse
Scott Morgan
1400 Tenth Street
Sacramento, CA 95814

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178

State Water Resources Controal Board
(Division of Water Quality)
PO Box 100
Sacramento, CA 95812-0100

Water Quality Control Board
Santa Ana Region (8)
3737 Main St., #500
Riverside, CA 92501-3348

## REGIONAL AGENCIES

San Bernardino County Transportation Authority
1170 West 3rd Street, 2nd Floor
San Bernardino, CA 92410

Southern California Association of Governments
1170 W. 3rd Street, Suite 140
San Bernardino, CA 92410

OMNITRANS
PLANNING DIRECTOR
1700 W 5TH ST
SAN BERNARDINO CA 92411

San Bernardino International Airport Authority
1601 E. 3rd Street, No. 100
San Bernardino, CA 92408

California Department of Transportation
District 8 - San Bernardino and Riverside Counties Division of Planning
Community and Regional Planning and Intergovernmental Review Unit
464 W. 4th Street
San Bernardino, CA 92401

## FEDERAL AGENCIES

U.S. Dept. of Interior
Bureau of Indian Affairs
1451 Research Park Dr., Suite 100
Riverside, CA 925072800 Cottage Way

U. S. Army Corps of Engineers
Floodplain Management
P. O. Box 532711
Los Angeles, CA 90053-2325

U.S. Fish & Wildlife Service
Palm Springs Fish & Wildlife Office
777 East Tahquitz Canyon Way Suite 208
Palm Springs, CA 92262

## SAN BERNARDINO COUNTY

San Bernardino County
LAFCO
1170 W. 3rd Street, Unit 150
San Bernardino, CA 92405

San Bernardino County
3rd Supervisorial District
385 N. Arrowhead Avenue
San Bernardino, CA 92415

San Bernardino County
Special Districts
157 W. 5th Street, #2
San Bernardino, CA 92415

San Bernardino County
Sheriff's Department, Fontana
17780 Arrow Boulevard
Fontana, CA 92335

San Bernardino County
Environmental Management Division
825 E. 3rd Street
San Bernardino, CA 92415

San Bernardino County
Public Works-Trans/Flood Dept.
825 E. Third Street
San Bernardino, CA 92415

8

## Cities

City of Redlands
Atten: Development Services
P.O. Box 3005
Redlands, CA 92373

City of Highland
Atten: Community Development Department
27215 Base Line
Highland, CA 92346

4

## LOCAL

Edison International
ATTN: PLANNING DEPT.
287 Tennessee Street
Redlands, CA 92373

Southern CA Gas Co.
Construction Planning
Inland Empire Region
1981 West Lugonia Avenue
Redlands, CA 92373

Kevin Johnston, 2288 Buena Vista Avenue
Livermore, CA 94550

Redlands Unified School District
20 W. Lugonia Avenue
Redlands, CA 92374

Richard Drury/Theresa Rettinghouse
Lozeau Drury LLP
410 12th St., Ste. 250, Oakland, CA 94607

Inland Empire Resource Conservation District
25864 Business Center Drive, No. K
Redlands, CA 92374

## Tribes

Travis Armstrong
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

385 N. Arrowhead Avenue, First Floor, San Bernardino, CA 92415 | Phone: 909.387.8311 Fax: 909.387.3223
www.SBCounty.gov

SAN BERNARDINO COUNTY

**Land Use Services Department**
**Planning**

Terri Rahhal
Director

September 18, 2018 CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Joseph Ontiveros
Cultural Resources Director
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

**RE: NOTICE OF OPPORTUNITY TO CONSULT ON A TENTATIVE PARCEL MAP (TTM) TO CONSOLIDATE FOUR PARCELS INTO ONE LARGE PARCELS OF APPROXIMATELY 55.8 ACRES AND A CONDITIONAL USE PERMIT (CUP) TO CONSTRUCT A 1.2-MILLION SQUARE FOOT HIGH CUBE WAREHOUSE BUILDING, IN THE EV/IR ZONING DISTRICT, IN THE EAST VALLEY AREA PLAN; THIRD SUPERVISORIAL DISTRICT; APN: 0292-041-42, 43, 47 & 48; PROJECT # P201800232**

Dear Mr. Ontiveros,

Recently the Land Use Services Department initiated environmental review under the California Environmental Quality Act (CEQA) for the above referenced project. The above referenced project is for a TTM to consolidate four parcels into one large parcels of approximately 55.8 acres and a CUP to construct a 1.2 million-square foot industrial warehouse building, located on the northwest corner of Alabama Street and Palmetto Avenue, in the EV/IR zoning district; in the East Valley Area Plan. A project location map and a project description are enclosed for your information.

In accordance with Assembly Bill 52 (AB 52), which added various provisions to the California Public Resources Code (PRC) that concern Tribal Cultural Resources, including Section 21080.3.1(d), we are responding to your request to be notified of projects in the geographic area that is traditionally and culturally affiliated with your Tribe and that will be reviewed by this entity under CEQA. Your name was provided to us as the point of contact for your Tribe. We are hereby notifying you of an opportunity to consult with us regarding the potential for this project to impact Tribal Cultural Resources, as defined in Section 21074 of the PRC. The purposes of tribal consultation under AB 52 are to determine, as part of the CEQA review process, whether or not Tribal Cultural Resources are present within the project area, and if so, whether or not those resources will be significantly impacted by the project. If Tribal Cultural Resources may be significantly impacted, then consultation will also help to determine the most appropriate way to avoid or mitigate those impacts.

In accordance with Section 21080.3.1(d) of the PRC, you have 30 days from the receipt of this letter to request consultation in writing for this project. Please send your written request to me at 385 North Arrowhead Avenue, 1st Floor, San Bernardino, CA 92415, or by e-mail to Aron.Liang@lus.sbcounty.gov. In your request, please reference the project name and number as indicated above. If we do not receive a request for consultation within 30 days of your receipt of this letter, we will proceed forward in the CEQA review process without consultation. Thank you and we look forward to your response.

BOARD OF SUPERVISORS
Robert A. Lovingood, Chairman, First District | Janice Rutherford, Second District | James Ramos, Third District | Curt Hagman, Vice Chairman, Fourth District | Josie Gonzales, Fifth District
Gary McBride, Chief Executive Officer

Joseph Ontiveros
Soboba Band of Luiseno Indians
September 18, 2018
Page 2 of 2

Respectfully,

Aron Liang, Senior Planner

Enclosures:
1. Project Notice - Location and Description
2. USGS 7.5' topographic map
3. Cultural Study

AL/drp/mh

SAN BERNARDINO COUNTY

COUNTY OF SAN BERNARDINO
NOTICE OF OPPORTUNITY TO CONSULT
Duke Warehouse at Alabama & Palmetto

In accordance with Assembly Bill 52 (AB 52), we are responding to your request to be notified of projects in the geographic area that is traditionally and culturally affiliated with your Tribe and that will be reviewed by this entity under CEQA.

**Project Title:** Duke Warehouse at Alabama & Palmetto
**Project No.:** P201700232
**Project Location:** Northwest corner of Alabama Street and Palmetto Avenue, Redlands, California

**Project Description:** A Tentative Parcel Map to consolidate four parcels into one large parcels of approximately 55.8 acres and a Conditional Use Permit to construct and operate a 1.2 million-square foot high cube warehouse building, in the EV/IR zoning district, in the East Valley Area Plan.

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**ATTN: Aron Liang, Senior Planner**
**San Bernardino County**
**Land Use Services Department - Planning Division**
**385 N. Arrowhead Avenue, 1st Floor**
**San Bernardino, CA 92415-0187**

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County of San Bernardino
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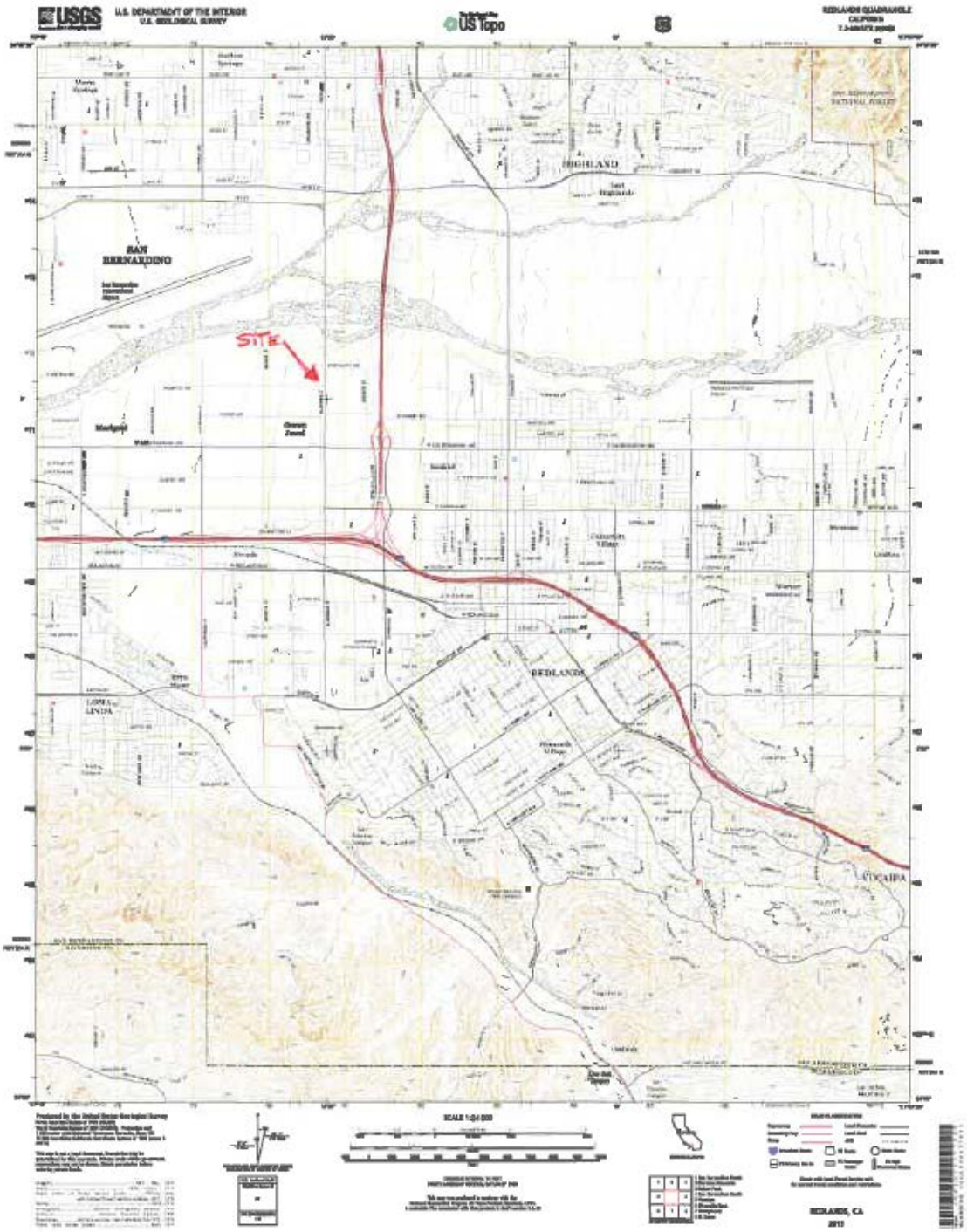
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SAN BERNARDINO COUNTY

Land Use Services Department
Planning

Terri Rahhal
Director

September 18, 2018 CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Lee Clauss, Cultural Resources Director
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346

**RE: NOTICE OF OPPORTUNITY TO CONSULT ON A TENTATIVE PARCEL MAP (TTM) TO CONSOLIDATE FOUR PARCELS INTO ONE LARGE PARCELS OF APPROXIMATELY 55.8 ACRES AND A CONDITIONAL USE PERMIT (CUP) TO CONSTRUCT A 1.2-MILLION SQUARE FOOT HIGH CUBE WAREHOUSE BUILDING, IN THE EV/IR ZONING DISTRICT, IN THE EAST VALLEY AREA PLAN; THIRD SUPERVISORIAL DISTRICT; APN: 0292-041-42, 43, 47 & 48; PROJECT # P201800232**

Dear Ms. Clauss,

Recently the Land Use Services Department initiated environmental review under the California Environmental Quality Act (CEQA) for the above referenced project. The above referenced project is for a TTM to consolidate four parcels into one large parcels of approximately 55.8 acres and a CUP to construct a 1.2 million-square foot industrial warehouse building, located on the northwest corner of Alabama Street and Palmetto Avenue, in the EV/IR zoning district; in the East Valley Area Plan. A project location map and a project description are enclosed for your information.

In accordance with Assembly Bill 52 (AB 52), which added various provisions to the California Public Resources Code (PRC) that concern Tribal Cultural Resources, including Section 21080.3.1(d), we are responding to your request to be notified of projects in the geographic area that is traditionally and culturally affiliated with your Tribe and that will be reviewed by this entity under CEQA. Your name was provided to us as the point of contact for your Tribe. We are hereby notifying you of an opportunity to consult with us regarding the potential for this project to impact Tribal Cultural Resources, as defined in Section 21074 of the PRC. The purposes of tribal consultation under AB 52 are to determine, as part of the CEQA review process, whether or not Tribal Cultural Resources are present within the project area, and if so, whether or not those resources will be significantly impacted by the project. If Tribal Cultural Resources may be significantly impacted, then consultation will also help to determine the most appropriate way to avoid or mitigate those impacts.

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Gary McBride, Chief Executive Officer

Lee Clauss Cultural Resource Director
San Manuel Band of Mission Indians
September 18, 2018
Page 2 of 2

Respectfully,

Aron Liang, Senior Planner

Enclosures:
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2. USGS 7.5' topographic map
3. Cultural Resource Study

AL/drp/mh

COUNTY OF SAN BERNARDINO
NOTICE OF OPPORTUNITY TO CONSULT
Duke Warehouse at Alabama & Palmetto

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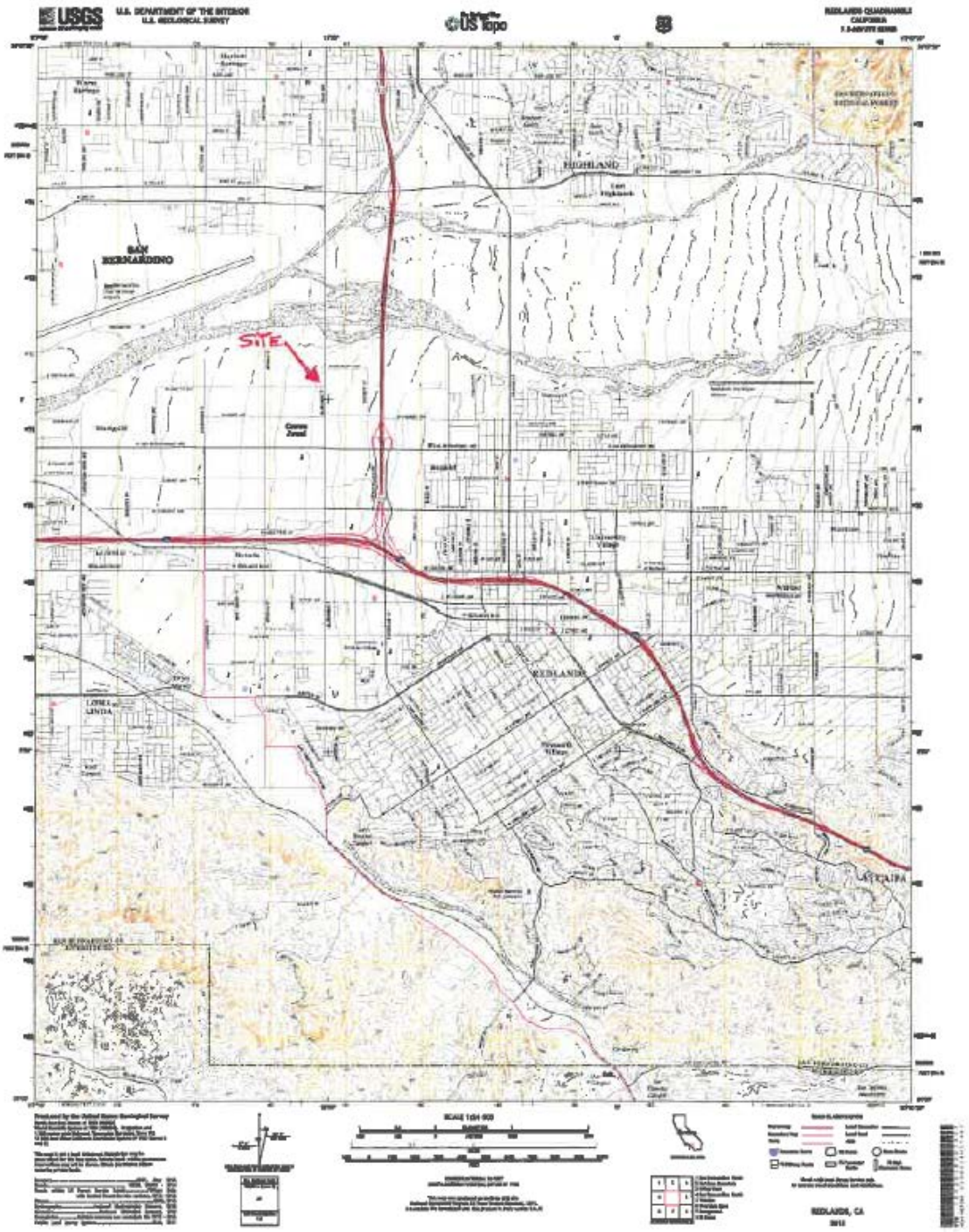
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SAN BERNARDINO COUNTY

Land Use Services Department
Planning

Terri Rahhal
Director

September 18, 2018 CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Alicia Benally
Acting Tribal Historic Preservation Officer
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

**RE: NOTICE OF OPPORTUNITY TO CONSULT ON A TENTATIVE PARCEL MAP (TTM) TO CONSOLIDATE FOUR PARCELS INTO ONE LARGE PARCELS OF APPROXIMATELY 55.8 ACRES AND A CONDITIONAL USE PERMIT (CUP) TO CONSTRUCT A 1.2-MILLION SQUARE FOOT HIGH CUBE WAREHOUSE BUILDING, IN THE EV/IR ZONING DISTRICT, IN THE EAST VALLEY AREA PLAN; THIRD SUPERVISORIAL DISTRICT; APN: 0292-041-42, 43, 47 & 48; PROJECT # P201800232**

Dear Ms. Benally,

Recently the Land Use Services Department initiated environmental review under the California Environmental Quality Act (CEQA) for the above referenced project. The above referenced project is for a TTM to consolidate four parcels into one large parcels of approximately 55.8 acres and a CUP to construct a 1.2 million-square foot industrial warehouse building, located on the northwest corner of Alabama Street and Palmetto Avenue, in the EV/IR zoning district; in the East Valley Area Plan. A project location map and a project description are enclosed for your information.

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Gary McBride, Chief Executive Officer

Alicia Benally
Morongo Band of Mission Indians
September 18, 2018
Page 2 of 2

Respectfully,

Aron Liang, Senior Planner

Enclosures:
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2. USGS 7.5' topographic map
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AL/drp/mh

COUNTY OF SAN BERNARDINO
NOTICE OF OPPORTUNITY TO CONSULT
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**San Bernardino, CA 92415-0187**

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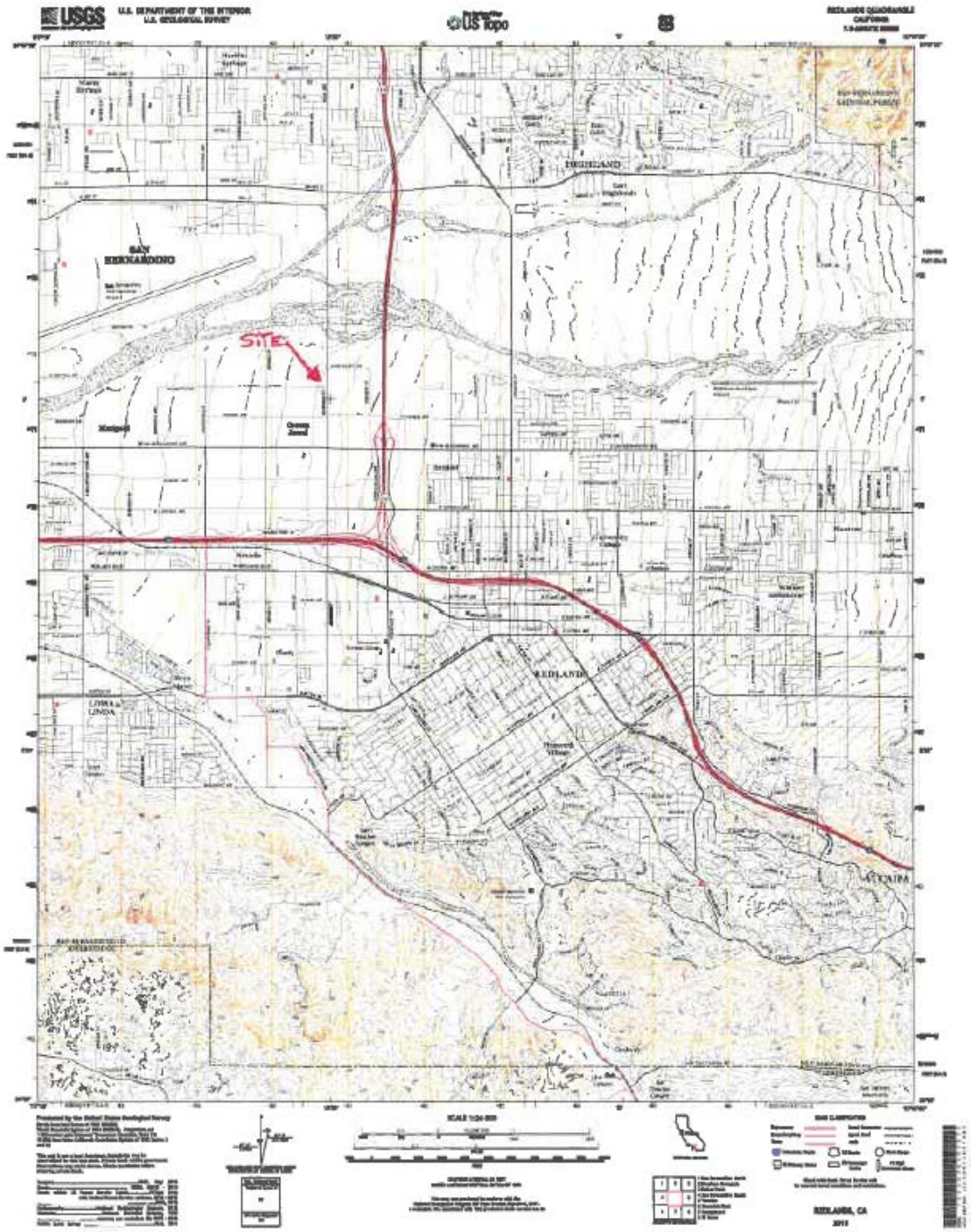
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SAN BERNARDINO COUNTY

Land Use Services Department
Planning

Terri Rahhal
Director

September 18, 2018 CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians
P.O. Box 393
Covina, CA 91723

**RE: NOTICE OF OPPORTUNITY TO CONSULT ON A TENTATIVE PARCEL MAP (TTM) TO CONSOLIDATE FOUR PARCELS INTO ONE LARGE PARCELS OF APPROXIMATELY 55.8 ACRES AND A CONDITIONAL USE PERMIT (CUP) TO CONSTRUCT A 1.2-MILLION SQUARE FOOT HIGH CUBE WAREHOUSE BUILDING, IN THE EV/IR ZONING DISTRICT, IN THE EAST VALLEY AREA PLAN; THIRD SUPERVISORIAL DISTRICT; APN: 0292-041-42, 43, 47 & 48; PROJECT # P201800232**

Dear Mr. Salas,

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Gary McBride, Chief Executive Officer

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians
September 18, 2018
Page 2 of 2

Respectfully,

Aron Liang, Senior Planner

Enclosures:
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AL/drp/mh

COUNTY OF SAN BERNARDINO
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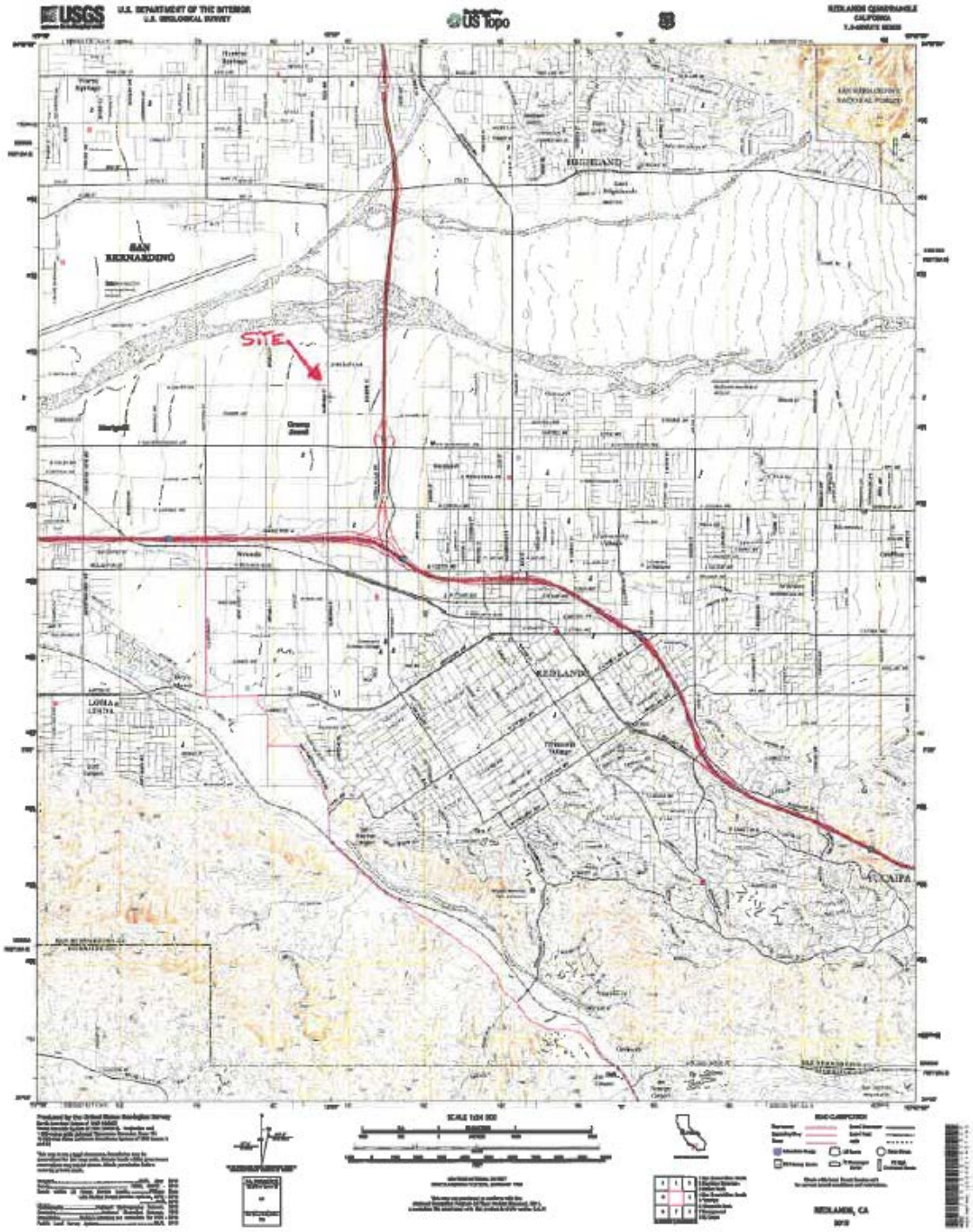
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SAN BERNARDINO COUNTY

Land Use Services Department
Planning

Terri Rahhal
Director

September 18, 2018 CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Bryan Etsitty, Acting Director
Colorado River Indian Tribes
26600 Mohave Road
Parker, Arizona 85344

**RE: NOTICE OF OPPORTUNITY TO CONSULT ON A TENTATIVE PARCEL MAP (TTM) TO CONSOLIDATE FOUR PARCELS INTO ONE LARGE PARCELS OF APPROXIMATELY 55.8 ACRES AND A CONDITIONAL USE PERMIT (CUP) TO CONSTRUCT A 1.2-MILLION SQUARE FOOT HIGH CUBE WAREHOUSE BUILDING, IN THE EV/IR ZONING DISTRICT, IN THE EAST VALLEY AREA PLAN; THIRD SUPERVISORIAL DISTRICT; APN: 0292-041-42, 43, 47 & 48; PROJECT # P201800232**

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Bryan Etsitty, Acting Director
Colorado River Indian Tribes
September 18, 2018
Page 2 of 2

Respectfully,

Aron Liang, Senior Planner

Enclosures:
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AL/drp/mh

COUNTY OF SAN BERNARDINO
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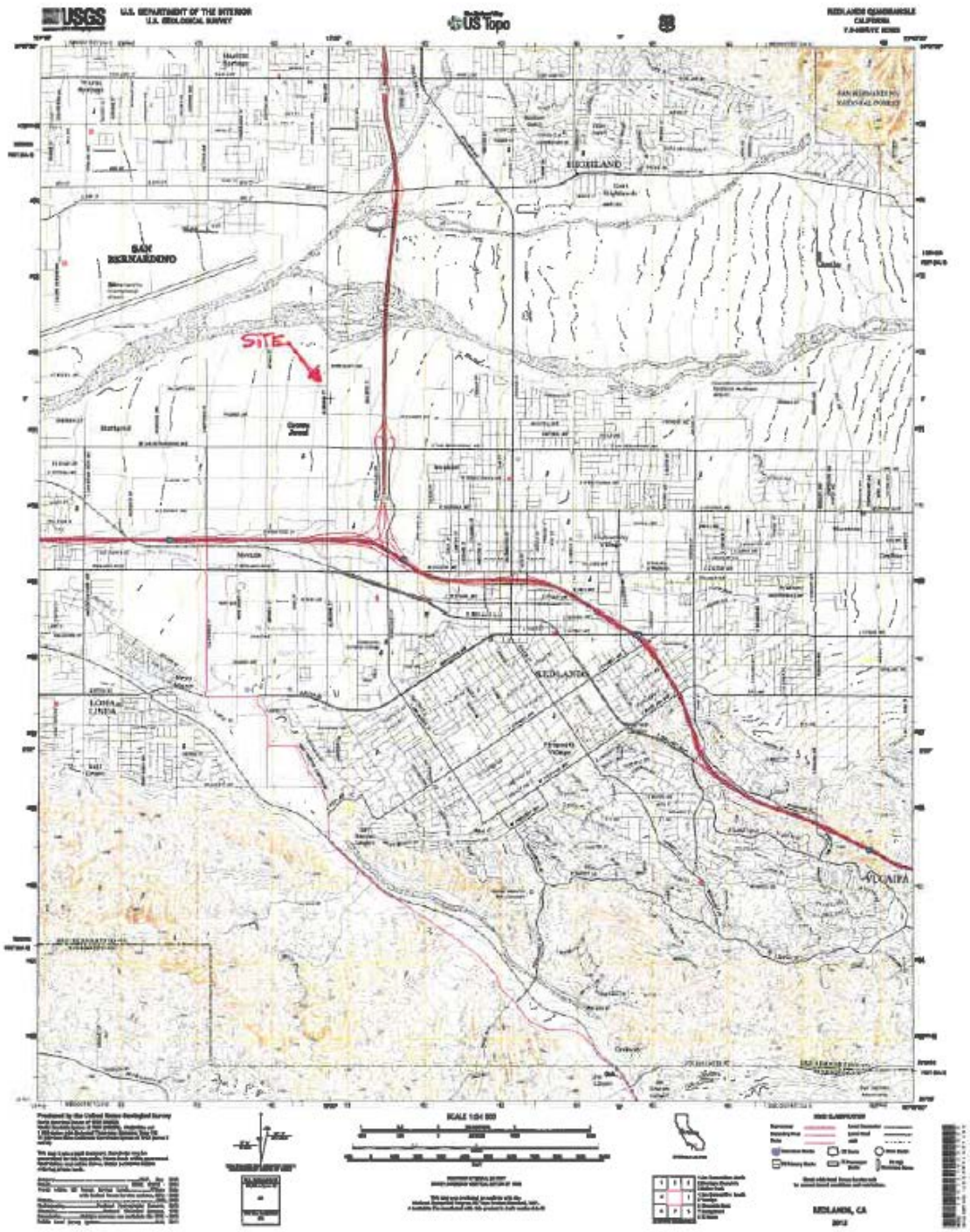
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## 2.0 Response to Comments

The Draft EIR was circulated for 47-day public review and comment period beginning August 19, 2019 and ending on October 14, 2019. A Notice of Availability was sent to government agencies, neighboring cities, and non-governmental interested parties. The County's Notification Mailing List is provided in Section 4.0 Public Circulation of this FEIR. Two comment letters were received, one from a public agency, and one from the Golden State Environmental Justice Alliance.

The correspondences listed in Table 2-1 (DEIR Comments) were submitted to the County of San Bernardino concerning the DEIR. Written responses to comments follow.

**Table 2-1**
**DEIR Comments**

| ID | Agency/Individual | Date |
|---|---|---|
| A | Golden State Environmental Justice Alliance | September 27, 2019 |
| B | San Bernardino County Department of Public Works | October 11, 2019 |

## COMMENT LETTER A – GOLDEN STATE ENVIRONMENTAL JUSTICE ALLIANCE (BOARD OF DIRECTORS)



Golden State Environmental Justice Alliance
Green Jobs & Clean Communities
P.O. Box 79222
Corona, CA 92877

September 27, 2019

VIA E-MAIL

Aron Liang, Senior Planner
Land Use Services Department
County of San Bernardino
385 North Arrowhead Avenue
San Bernardino, California 92415
Aron.Liang@lus.sbcounty.gov

Re: Duke Realty Alabama and Palmetto Warehouse EIR *(SCH Number: 2019029078)*

To whom it may concern:

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Duke Realty Alabama and Palmetto Warehouse EIR. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877. **A-1**

**1.0 Summary**

As we understand it, the project proposes the development of one approximately 1,192,671 square-foot high-cube, non-refrigerated warehouse and logistics center on an approximately 54.8

net acre site. The overall building space will include 1,091,934 square feet of warehouse space; 50,737 square feet of mezzanine storage, and 50,000 square feet of office space. The building proposes 161 loading dock doors; 339 truck/trailer parking spaces and 398 regular parking spaces for a total of 737 total parking spaces at the site.

Discretionary actions required to implement the proposed project include:

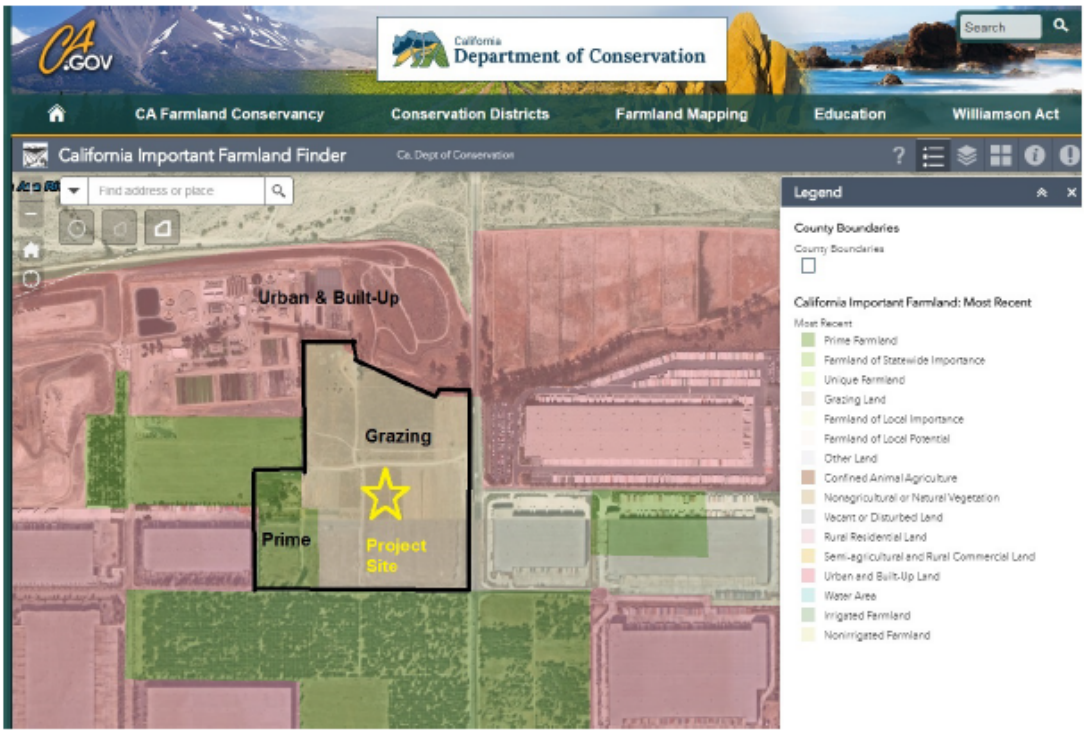
1. Conditional Use Permit (CUP) to allow the construction of the 1,192,671-square foot high-cube warehouse building.
2. Tentative Parcel Map (TPM) to consolidate four parcels into one large parcel.
3. Site Plan Approval.
4. Airport Land Use Commission approval.
5. Certification of the Final EIR.
6. Adoption of a Mitigation Monitoring and Reporting Program.

**A-1 Cont.**

**4.2 - Agriculture and Forestry Resources**

The EIR is erroneous in stating that according to FMMP "the project site is mapped as Urban and Built-Up Land." The FMMP maps the project site as including both Prime Farmland and Grazing Land.

**A-2**



The EIR must be revised to disclose the Prime Farmland designation of the project site and analyze the potentially significant environmental impacts resulting from development of the proposed project.

**A-2 Cont.**

The EIR further mischaracterizes the project vicinity by only stating that land south of Palmetto, "opposite the project site" is designated as Prime Farmland. Land directly adjacent to the west of the project site is also designated as Prime Farmland. The EIR must be revised to disclose this information in order to be an adequate informational document.

**4.3 - Air Quality**

Section 24.0706 of the San Bernardino County Municipal Code permits construction activity between the hours of 7:00 A.M. and 7:00 P.M. Monday through Sunday. The EIR does not provide a "worst-case scenario" analysis of construction equipment emitting pollutants for the legal 12 hours per day, 7 days per week. It is legal for construction to occur for much longer hours (12 hours per day permitted while 8 hours per day analyzed) and an additional day (7 days per week permitted while 5 days per week analyzed) than modeled in the Air Quality Analysis (AQA). The EIR must be revised with Air Quality modeling to account for these legally possible longer construction days and increased number of construction days. If shorter hours of construction are proposed, this must be included as an enforceable mitigation measure with field verification by an enforcement entity of the lead agency (CEQA § 21081.6 (b)).

**A-3**

The CalEEMod output sheets do not accurately reflect the project as proposed in the EIR. The CalEEMod analysis did not include any of the 50,000 sf of office space or any of the proposed surface parking lots which include 737 total parking spaces. The CalEEMod output sheets indicate that 20.52 acres of Other Asphalt Surfaces were included for analysis, but CalEEMod defines Other Asphalt Surfaces as "an asphalt area *not* used as a parking lot (e.g., long driveway, basketball court, etc.)." Offices and surface parking lots are defined as individual land uses in the CalEEEMod User Guide[1] and must be entered into the analysis.

**A-4**

The Traffic Impact Analysis (TIA) accounts for truck trips generated by the project by converting vehicular trips to PCE trips. Once converted to PCE's, the proposed project is forecast to generate 2,202 PCE trips per day The CalEEMod output sheets only include 1,669.74 ADT for analysis when the project generates 2,202 passenger car equivalent (PCE) trips per day. The

**A-5**

[1] CalEEMod User Guide http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/01_user-39-s-guide2016-3-1.pdf?sfvrsn=2

AQA must be revised to analyze the project in PCE trips to account for the truck trips generated by the project. **A-5 Cont.**

The CalEEMod output sheets also assumes vendor trip length of 6.90 miles for all phases of construction. The EIR does not provide information regarding where the construction materials are sourced from or if they are all coming from the same location during all phases. The EIR must be revised to include an AQA which presents an accurate analysis of all potentially significant impacts in order to be an adequate informational document. **A-6**

The EIR does not model any of the proposed warehouse space as refrigerated/cold storage. At least 20% of the proposed warehouse space should be modeled as refrigerated/cold storage or it must be added as a condition of approval to restrict building construction and all future tenants from including refrigeration/cold storage. This is especially necessary since Mitigation Measure AQ-4 indicates that "trucks accessing the Project site may have auxiliary power units (APU) and/ or transport refrigeration units (TRUs). Therefore, electrical hookups shall be installed at all loading docks to allow trucks with APU and/or TRUs with electric standby capabilities to plug in when APU/TRUs are in use." **A-7**

Further, the Particulate Matter Idling Emissions Calculations for Operation LST only analyzes 207 daily truck trips and references this number is from the TIA. However, the TIA finds that the project will generate 865 daily truck trips. The AQA is skewed to presently unduly low emissions resulting from the proposed project. The EIR must be revised to provide an accurate and adequate analysis utilizing correct information about project operation. **A-8**

The Health Risk Assessment (HRA) prepared for the project is inadequate. The HRA models locations of four off-site sensitive receptors and two off-site worker receptors for potentially increased cancer risks resulting from the proposed project. The HRA chooses to model the nearest residential receptor (receptor 4) as the furthest away from project site. The residents on Karon Street are much closer to the project site than receptor 4 and must be added to the analysis. Receptor modeling must also be added for Citrus Valley High School, Circa 2020 Apartment Homes, and The Summit Apartment Homes as these locations are closer in proximity to the project site and those which are physically separated from the project site by the I-210 will be directly impacted by the project due to increased truck trips on the I-210 generated by the project. Modeling for on-site workers must be included as well. **A-9**

Further, the HRA only presents analysis for "2019 Project Cancer Risk at Sensitive Receptors." The HRA must provide a 2 year, 5 year, 7 year, 9 year, 30 year, and 70 year exposure model for sensitive receptors. A 2 year, 5 year, 9 year, and 25 year exposure model must be provided for off-site and on-site workers. The HRA's methodology utilizes Attachment N from SCAQMD's Risk Assessment Procedures for Rules 1401, 1401.1, and 212[2]. However, the HRA does not accurately follow the methodology of Attachment N because it did not utilize Combined Exposure Frequency (CEF) to calculate exposure models. Tables 4.1(A) - 4.2(D) provide the CEF for both sensitive receptors and off-site workers. An EIR must be prepared which accurately and adequately analyzes the cancer risks for sensitive receptors and off-site workers in the exposure model scenarios listed above. This is especially necessary since the EIR's Table 4.3-10 Existing (2018) Cancer Risk at Discrete Receptors lists that the existing cancer risk at receptor 1 (Packinghouse Christian Academy) is 30.0 per million; 52.7 per million at receptor 2; and 42.7 per million at receptor 3. *Table 4.3-11 Project-Generated Cancer Risk at Discrete Receptors* indicates the project will increase the risk of cancer at Packinghouse Christian Academy by 1.2 per million in year 2019. The HRA must be revised to include long term exposure models in order to accurately and adequately analyze the proposed project's contribution to the cumulative impact of cancer risk in the project site vicinity. **A-10**

The EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project's census tract (6071007800) ranks worse than 75 percent of the rest of the state overall. The project's census tract is in the 99th percentile for pollution burden, meaning it is more polluted than nearly all other census tracts in the state of California. The surrounding community, including Packinghouse Christian Academy, bears the impact of multiple sources of pollution and is more polluted than average on every pollution indicator measured by CalEnviroScreen. For example, the project census tract has a higher burden of PM 2.5 than 82 percent of the state, more diesel impacts than 90 percent of the state, and worse drinking water than 97 percent of the state. **A-11**

The project's census tract is a diverse community including 29 percent Hispanic residents and 16 percent Asian-American residents, which are especially vulnerable to the impacts of pollution. The community has a high poverty rate (62 percent compared to the rest of the state), which is an

[2] SCAQMD Permit Package "N" http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/attachmentn_080717.pdf

indication that they may lack health insurance or access to medical care. The environmental burden is heightened further as the census tract is comprised of 15% children under the age of 10 compared to 13% average children under the age of 10 in California. **A-11 Cont.**

**4.7 – Geology and Soils**

The EIR states that although the project anticipates to disturb approximately 255,000 cubic yards of onsite soil, the cut and fill volumes are expected to balance resulting in no import or export of soil. However, there is no method for the public to verify this conclusion. The EIR does not provide any supporting evidence to demonstrate how disturbance of 255,000 cy of soil will balance onsite. The EIR also utilizes uncertain language and does not provide specific details of recommendations from the Geotechnical Report. It is stated throughout the EIR that "adherence to the recommendations contained in the geotechnical report for the Project will address any potential issues that may be encountered during grading." The recommendations included in the Geotechnical Report are not included in the EIR, in violation of CEQA's requirements for meaningful disclosure CEQA § 15150 (f).

Including this information is especially necessary as the Geotechnical Report recommends a "necessary cut and fill between four and seven feet to achieve the proposed site grades." The recommendations below are cited from 6.2 Geotechnical Design Considerations and 6.3 Site Grading Recommendations of the Geotechnical Analysis: **A-12**

"Therefore, the near-surface soils at this site, in their present condition, are not considered suitable to support the foundation loads of the new building, and could result in excessive post-construction settlements. Based on these considerations, ***remedial grading is warranted within the proposed building area in order to remove and replace the near surface soils as compacted structural fill.***

The site was formerly planted with citrus trees, prior to 2007. Although not encountered within any of the exploratory borings, any significant tree root masses encountered during grading should be removed in their entirety. The resulting excavations should be backfilled with compacted structural fill. ***It should be noted that the volume loss from any tree root removals would be in addition to any volume loss due to shrinkage from soil compaction.***

Settlement Laboratory testing indicates that the near surface soils possess a high potential for collapse when inundated by water. These soils also possess a moderate potential for

consolidation when exposed to load increases in the range of those that will be exerted by the foundations of the new structure. The recommended remedial grading will remove most of these soils from within the zone of influence of the new foundations. The native alluvium that will remain in place below the recommended depth of overexcavation will not be significantly influenced by the foundation loads of the new structure. ***Provided that the recommended remedial grading is completed, the post construction settlements of the proposed structure are expected to be within tolerable limits.***

Treatment of Existing Soils: Building Pads

Remedial grading should be performed within the proposed building area in order to remove the artificial fill soils in their entirety, and a portion of the near surface native alluvial soils. Based on conditions encountered at the boring locations, ***the existing soils within the proposed building area are recommended to be overexcavated to a depth of at least 5 feet below existing grade and to a depth of at least 5 feet below proposed building pad subgrade elevation, whichever is greater***. The depth of overexcavation should also be sufficient to remove any artificial fill soils. Where not encompassed within the general building pad overexcavations, ***additional overexcavation should be performed within the influence zones of the new foundations to provide for a new layer of compacted structural fill extending to a depth of 4 feet below proposed bearing grade. The overexcavation areas should extend at least 5 feet beyond the building foundations and perimeters.*** If the proposed structures incorporate any exterior columns (such as for a canopy or overhang) the area of overexcavation should also encompass these areas. As discussed in Section 6.2 of this report, it is unknown whether or not the root masses of the former citrus trees were removed at the time the trees were stripped from the site. If any significant tree root masses are encountered during grading, they should be removed in their entirety, prior to the replacement of any soils as compacted structural fill."

**A-12 Cont.**

Import and export of soil at the project site will be required based upon the recommendations in the Geotechnical Report. The EIR excludes this information (which is misleading to the public and decision makers) in order to skew associated impacts to Air Quality and Construction Traffic. The EIR must be revised to disclose the cut and fill requirements for construction and include those additional hauling truck trips in all related analysis, such as Air Quality and Traffic, in order to adequately and accurately analyze the significant environmental impacts generated by the proposed project.

**4.9 - Hazards and Hazardous Materials**

The project site is located directly south of the San Bernardino International Airport (SBDIA). The EIR states that SBDIA is a public use airport with adopted noise contours and the project site is located in Airport Safety Review Area (AR3). The EIR concludes that the project will have a less than significant impact because "the project site is located outside the 65Ldn noise contour for SBDIA and it will not encroach on any imaginary surfaces of the airport." However, the SBDIA Airport Land Use Compatibility Plan (ALUCP) is not included for reference. The EIR does not include a map of the SBDIA noise contours or the Airport Safety Review Areas for public verification of the EIR's determination that the project site is within AR3 and outside of the 65Ldn noise contour. CEQA § 15150 (f) states that incorporation by reference is most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of the problem at hand. The SBDIA ALUCP utilized here contributes directly to the analysis of the problem at hand. Not including the SBDIA ALUCP as an attachment for public review is in violation of CEQA § 15150 (f).

**A-13**

Although there is no AR3 or noise contour map included for public reference, utilizing the EIR's determinations on these items still results in erroneous conclusions regarding airport safety impacts. The EIR is erroneous in its conclusion that because the project is outside the 65 Ldn noise contour it will comply with all requirements. For a public use airport with adopted noise contours, AR3 includes the area "*within one mile outside the 65 Ldn noise contour.*" Even if the 65 Ldn noise contour did not extend beyond the SBDIA property line, the project site is only 0.66 miles from the SBDIA. It can be concluded that the project may encroach on imaginary surfaces for the airport and is required to demonstrate compliance with AR3 requirements for approach surfaces, horizontal surfaces, and conical surfaces. The EIR must be revised to include a map of the SBIA noise contours, safety zones, and compliance with requirements of AR3 to be an adequate informational document and meaningfully disclose potentially significant environmental impacts generated by the project.

**4.17 - Transportation and Traffic**

The TIA only provides analysis of the I-15 NB/SB at Sierra Avenue ramps. The EIR and TIA must be revised to include analysis of the following Caltrans facilities providing direct access to the project site:

**A-14**

*Freeway Mainline*
I-210 from Day Creek Boulevard to Sierra Avenue
I-215 from Kenwood Avenue to Glen Helen Parkway

I-10 from Milliken Avenue to Sierra Avenue

*Freeway Merge/Diverge*
I-215 at I-15
I-210 at I-15
I-10 at I-15

*Freeway Ramp*
I-210 at Citrus Avenue EB/WB
I-210 at Sierra Avenue EB/WB
I-10 at Citrus Avenue EB/WB
I-10 at Sierra Avenue EB/WB

This is especially vital for analysis since the I-215 and I-15 provide direct access to the project site from the Southern California Logistics Airport.

**A-14 Cont.**

**Conclusion**

For the foregoing reasons, GSEJA believes the EIR is flawed and an amended EIR must be prepared for the proposed project and recirculated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

**A-15**

Sincerely,

Board of Directors
Golden State Environmental Justice Alliance

| ID | Response to Comment Letter A- Golden State Environmental Justice Alliance |
|---|---|
| **A-1** | The comments provided by Golden State Environmental Justice Alliance have been accepted and considered. Golden State Environmental Justice Alliance will be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notifications of determination for the Project. The commenter correctly summarizes the proposed Project and discretionary actions required to implement the proposed Project. |
| **A-2** | The commenter correctly identifies the Project site as including both Grazing Land and Prime Farmland, as delineated by the California Department of Conservation, and not Urban and Built-Up Land as stated in the DEIR. The commenter is also correct in noting that land directly adjacent to the west of the Project site is also designated as Prime Farmland.<br><br>However, this does not change the determinations in Section 4.2.4 of the DEIR because these locations have a General Plan Land Use Designation of Regional Industrial and are not currently used for agricultural purposes. Further, the San Bernardino County East Valley Area Plan (Section EV.0230-Regional Industrial) only permits agriculture as a continuation of the existing land use. Because the site is designated for industrial use, is surrounded by sites that are designated for industrial use, and does not currently contain an existing agricultural use, conversion of Prime Farmland will not occur as a result of the proposed Project. Changes based on information provided in this comment letter, were made to the Draft EIR and can be found in the Errata section of this Final EIR. Impacts to Prime Farmland will be less than significant and no further response is required for this comment. |
| **A-3** | The hours and days of construction were analyzed based on the County code and data provided by the Project applicant as well as industry-standard construction schedules. The San Bernardino County Development Code (Section 83.01.080(g)(3)) exempts construction noise/vibration from regulation during the hours of 7AM-7PM Mon-Sat (excluding Federal holidays). A standard work week is eight hours per day and 40 hours per week. Any work beyond the standard eight-hour workday would require overtime payment to the construction crew. Unless there are unusual circumstances that would warrant overtime pay, working beyond an eight-hour day is not typical practice. As there are no known unusual circumstances that would result in the need for overtime pay, there are no known unusual circumstances that warrant analyzing this scenario. The commenter provides no evidence that development of this Project will require longer hours of construction. CEQA does not require an analysis of an unlikely worst-case scenario and need only evaluate impacts that are a reasonably foreseeable consequence of the Project (High Sierra Rural Alliance v. County of Las Plumas (2018) 29 Cal.App.5th 102. Therefore, the information disclosed in the DEIR is accurate and no additional analysis is required. |
| **A-4** | The primary land uses were modeled in CalEEMod: unrefrigerated warehouse for the building, asphalt surfaces for the parking, drive aisles, and off-site roadway improvements, and other non-asphalt surfaces for the remaining surfaces in the disturbance footprint such as landscaping. The warehouse is the primary land use type. The office space is associated with the warehouse use rather than an independent land use that would be evaluated separately. The “other asphalt surfaces” land use is a subcategory to the “Parking” land use. This subcategory land use includes surfaces to be paved with asphalt such as drive aisles and adjacent roadways and was selected as it is representative of the mix of paved surface areas |

| ID | Response to Comment Letter A- Golden State Environmental Justice Alliance |
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| | on-site in the parking areas and for off-site street improvements. Therefore, the Project's emissions associated with its proposed land uses were accurately analyzed and no additional analysis is required. |
| **A-5** | The commenter is correct that the Traffic Impact Analysis (TIA) converts heavy-duty vehicles generated by the proposed Project into passenger car equivalents (PCE). However, this is done to account for the effects heavy vehicles have on traffic flow at the study area intersections. Heavy duty vehicles are longer than passenger cars which means they can occupy the same space as two or more passenger cars. It also takes them longer to accelerate and slow down. PCE allows a mix of vehicles types to be represented as a standardized unit and is defined as the number of passenger cars that will result in the same operational conditions as a single heavy vehicle of a particular type. While it is appropriate to use PCE trips for traffic analyses, it is not appropriate to use for air quality impact analyses. To accurately estimate and model emissions from mobile sources, the actual number of vehicles, by vehicle classification (e.g., passenger cars and trucks) were used in the analysis. Therefore, the Project's traffic-related impacts have been fully and accurately disclosed and no further analysis is required. |
| **A-6** | The vendor trip length of 6.9 miles is a default assumption, as stated in the CalEEMod User's Guide (User's Guide Appendix A, p. 14, Appendix D, p. 84). The commenter provides no substantial evidence as to why use of the CalEEMod default value is inappropriate. |
| **A-7** | The Project as proposed does not include construction of a building that would accommodate refrigerated/cold storage. Instead, as noted in the Project's description, the Project includes the development of a high-cube, non-refrigerated warehouse building (Draft EIR, p. 1-3). Mitigation measure MM AQ 4 (listed below as included in the Draft EIR) was included in the event trucks accessing the site handled both refrigerated and unrefrigerated goods.<br><br>MM AQ 4: Although the Project does not include refrigerated warehouse space, trucks accessing the Project site may have auxiliary power units (APU) and/or transport refrigeration units (TRUs). Therefore, electrical hookups shall be installed at all loading docks to allow trucks with APU and/or TRUs with electric standby capabilities to plug in when APU/TRUs are in use. The County shall verify electrical hookups have been installed prior to occupancy.<br><br>The fact that the Project does not propose refrigeration is evidence that it is not reasonably foreseeable that the proposed Project could be used as a cold storage facility. Nevertheless, if future tenants require refrigeration, additional CEQA analysis would be required. |
| **A-8** | The LST analysis disclosed in the EIR consistently and accurately evaluated emissions from truck trips that were estimated in TIA. The 207 trucks referenced is related to heavy-heavy duty trucks with 4+ axles. The LST analysis evaluated 343 total truck trips (DEIR Appendix B, p. 62), which is consistent with the actual truck trips (non-PCE truck trips) in the TIA (TIA Appendix A, Table 2). |
| **A-9** | The HRA adequately analyzed the cancer and non-cancer risk from the Project. HRA Receptor 1 is the closest modeled sensitive receptor and is closest to the Project site and adjacent to the roadways used by the Project's trucks; this is closer than residences on Karon Street, which are approximately 1,800 feet east of the I-210 |

| ID | Response to Comment Letter A- Golden State Environmental Justice Alliance |
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| | freeway. Any impacts to receptors located further away from the Project site than the modeled receptor locations would have a lesser impact than what has already been disclosed in the HRA.<br><br>The HRA's modeled truck route is consistent with the trip distribution patterns identified in the Project's traffic study, is supported by substantial evidence, and was modeled to determine the potential impacts to sensitive receptors along the primary truck routes. The modeling domain is limited to the Project's truck route and includes off-site sources in the study area. This modeling domain is more conservative than using only a ¼ mile modeling domain which is supported by substantial evidence since several studies have shown that the greatest potential risks occur within a ¼ mile of the primary source of emissions (CARB, Air Quality and Land Use Handbook). In this case, the primary source is the Project site which includes on-site idling and travel.<br><br>Regarding the comment that on-site workers must also be evaluated, SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site. Nonetheless, the maximum modeled DPM concentration was disclosed to be on-site and the health risk at this location was calculated and reported on page 18 of the HRA, Appendix C of the DEIR. |
| **A-10** | The HRA is adequate and consistent with SCAQMD methodology. The HRA used a 30-year exposure duration (residency time) for residential and sensitive receptor locations and a 25-year exposure duration for off-site workers that is provided in Tables 4.1-D and 4.2-D, respectively (SCAQMD Risk Assessment Procedures for Rules 1401, 1401.1, and 212, p. 7). For sensitive receptors, the excess cancer risk was calculated for each of the four specific age groups (third trimester, 0-2, 2-16, and 16-30 years) using the applicable exposure parameters. A 9-year school child risk could be calculated when a school is in proximity to the site. The nearest school is the packinghouse Christian Academy approximately one-half mile south of the site. This location was modeled as a sensitive receptor location (Receptor 1) in the HRA because it is the closest sensitive use to the Project site and is adjacent to the Project's truck route (HRA, Figure 3). The cancer risk from the Project at Receptor 1 was modeled to be 1.2 in one million, which is well below the SCAQMD threshold of 10 in one million. The School Child risk was conservatively estimated using the 9-year exposure assumptions and higher emissions rates and corresponding concentrations disclosed in the HRA for the two most sensitive age groups (third trimester and 0-2 years) and the resultant cancer risk remain the same at 1.2 in one million.<br><br>The shorter exposure durations of 2-years and 5-years are applicable to short-term projects (such as portable equipment, air pollution control equipment used for remediation project, etc.) and thus were not evaluated for the proposed Project (SCAQMD Risk Assessment Procedures for Rules 1401, 1401.1, and 212, p. XII-1). |

| ID | Response to Comment Letter A- Golden State Environmental Justice Alliance |
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| | As described above, the HRA accurately evaluated the health risk from the proposed Project and as stated in the DEIR, the cancer and non-cancer risks do not exceed the SCAQMD project-specific thresholds of significance. The determination of both project-specific and cumulative impacts is based on SCAQMD guidance in the *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution.*[1] As described on page 4.3-20 of the DEIR, the SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same. Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Based on SCAQMD's regulatory jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact. For the reasons outlined above, the DEIR accurately and adequately analyzed the health risk impacts associated with the Project and no further analysis is necessary. |
| **A-11** | Pursuant to CEQA, the Project's physical impacts on the environmental were evaluated in the DEIR. Regarding air quality, the Project's operational emissions would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant, except for $NO_X$ (DEIR, p. 4.3-20). The estimated health risk did not exceed the SCAQMD cancer and non-cancer risk thresholds (DEIR pp. 4.3-22-24). See response to comment A-10, above, regarding the determination of cumulative impacts. The commenter provides no evidence that additional analysis is required in the DEIR |
| **A-12** | Site-specific information included in Section 4.7 (Geology and Soils) of the DEIR was taken from *Geotechnical Investigation Proposed Commercial/Industrial Building*, prepared by Southern California Geotechnical on December 15, 2017 (Southern California Geotechnical, 2017). The report is incorporated into the DEIR by reference and included as Appendix G. The Geotechnical Report is a publicly available document, and it's inclusion in the DEIR by reference is suitable under CEQA's requirements for meaningful disclosure. The recommendations of the Geotechnical Report are required to be taken into account during all grading activities. The recommendations of the Geotechnical Report are contingent upon all grading and foundation construction activities being monitored by the geotechnical engineer of record. The recommendations are provided with the assumption that an adequate program of client consultation, construction monitoring, and testing will be performed during the final design and construction phases to verify compliance with these recommendations. Site Grading Recommendations can be found in Section 6.3 (Page 13-16) of the Geotechnical Report.<br><br>The commenter incorrectly states that "import and export of soil at the project site will be required based upon the recommendations of the Geotechnical Report." In fact, import and export of soil is not required during project grading and site preparation, as cut and fill earthwork operations are expected to disturb approximately 255,000 cubic yards of onsite soil. However, the cut and fill volumes are anticipated to balance on-site assuming a soil material shrinkage rate of 20 percent. This does not change the impact determinations made in the Air Quality and Traffic sections of the DEIR. Construction emissions are estimated in CalEEMod using acres of grading. The |

[1] South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003. (Available at https://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf?sfvrsn=2.)

| ID | Response to Comment Letter A- Golden State Environmental Justice Alliance |
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| | CalEEMod Output Files (Page 4 of 24) show that a total of 275 acres of grading was included in the Air Quality modeling. In terms of traffic, construction traffic is not an impact that is required to be analyzed in the San Bernardino County Transportation Impact Study Guidelines. According to Section 2 (Need for Transportation Impact Study) of the Guidelines, the County should require a study for any development if there are concerns over safety and operational issues such as congestion, VMT, etc. Construction hauling truck trips are temporary and will cease upon completion of Project development. Construction haul trucks do not pose an increased safety concern and the construction of the Project would not result in congestion at nearby transportation and circulation facilities. Changes based on information provided in this comment letter, were made to the Draft EIR and can be found in the Errata section of this Final EIR. No further response is required for this comment. |
| **A-13** | According to Exhibit 4H (Existing and Ultimate Noise Contours) of the *Airport Layout Plan Narrative Report for San Bernardino International Airport*, the proposed Project site is located outside the 65 Ldn noise contour for the airport.[2] This information has been incorporated into the errata section of this Final EIR and a copy of Figure 4H is provided below as Exhibit 1. The DEIR correctly states that the site is outside the airport's noise contours and that noise impacts from the airport will be less than significant and no further action is required in response to this comment.<br><br>The County identifies the Project site as being located in County Airport Safety Review Area 3 (AR3). As correctly stated in the DEIR, the Project will not encroach on any imaginary surfaces of the airport because the Project will adhere with all design guidelines and height requirements of the County Development Code. Additionally, the Project will be consistent with the San Bernardino County Development Code (SBDC), Section 82.09.060 (Development Standards), for any development or land use proposed within and Airport Safety Review Area. As such, the following standards and criteria shall apply to the Project:<br><br>a) **Allowable Land Uses.** Each proposed use shall be consistent with the General Plan, any applicable Airport Land Use Plan; provided that no permanent structure or use shall be allowed within AR 1.<br>b) **Height Limits.** Proposed structures and the normal mature height of any vegetation shall not exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless Form 7460-1 (Notice of Proposed Construction or Alteration) has been filed with and approved by the FAA before the issuance of a Building Permit. All mitigation measures recommended by the FAA shall be incorporated into the project conditions of approval. Existing topographic elevations, as compared to the elevation of the centerline of the runway, shall be considered in determining the permitted height of an affected structure. For heliports, structures and the normal mature height of any vegetation adjacent to the helipad shall not exceed the height limitations provided by the requirements of Federal Aviation Regulations (FAR) Part 77 for heliports.<br>c) **Interference with Aircraft Operations.** The proposed use or structure shall not reflect glare, emit electronic interference, produce smoke, or store or |

[2] San Bernardino International Airport Authority. *Airport Layout Plan Narrative Report for San Bernardino International Airport*. Prepared by Coffman Associates, Inc. Approved by SBIAA on September 22, 2010.

| ID | Response to Comment Letter A- Golden State Environmental Justice Alliance |
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| | dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident. For heliports, uses or structures adjacent to the helipad shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident.<br>d) **Federal and State Requirements.** Each airport and heliport shall be constructed in compliance with FAA requirements and the requirements of applicable state law.<br>e) **Noise Standards.** Noise level reduction shall be designed and constructed in all structures to maintain maximum interior noise level of 45 dba for residential uses, and 55 dba for commercial and industrial uses.<br>f) **Easements.** An Avigation Easement shall be granted to the appropriate airport and recorded before the issuance of a building permit for those uses established within an AR1, AR2, or AR3. A copy of the easement shall be forwarded to the County and the affected airport. Also, an Avigation Easement shall be granted to the appropriate military agency and recorded before the issuance of a building permit for those uses established within an AR4.<br>g) **Notifications by Property Owner.** The property owner shall provide to all renters, lessees or buyers information that the site is subject to aircraft overflight from the applicable airport, is subject to the potential noise problems associated with aircraft operations, and is subject to an Avigation Easement. The information shall be provided before completion of the rental, lease or sale, and shall be incorporated into the CC&Rs recorded with the property and in all lease and rental agreements.<br><br>The Project will be developed in compliance with Section 82.09.060 of the SBDC. Therefore, the Project will not expose persons residing or working in the Project area to excessive airport safety hazards. Per Section 82.09.060(a), the Project represents an allowable land use consistent with the General Plan. Consistent with, Section 82.09.060(b), the Project will not exceed the allowable height limits established in FAR Part 77, and all mitigation measures recommended by FAA shall be incorporated into the Project Conditions of Approval. Pursuant to Section 82.09.060(c), the Project will not interfere with aircraft operations because the proposed warehouse structure will not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident. The Project site will experience maximum interior noise levels that are less than the allowable 55 dBA for commercial and industrial uses, as required under Section 82.09.060(e). As required in Section 82.09.060(f) of the SBDC, an Avigation Easement shall be granted to SBIA before the issuance of a building permit. A copy of the easement shall be forwarded to the County and the affected airport. Finally, pursuant to Section 82.09.060(g), the property owner shall notify all renters, lessees or buyers information that the site is subject to aircraft overflight from the airport, is subject to potential noise problems associated with aircraft operations, and is subject to an Avigation Easement. The information shall be provided before completion of final rental, lease or sale, and shall be incorporated into the Covenants, Conditions, and Restrictions (CC&Rs) recorded with the property and in all lease and rental agreements. No further response is required for this comment. |

| ID | Response to Comment Letter A- Golden State Environmental Justice Alliance |
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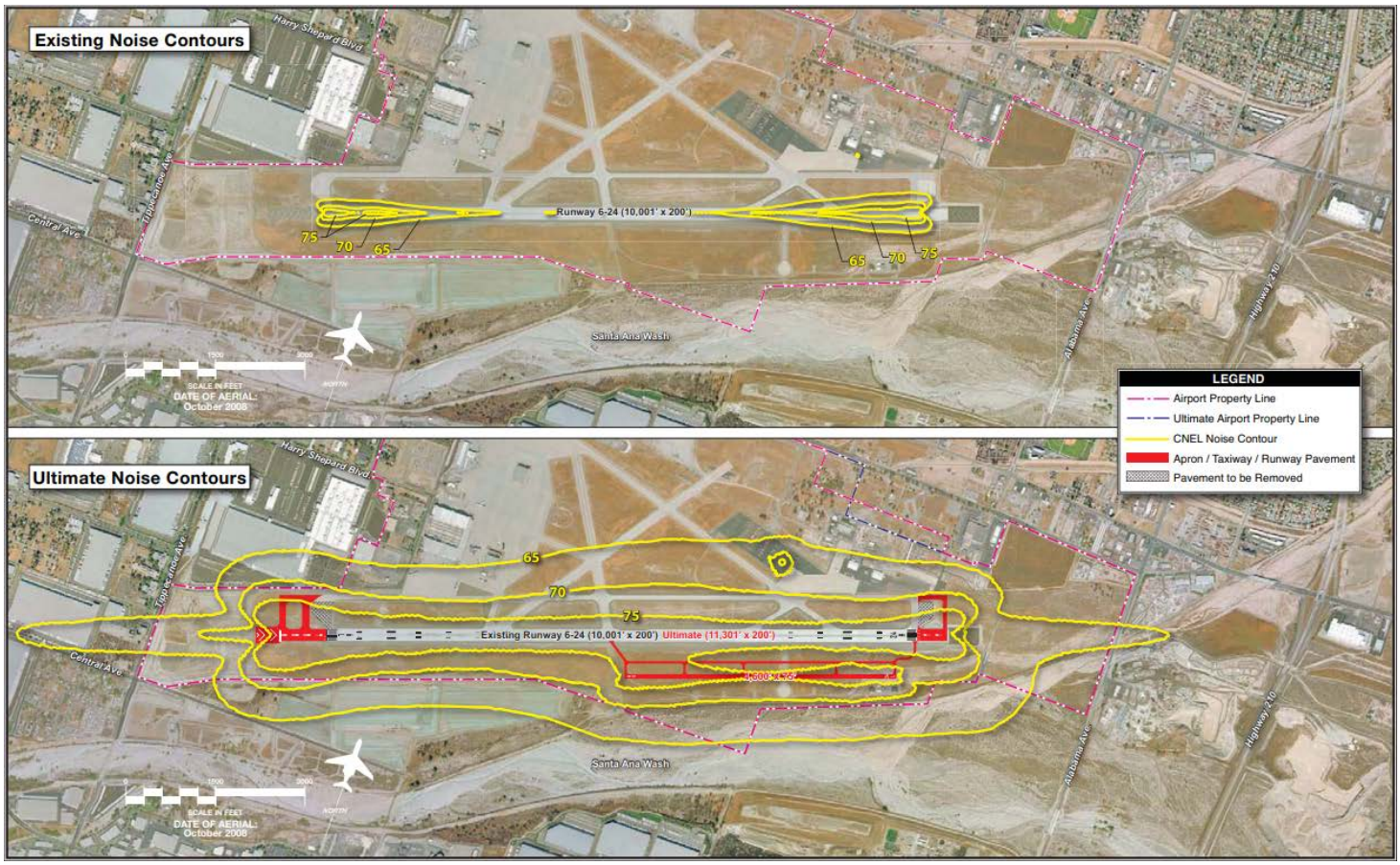
| **A-14** | The applicant, the County, and multiple adjacent jurisdictions engaged in coordination and consultation regarding the scope of the Project TIA and the intersections and facilities that needed to be analyzed by the Traffic Engineer in light of the proposed Project. In addition, Caltrans was notified of the proposed Project during the public review periods and did not comment on either the EIR or the TIA in terms of the Caltrans facilities that should be analyzed or any potential impacts of the proposed Project on Caltrans facilities. The freeway mainline segments, freeway interchanges, and freeway ramps identified by the commenter are several miles from the Project site and would not be significantly impacted by the Project. No further response is required for this comment. |
| **A-15** | For the above reasons, the County believes the DEIR is sufficient under CEQA and recirculation is not necessary. Changes to the DEIR can be found in the errata section of this Final EIR. No further response is required for this comment. |

**Exhibit 1**
**Existing and Ultimate Noise Contours: SBIA**



## COMMENT LETTER B – SAN BERNARDINO COUNTY PUBLIC WORKS DEPARTMENT (PERRY)

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876
www.SBCounty.gov

SAN BERNARDINO COUNTY

**Department of Public Works**
- Flood Control
- Operations
- Solid Waste Management
- Surveyor
- Transportation

Kevin Blakeslee, P.E.
Director

**Transmitted Via Email**

October 11, 2019

Attn: Aron Liang, Senior Planner
County of San Bernardino
Land Use Services Department - Planning Division
385 North Arrowhead Avenue
San Bernardino, CA 92415

File: 10(ENV)-4.01

**RE: CEQA – NOTICE OF COMPLETION AND AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE DUKE REALTY ALABAMA AND PALMETTO WAREHOUSE PROJECT**

Dear Mr. Liang:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on September 4, 2019** and pursuant to our review, all of our comments were resolved, and we have no additional comments on the adequacy of the DEIR. **B-1**

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings related to the Proposed Project and its CEQA and permitting process.

Sincerely,

**MICHAEL R. PERRY**
Supervising Planner
Environmental Management

MRP:AJ:sr
Email: Aron.Liang@lus.sbcounty.gov

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| ID | Response to Comment Letter B- San Bernardino County Department of Public Works |
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| **B-1** | The San Bernardino County Public Works Department will be included on the circulation list for all project notices, public reviews, and public hearings related to the proposed Project and its CEQA permitting process. No further response is required for this comment. |