



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 OF A RECIRCULATED DRAFT EIR 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: November 12, 2024

SUBJECT: Notice of Preparation of a Recirculated Draft Environmental Impact Report for the Bloomington Business Park Specific Plan Project

Notice to Reviewers: *This Notice of Preparation (NOP) of a Recirculated Draft Environmental Impact Report ("EIR") has been prepared to provide notice that the County of San Bernardino ("County") will be revising and recirculating the Draft EIR and holding a Public Scoping Meeting for the Bloomington Business Park Specific Plan Project ("Project"). The original Draft EIR was circulated for public review from September 29, 2021 to December 15, 2021 and the Final EIR was certified on November 15, 2022.*

The County of San Bernardino will be the Lead Agency and will revise and recirculate a Draft EIR for the proposed Bloomington Business Park Specific Plan Project, as described below. We are interested in your agency's views as to the appropriate scope and content of the Recirculated Draft EIR'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 within the scope of the Draft EIR topics that require recirculation.

Because the County has already prepared an EIR for the proposed Project, and as permitted by State CEQA Guidelines Section 15060(d) (Preliminary Review), the County will not prepare an Initial Study for the Project. Further, the proposed Project, its location, and its potential environmental effects are summarized for this NOP. The County welcomes public input during the 30-day NOP review period.

Project Title: Bloomington Business Park Specific Plan Project

Project Number: PROJ-2020-00204

Project Applicant: Howard Industrial Partners

Assessor's Parcel Number(s):

Specific Plan Area:

- 0256-091-03, -04, -24, -23, -06, -07, -30, -29, -32, -33, -43, -44;
- 0256-101-56, -55, -32, -33, -34, -35, -45, -48, -49, -57, -58, -02, -03, -04, -05, -06, -07, -59, -60, -10, -11, -12, -35, -37, -38, -14, -15, -16, -17, -18, -19, -20;
- 0256-111-02, -03, -04, -05, -06, -07, -08, -09, -10, -11, -18, -19, -22, -23, -26, -27, -28, -29, -31, -32, -34, -37, -38, -39, -40, -41, -42, -43, -44, -45, -48, -49, -50, -51, -52, -53, -55, -56, -58, -59, -60, -61;
- 0256-241-01, -02, -03, -04, -05, -06, -07, -08, -09, -10, -11, -12, -13, -14, -15, -16, -17, -18, -19;
- 0256-121-37, -38, -39, -40, -41, -42, -43, -44, -45, -46, -47, -48

Upzone Site:

- 0249-161-10, -11, -12, -13, -14, -15, -20, -21, -22, -23, -34, -35, -37, -38, -46, -47, -48, -49, -50, -51, -52, -53, -54

Project Location: The Project includes two sites – the Bloomington Business Park Specific Plan area (Specific Plan Area) and Upzone Site – which are located in the unincorporated community of Bloomington, in southwestern area of the County's Valley Region, as shown on Figure 1, *Local Vicinity*. The Specific Plan Area consists of approximately 213 acres generally

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bounded by Santa Ana Avenue to the north, Maple Avenue and Linden Avenue to the east, Jurupa Avenue to the south, and Alder Avenue to the west. The Specific Plan Area is bisected by Locust Avenue. The Specific Plan Area is primarily developed with a mix of large lot single-family residential and commercial uses and vacant parcels.

The Upzone Site consists of approximately 24 acres bounded by San Bernardino Avenue to the south, Hawthorne Avenue to the north, Locust Avenue to the west, and single-family residential uses to the east. The Upzone Site is currently developed with a mix of single-family residential uses and vacant parcels.

Project Description: The Project includes two sites:

1. Bloomington Business Park Specific Plan

The Specific Plan Area is 213 acres and is separated into two planning areas: Planning Area A and Planning Area B. Planning Area A is approximately 141.4 acres and, due to delays in the Project, has a currently proposed opening year of 2026. Planning Area B includes approximately 71.6 acres and a proposed buildout year of 2040. The Specific Plan allows development within Planning Area A to have a floor area ratio (FAR) of 0.5 and a FAR of 0.05 within Planning Area B. Table 1, *Specific Plan Program Summary*, provides a summary of the buildout of the Specific Plan by the planning areas. As shown, the maximum development potential would be 3,235,836 square feet (SF).

Table 1: Specific Plan Project Summary

Planning Areas	Acres	Development Capacity
Planning Area A (Opening Year Development)	141.4	Up to 3,079,910 SF based on maximum 0.5 FAR
Planning Area B (Future Development)	71.6	Up to 155,926 SF based on maximum 0.05 FAR ¹
Total	213	Up to 3,235,836 SF

¹ Individual projects may have a maximum FAR of 0.50 as long as 155,926 SF in total is not exceeded.

Adoption of the proposed Specific Plan requires a Policy Plan Amendment and Zoning Map Amendment. The land use designation of the Specific Plan area would change from Very Low Density Residential (VLDR) and Low Density Residential (LDR) to Special Development (SD) and the zoning would change from Single Residential with 1-Acre Minimum Lot and Additional Agriculture Overlay (RS-1-AA) and Single Residential with 20,000 SF lot minimums (RS-20M) to Specific Plan (SP).

The proposed Project includes three separate components that will require permits and approvals (“entitlements”):

- 1) Bloomington Business Park Specific Plan (“Specific Plan”), which is a land-use guiding document for the development of industrial and business park uses for the necessary on- and off-site and infrastructure to serve these uses. The approximately 213-acre Specific Plan Area is divided into two planning areas: the approximately 141.4-acre Planning Area A and the approximately 71.6-acre Planning Area B;
- 2) Opening Year Development within the Specific Plan’s Planning Area A (“Opening Year development of Planning Area A”); and
- 3) Rezoning a residential site (“Upzone Site”) to a higher density in compliance with the Housing Crisis Act of 2019 (Senate Bill 330) to offset the rezoning of the Specific Plan Area from residential to a non-residential use.

Specific Plan

Opening Year Development of Planning Area A

The Recirculated Draft EIR will analyze two different industrial business park development options for the opening year of 2022 within the Specific Plan’s Planning Area A, “Opening Year Development – Option 1” and “Opening Year Development – Option 2”, which are defined below. Both options include four development sites. (There is no project-specific development

proposed in Planning Area B, and therefore, Planning Area B will be analyzed programmatically as part of the analysis for the overall “Future Development Area – Specific Plan Building” discussed below).

Opening Year Development – Option 1

Development applications—including three Vesting Tentative Parcel Maps—have been submitted to the County for the construction and operation of three warehouse structures and a truck trailer parking lot on four development sites (Development Sites 1 through 4) encompassing 115 acres with an opening year of 2026. Construction of the Option 1 Development is expected to be phased with Development Sites 1 and 2 constructed as part of Phase 1 and Development Sites 3 and 4 constructed as part of Phase 2. However, all four Sites may be developed in one phase. For purposes of the Recirculated Draft EIR analysis, the buildout of the remaining Specific Plan is expected to be constructed as part of Phase 3. Opening Year Development – Option 1 would result in the construction of 2,113,640 SF of light industrial building space, which is 966,273 SF below that allowed for Planning Area A in the Specific Plan, as shown on Figure 2, *Opening Year – Option 1 Site Plan*.

Opening Year Development – Option 2

Since Opening Year – Option 1 encompasses approximately 115 acres of development within the approximately 141.1-acre Planning Area A, the Opening Year – Option 2 scenario is included in the Draft EIR to represent a maximum reasonable development scenario for the opening year of 2026 in Planning Area A. In this option, the warehouse footprints at Development Sites 1 and 3 would be expanded (Development Sites 2 and 4 would remain the same as in Opening Year – Option 1). As a result, the four Development Sites would incorporate all 141.4 acres of Planning Area A. This scenario would result in the development of 2,712,040 SF of light industrial building space, which is 523,796 SF below the overall capacity allowed by the Specific Plan and 367,873 SF below the capacity of Planning Area A, as shown on Figure 3, *Opening Year – Option 2 Site Plan*. Applications for this development option have not been submitted to the County.

Future Development Area – Specific Plan Buildout

Specific Plan Buildout would result in buildout of the maximum development capacity that would be allowed by the respective FAR for Planning Area A and Planning Area B that make up the Specific Plan Area, as shown on Figure 4, *Specific Plan Planning Areas*. Under the Specific Plan Buildout scenario, all 213 acres would be developed with light industrial uses such as e-commerce, manufacturing uses, warehouses, business parks, and trailer parking by the year 2040.

2. Upzone Site

The Project includes a Policy Plan Amendment that would re-designate the entire Upzone Site from Low Density Residential (LDR) to Medium Density Residential (MDR) and a Zoning Amendment to rezone the Upzone site from Residential Single with 20,000 SF Lot Minimums (RS-20M) to Residential Multiple (RM). The RS-20M zone would allow the development of up to 52 residential units on the 24-acre Upzone Site. The RM zone would allow the development of up to 480 dwelling units. Accordingly, the Project would increase the residential development capacity of the Upzone Site by up to 428 dwelling units, offsetting the housing capacity that would be lost from rezoning the 213-acre Specific Plan area to a non-residential zone.

Required Approvals:

Implementation of the Project would require, but is not limited to, the following discretionary approvals by the County (Lead Agency):

- Adoption of the Specific Plan
- Certification of the Final EIR
- Adoption of a Mitigation Monitoring and Reporting Program
- Policy Plan Amendment
- Zoning Amendment
- Approval of Conditional Use Permit(s) within the initial development area
- Vesting Tentative Parcel Map(s)

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Other Potential Government Agency Approvals (Responsible Agencies):

- South Coast Air Quality Management District (SCAQMD)
- Santa Ana Regional Water Quality Control Board (RWQCB)

Environmental Issues: The purpose of the Recirculated EIR is to provide additional analysis and content to address the following five issues in the Draft EIR that were identified in the Superior Court of the State of California for the County of San Bernardino's Ruling on Petition for Writ of Mandate on September 17, 2024:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise
- Alternatives

The County Board of Supervisors previously adopted the proposed Project and certified an EIR on November 15, 2022. Several parties filed lawsuits challenging the adequacy of the certified EIR, and the cases were consolidated in the San Bernardino County Superior Court. On September 17, 2024, the court issued a judgement granting the CEQA writ petition related to Alternatives, Air Quality Impacts (Friant Ranch Analysis), Air Quality Impacts (Mitigation), Greenhouse Gas Emissions Impacts, Energy Impacts, and Noise Impacts ordering the County to set aside certification of the EIR and related Project approvals. The court denied the CEQA writ petition on all other grounds raised.

The purpose of the forthcoming Recirculated Draft EIR is to provide analysis to address the CEQA issues found by the Superior Court decision and provide compliance with CEQA for the reconsideration of the Bloomington Business Park Specific Plan Project.

Public Review Period: Tuesday, **November 12, 2024** through Thursday, **December 12, 2024**

Responses and Comments: Please send your responses and comments by **5 p.m. on Thursday December 12, 2024** to Maryn Wells, Senior Planner at Maryn.Wells@lus.sbcounty.gov or at the following address:

Maryn Wells, 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: The County will hold a scoping meeting for the Project to receive comments on the scope and content of the EIR. You are welcome to attend the scoping meeting and present environmental information that you believe should be considered in the EIR. The scoping meeting is scheduled as follows:

Date: Monday, December 2, 2024
Time: 5:00 PM (Pacific Standard Time)
Place: Ayala Park Community Center, 17909 Marygold Ave., Bloomington, CA 92316

Document Availability: This Notice of Preparation can be viewed on the County of San Bernardino website at: <https://lus.sbcounty.gov/planninghome/environmental/valley-region/>

The documents are also available for review during regular business hours at:

- 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.

Figure 1: Local Vicinity

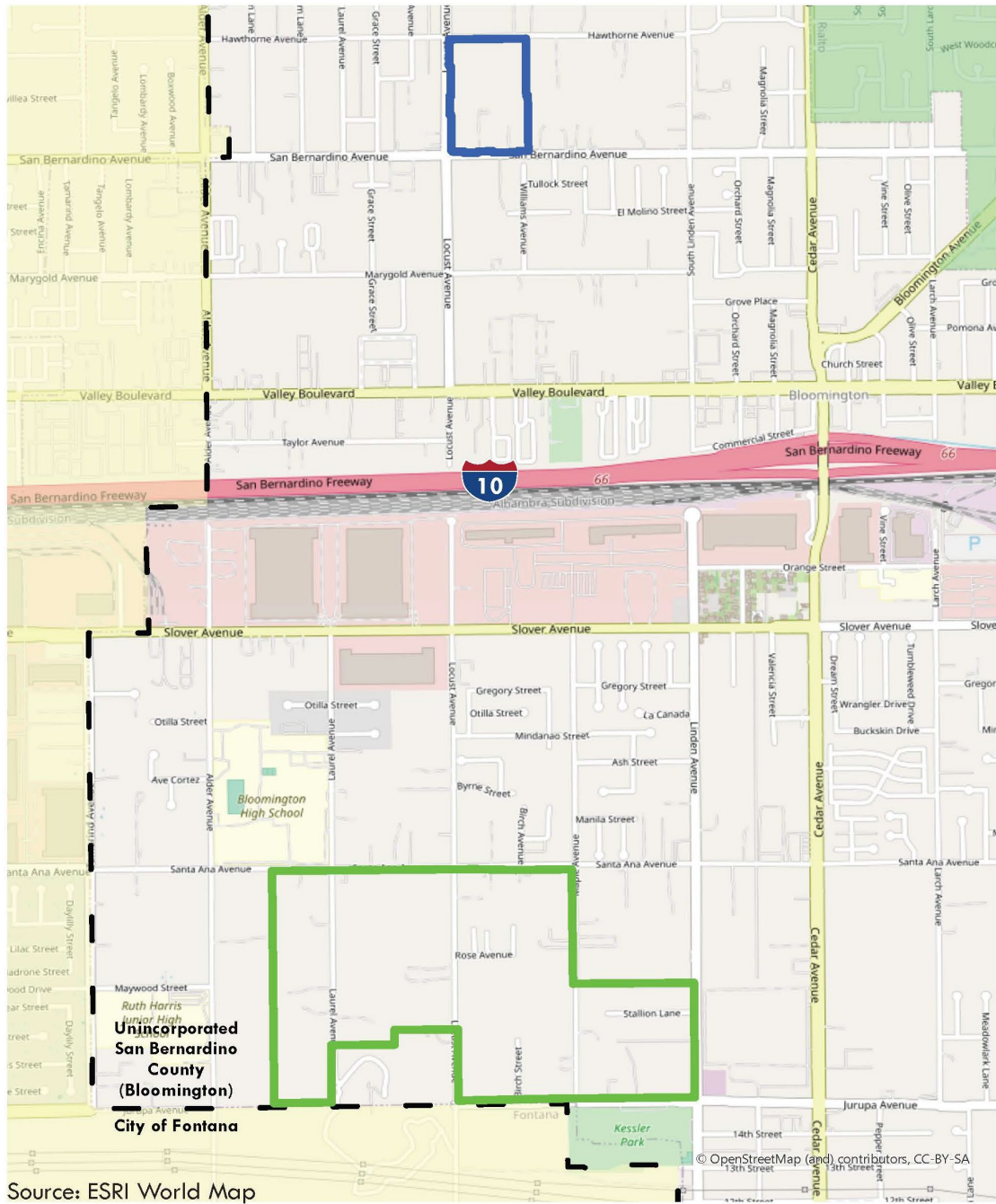


Figure 2: Opening Year – Option 1 Site Plan

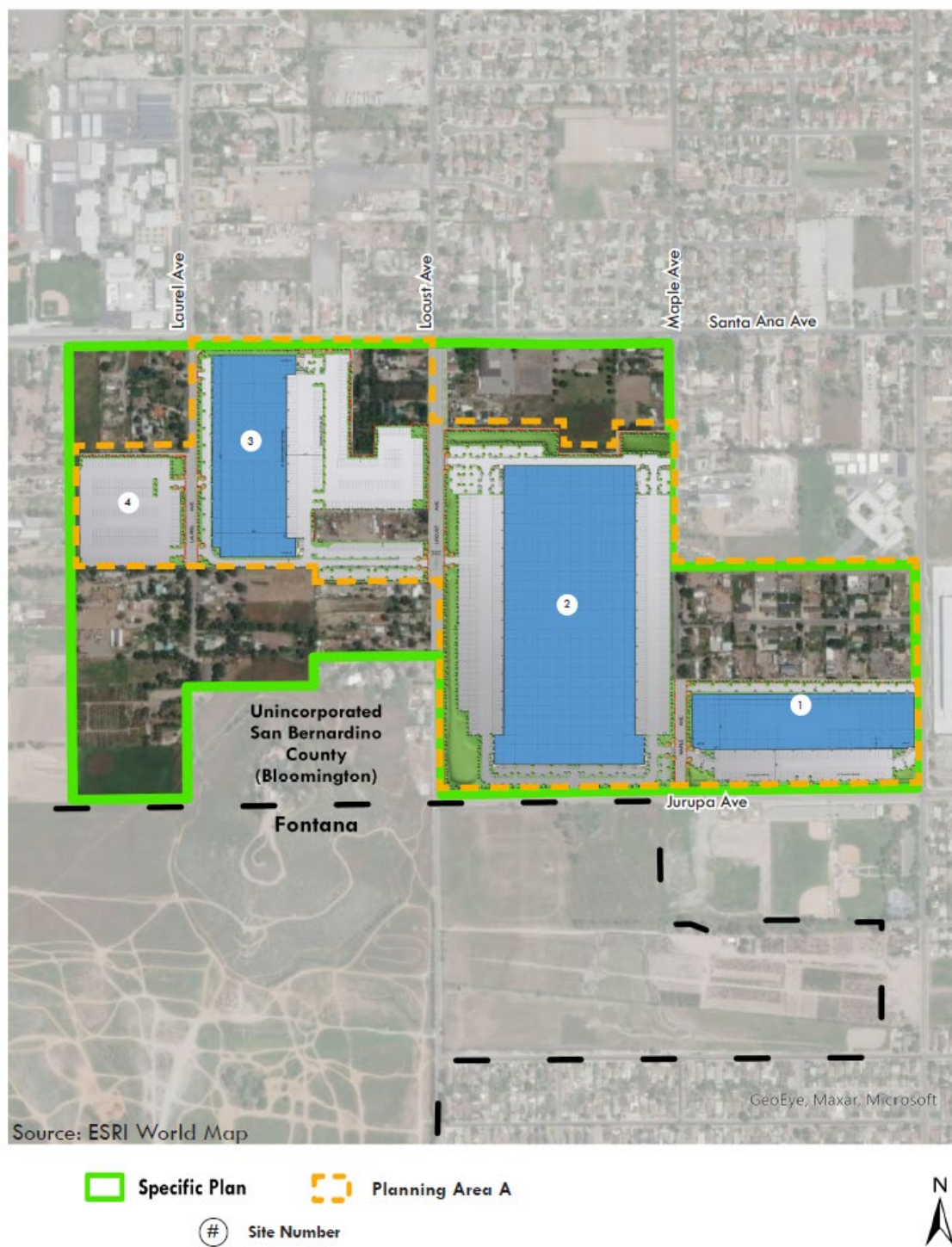


Figure 3: Opening Year – Option 2 Site Plan

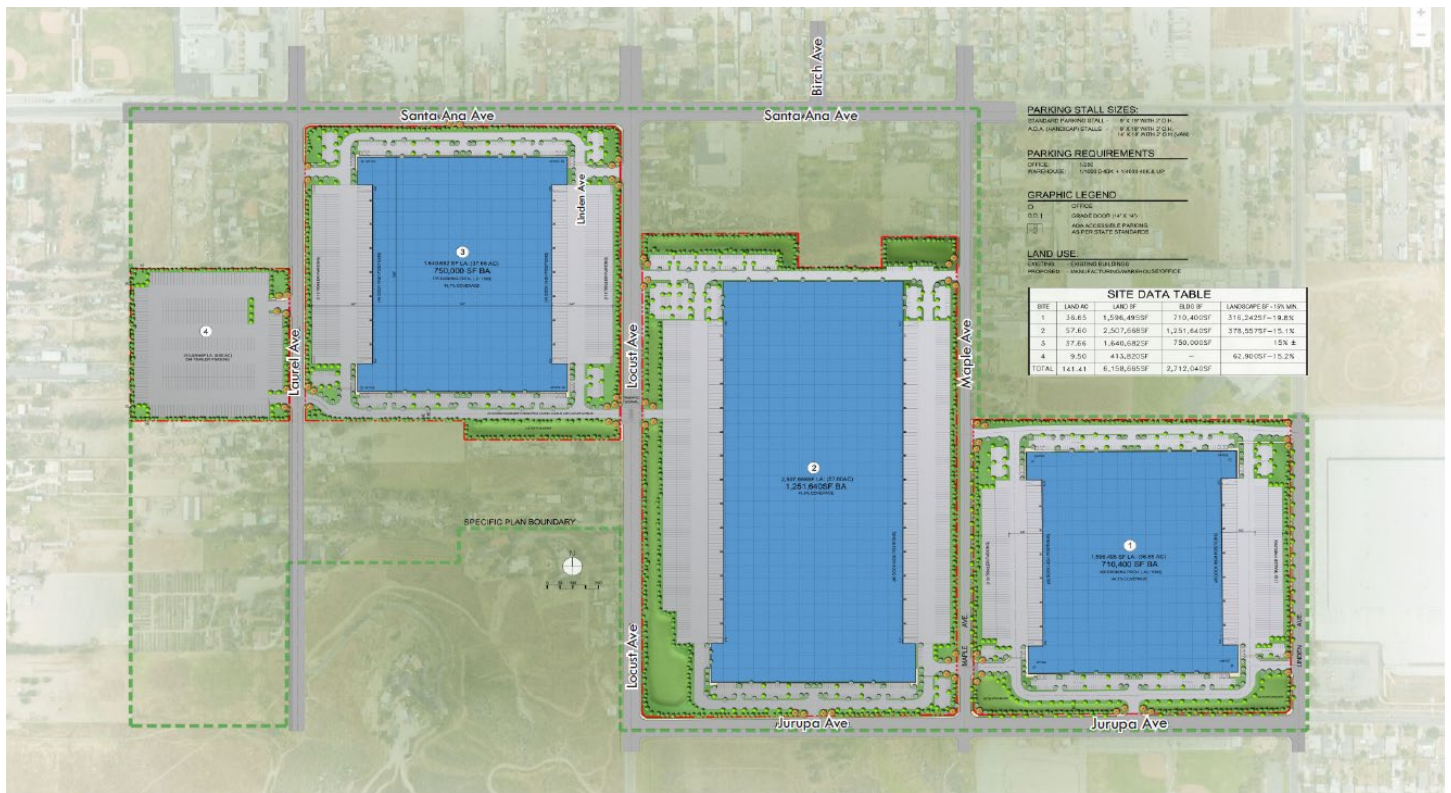
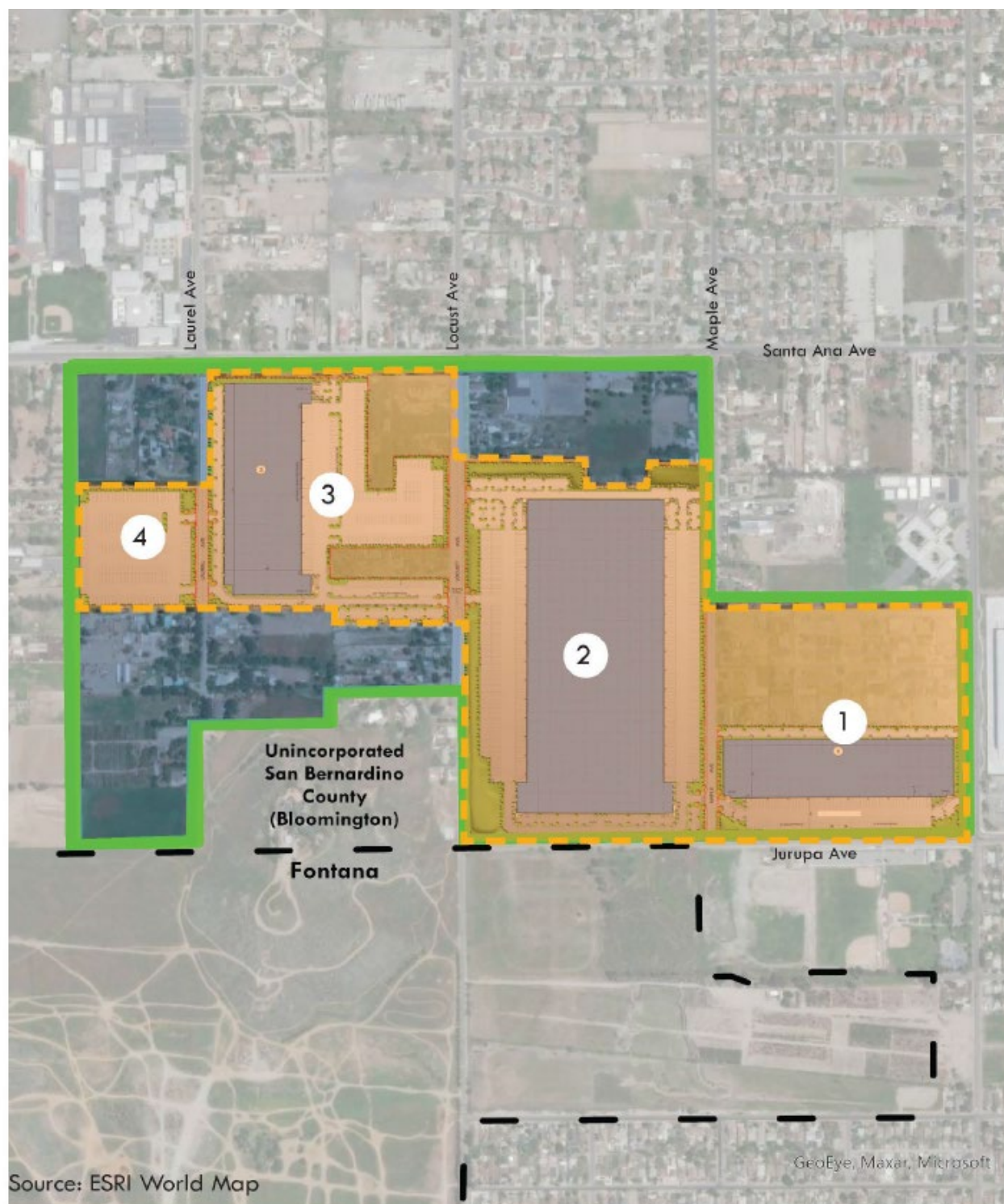


Figure 4: Specific Plan Planning Areas



- | | |
|---|---|
|  Specific Plan |  Planning Area A |
|  Site Number |  Planning Area B |





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Número de Teléfono: (909) 387-8311 • Número Fax (909) 387-3223

AVISO DE PREPARACIÓN DE UN BORRADOR RECIRCULADO DEL INFORME DE IMPACTO AMBIENTAL Y AVISO DE REUNIÓN DE ALCANCE PÚBLICO

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

PARA: Agencias Responsables, Agencias Fiduciarias y Partes Interesadas

FECHA: 12 de noviembre de 2024

ASUNTO: Aviso de Preparación de un Borrador Recirculado del Informe de Impacto Ambiental para el Proyecto del Bloomington Business Park Specific Plan Project

Aviso a los Revisores: Este Aviso de Preparación (NOP) de un Borrador Recirculado del Informe de Impacto Ambiental ("EIR") ha sido preparado para notificar que el Condado de San Bernardino ("Condado") revisará y recirculará el Borrador del EIR y llevará a cabo una Reunión Pública de Alcance para el Proyecto del Bloomington Business Park Specific Plan Project ("Proyecto"). El Borrador original del EIR fue distribuido para revisión pública desde el 29 de septiembre de 2021 hasta el 15 de diciembre de 2021, y el EIR Final fue certificado el 15 de noviembre de 2022.

El Condado de San Bernardino será la Agencia Líder y revisará y recirculará un Borrador del EIR para el Proyecto propuesto del Bloomington Business Park Specific Plan Project, como se describe a continuación. Nos interesan las opiniones de su agencia sobre el alcance y contenido adecuado de la información ambiental del Borrador Recirculado del EIR en relación con las responsabilidades legales de su agencia vinculadas al Proyecto. Necesitaremos el nombre de una persona de contacto en su agencia. Para los interesados individuales, nos gustaría recibir información sobre los temas ambientales que le interesen con respecto al Proyecto dentro del alcance de los temas del Borrador del EIR que requieren recirculación.

Dado que el Condado ya ha preparado un EIR para el Proyecto propuesto, y según lo permitido por la Sección 15060(d) de las reglas CEQA del Estado (Revisión Preliminar), el Condado no preparará un Estudio Inicial para el Proyecto. Además, se resumen en este NOP el Proyecto propuesto, su ubicación y sus posibles efectos ambientales. El Condado recibe los comentarios del público durante el período de revisión de 30 días del NOP.

Título del Proyecto: Bloomington Business Park Specific Plan Project

Número del Proyecto: PROJ-2020-00204

Solicitante del Proyecto: Howard Industrial Partners

Número(s) de Parcela:

Área del Plan Específico

- 0256-091-03, -04, -24, -23, -06, -07, -30, -29, -32, -33, -43, -44;
- 0256-101-56, -55, -32, -33, -34, -35, -45, -48, -49, -57, -58, -02, -03, -04, -05, -06, -07, -59, -60, -10, -11, -12, -35, -37, -38, -14, -15, -16, -17, -18, -19, -20;
- 0256-111-02, -03, -04, -05, -06, -07, -08, -09, -10, -11, -18, -19, -22, -23, -26, -27, -28, -29, -31, -32, -34, -37, -38, -39, -40, -41, -42, -43, -44, -45, -48, -49, -50, -51, -52, -53, -55, -56, -58, -59, -60, -61;
- 0256-241-01, -02, -03, -04, -05, -06, -07, -08, -09, -10, -11, -12, -13, -14, -15, -16, -17, -18, -19;
- 0256-121-37, -38, -39, -40, -41, -42, -43, -44, -45, -46, -47, -48

Sitio de Zonificación Incrementada:

0249-161-10, -11, -12, -13, -14, -15, -20, -21, -22, -23, -34, -35, -37, -38, -46, -47, -48, -49, -50, -51, -52, -53, -54

Ubicación del Proyecto:

El Proyecto incluye dos sitios: el Bloomington Business Park Specific Plan area (Área del Plan Específico) y el Sitio de Zonificación Incrementada, los cuales están ubicados en la comunidad no incorporada de Bloomington, en el área suroeste de la Región del Valle del Condado, como se muestra en la Figura 1, *Vecindad Local*. El Área del Plan Específico abarca aproximadamente 213 acres, delimitada en general por la Avenida Santa Ana al norte, las Avenidas Maple y Linden al este, la Avenida Jurupa al sur y la Avenida Alder al oeste. El Área del Plan Específico está dividida por la Avenida Locust. Esta área se desarrolla principalmente con una combinación de residencias unifamiliares en lotes grandes, usos comerciales y parcelas vacantes.

El Sitio de Zonificación Incrementada abarca aproximadamente 24 acres, delimitado por la Avenida San Bernardino al sur, la Avenida Hawthorne al norte, la Avenida Locust al oeste y áreas residenciales unifamiliares al este. Actualmente, el Sitio de Zonificación Incrementada está desarrollado con una combinación de residencias unifamiliares y parcelas vacantes

Descripción del Proyecto: El Proyecto incluye dos sitios:

1. Bloomington Business Park Specific Plan (Área del Plan Específico)

El Área del Plan Específico abarca 213 acres y está dividida en dos áreas de planificación: Área de Planificación A y Área de Planificación B. El Área de Planificación A cubre aproximadamente 141.4 acres y, debido a retrasos en el Proyecto, tiene un año de apertura actualmente propuesto para 2026. El Área de Planificación B incluye aproximadamente 71.6 acres y el año de finalización propuesto es el 2040. El Plan Específico permite que el desarrollo en el Área de Planificación A tenga una proporción de área de piso (FAR) de 0.5 y una FAR de 0.05 en el Área de Planificación B. La Tabla 1, Resumen del Programa del Plan Específico, proporciona un resumen del desarrollo total del Plan Específico por áreas de planificación. Como se muestra, el potencial máximo de desarrollo sería de 3,235,836 pies cuadrados (SF).

Tabla 1: Resumen del Programa del Plan Específico

Áreas de Planificación	Acres	Capacidad de Desarrollo
Área de Planificación A (Desarrollo Año de Apertura)	141.4	Hasta 3,079,910 SF basado en un FAR de 0.5
Área de Planificación B (Desarrollo Futuro)	71.6	Hasta 155,926 SF Basado en un FAR ¹ de 0.05
Total	213	Hasta 3,235,836 SF

¹ Los proyectos individuales pueden tener un FAR máximo de 0.50 siempre que no se supere un total de 155,926 SF.

La adopción del Plan Específico propuesto requiere una Enmienda del Plan de Políticas y una Enmienda del Mapa de Zonificación. La designación de uso de suelo del área del Plan Específico cambiaría de Residencial de Muy Baja Densidad (VLDR) y Residencial de Baja Densidad (LDR) a Desarrollo Especial (SD), y la zonificación cambiaría de Residencial Unifamiliar con Lote Mínimo de 1 Acre y Superposición Agrícola Adicional (RS-1-AA) y Residencial Unifamiliar con lotes mínimos de 20,000 SF (RS-20M) a Plan Específico (SP).

El Proyecto propuesto incluye tres componentes separados que requerirán permisos y aprobaciones ("derechos"):

1. Bloomington Business Park Specific Plan ("Plan Específico"), que es un documento orientador de uso de suelo para el desarrollo de usos industriales y de parques empresariales, y la infraestructura necesaria dentro y fuera del sitio para atender estos usos. El Área del Plan Específico, de aproximadamente 213 acres, se divide en dos áreas de planificación: el Área de Planificación A, de aproximadamente 141.4 acres, y el Área de Planificación B de aproximadamente 71.6 acres;
2. Desarrollo del Año de Apertura dentro del Área de Planificación A del Plan Específico ("Desarrollo del Año de Apertura del Área de Planificación A"); y
3. Rezonificación de un sitio residencial ("Sitio de Zonificación Incrementada") a una mayor densidad en cumplimiento con la Ley de Crisis de Vivienda de 2019 (Senate Bill 330) para compensar la rezonificación del Área del Plan Específico de uso residencial a uso no residencial.

Plan Específico

Desarrollo del Año de Apertura del Área de Planificación A

El Borrador Recirculado del EIR analizará dos opciones diferentes de desarrollo de parque empresarial industrial para el año de apertura de 2022 dentro del Área de Planificación A del Plan Específico, “Desarrollo del Año de Apertura – Opción 1” y “Desarrollo del Año de Apertura – Opción 2”, que se definen a continuación. Ambas opciones incluyen cuatro sitios de desarrollo. (No se propone un desarrollo específico del proyecto en el Área de Planificación B; por lo tanto, el Área de Planificación B será analizada programáticamente como parte del análisis de el “Área de Desarrollo Futuro – Edificio del Plan Específico” descrito a continuación).

Desarrollo del Año de Apertura – Opción 1

Se han presentado al Condado solicitudes de desarrollo, incluidas tres Parcelas Tentativas de Derechos Adquiridos, para la construcción y operación de tres estructuras de almacén y un estacionamiento de remolques de camiones en cuatro sitios de desarrollo (Sitios de Desarrollo 1 al 4) que abarcan 115 acres, con el año de apertura de 2026. Se espera que la construcción del Desarrollo de la Opción 1 se realice en fases, con los Sitios de Desarrollo 1 y 2 como parte de la Fase 1 y los Sitios de Desarrollo 3 y 4 como parte de la Fase 2. Sin embargo, los cuatro sitios podrían desarrollarse en una sola fase. Para propósitos del análisis del Borrador Recirculado del EIR, se espera que la construcción del resto del Plan Específico se realice como parte de la Fase 3. El Desarrollo del Año de Apertura – Opción 1 resultaría en la construcción de 2,113,640 SF de espacio de edificio industrial ligero, que es 966,273 SF por debajo de lo permitido para el Área de Planificación A en el Plan Específico, como se muestra en la Figura 2, *Plano del Sitio de la Opción 1 del Año de Apertura*.

Desarrollo del Año de Apertura – Opción 2

Dado que la Opción 1 del Año de Apertura abarca aproximadamente 115 acres de desarrollo dentro del Área de Planificación A de aproximadamente 141.1 acres, el escenario de la Opción 2 del Año de Apertura se incluye en el Borrador del EIR para representar un escenario de desarrollo máximo razonable para el año de apertura de 2026 en el Área de Planificación A. En esta opción, las huellas de los almacenes en los Sitios de Desarrollo 1 y 3 se expandirían (los Sitios de Desarrollo 2 y 4 permanecerían iguales que en la Opción 1 del Año de Apertura). Como resultado, los cuatro Sitios de Desarrollo incorporarían los 141.4 acres del Área de Planificación A. Este escenario resultaría en el desarrollo de 2,712,040 SF de espacio de edificio industrial ligero, que es 523,796 SF por debajo de la capacidad total permitida por el Plan Específico y 367,873 SF por debajo de la capacidad del Área de Planificación A, como se muestra en la Figura 3, *Plano del Sitio de la Opción 2 del Año de Apertura*. No se han presentado solicitudes para esta opción de desarrollo al Condado.

Área de Desarrollo Futuro – Desarrollo Total del Plan Específico

El Desarrollo Total del Plan Específico resultaría en el desarrollo de la capacidad máxima permitida por el FAR respectivo para el Área de Planificación A y el Área de Planificación B que componen el Área del Plan Específico, como se muestra en la Figura 4, *Áreas de Planificación del Plan Específico*. En el escenario de Desarrollo Total del Plan Específico, los 213 acres se desarrollarían con usos industriales ligeros como comercio electrónico, manufactura, almacenes, parques empresariales y estacionamiento de remolques para el año 2040.

2. Sitio de Zona Incrementada

El Proyecto incluye una Enmienda del Plan de Políticas que cambiaría la designación de todo el Sitio de Zonificación Incrementada de Residencial de Baja Densidad (LDR) a Residencial de Densidad Media (MDR) y una Enmienda de Zonificación para cambiar la zonificación del sitio de Zonificación Incrementada de Residencial Unifamiliar con Lote Mínimo de 20,000 SF (RS-20M) a Residencial Múltiple (RM). La zona RS-20M permitiría el desarrollo de hasta 52 unidades residenciales en el Sitio de Zonificación Incrementada de 24 acres. La zona RM permitiría el desarrollo de hasta 480 unidades habitacionales. En consecuencia, el Proyecto aumentaría la capacidad de desarrollo residencial del Sitio de

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Zonificación Incrementada por hasta 428 unidades habitacionales, compensando la capacidad de vivienda que se perdería al cambiar la zonificación del área de 213 acres del Plan Específico a una zona no residencial.

Aprobaciones Requeridas:

La implementación del Proyecto requeriría, entre otras cosas, las siguientes aprobaciones discrecionales por parte del Condado (Agencia Principal):

- Adopción del Plan Específico
- Certificación del EIR Final
- Adopción de un Programa de Monitoreo y Reporte de Mitigación
- Enmienda del Plan de Políticas
- Enmienda de Zonificación
- Aprobación de Permiso(s) de Uso Condicional en el área inicial de desarrollo
- Parcelas Tentativas de Derechos Adquiridos

Otras Posibles Aprobaciones de Agencias Gubernamentales (Agencias Responsables):

- South Coast Air Quality Management District (SCAQMD)
- Santa Ana Regional Water Quality Control Board (RWQCB)

Cuestiones Ambientales: El propósito del EIR Recirculado es proporcionar análisis y contenido adicional para abordar los siguientes cinco temas en el Borrador del EIR, identificados en la Resolución sobre la Petición de Mandato de la Corte Superior del Estado de California para el Condado de San Bernardino el 17 de septiembre de 2024:

- Calidad del Aire
- Energía
- Emisiones de Gases de Efecto Invernadero
- Ruido
- Alternativas

La Junta de Supervisores del Condado adoptó previamente el Proyecto propuesto y certificó un EIR el 15 de noviembre de 2022. Varias partes presentaron demandas impugnando la adecuación del EIR certificado, y los casos se consolidaron en la Corte Superior del Condado de San Bernardino. El 17 de septiembre de 2024, el tribunal emitió un fallo que concedía la petición de mandato del CEQA relacionada con Alternativas, Impactos en la Calidad del Aire (Análisis de Friant Ranch), Impactos en la Calidad del Aire (Mitigación), Impactos de Emisiones de Gases de Efecto Invernadero, Impactos Energéticos y Impactos de Ruido, ordenando al Condado que dejara sin efecto la certificación del EIR y las aprobaciones relacionadas con el Proyecto. El tribunal negó la petición de mandato del CEQA por todos los demás motivos planteados.

El propósito del próximo Borrador Recirculado del EIR es proporcionar un análisis para abordar los problemas de CEQA encontrados en la decisión de la Corte Superior y garantizar el cumplimiento con CEQA para la reconsideración del Proyecto del Bloomington Business Park Specific Plan.

Período de Revisión Pública: Martes, **12 de noviembre de 2024** hasta jueves, **12 de diciembre de 2024**.

Respuestas y Comentarios: Envíe sus respuestas y comentarios antes de las **5 p.m. del jueves 12 de diciembre de 2024** a Maryn Wells, Senior Planner, a Maryn.Wells@lus.sbcounty.gov o a la siguiente dirección:

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

AVISO DE PREPARACIÓN / AVISO DE REUNIÓN DE ALCANCE PÚBLICO
PROJ-2020-00204

Aviso de Reunión de Alcance: El Condado llevará a cabo una reunión de alcance para el Proyecto con el fin de recibir comentarios sobre el alcance y contenido del EIR. Se le invita a asistir a la reunión de alcance y presentar información ambiental que considere que debería de ser incluida en el EIR. La reunión de alcance está programada de la siguiente manera:

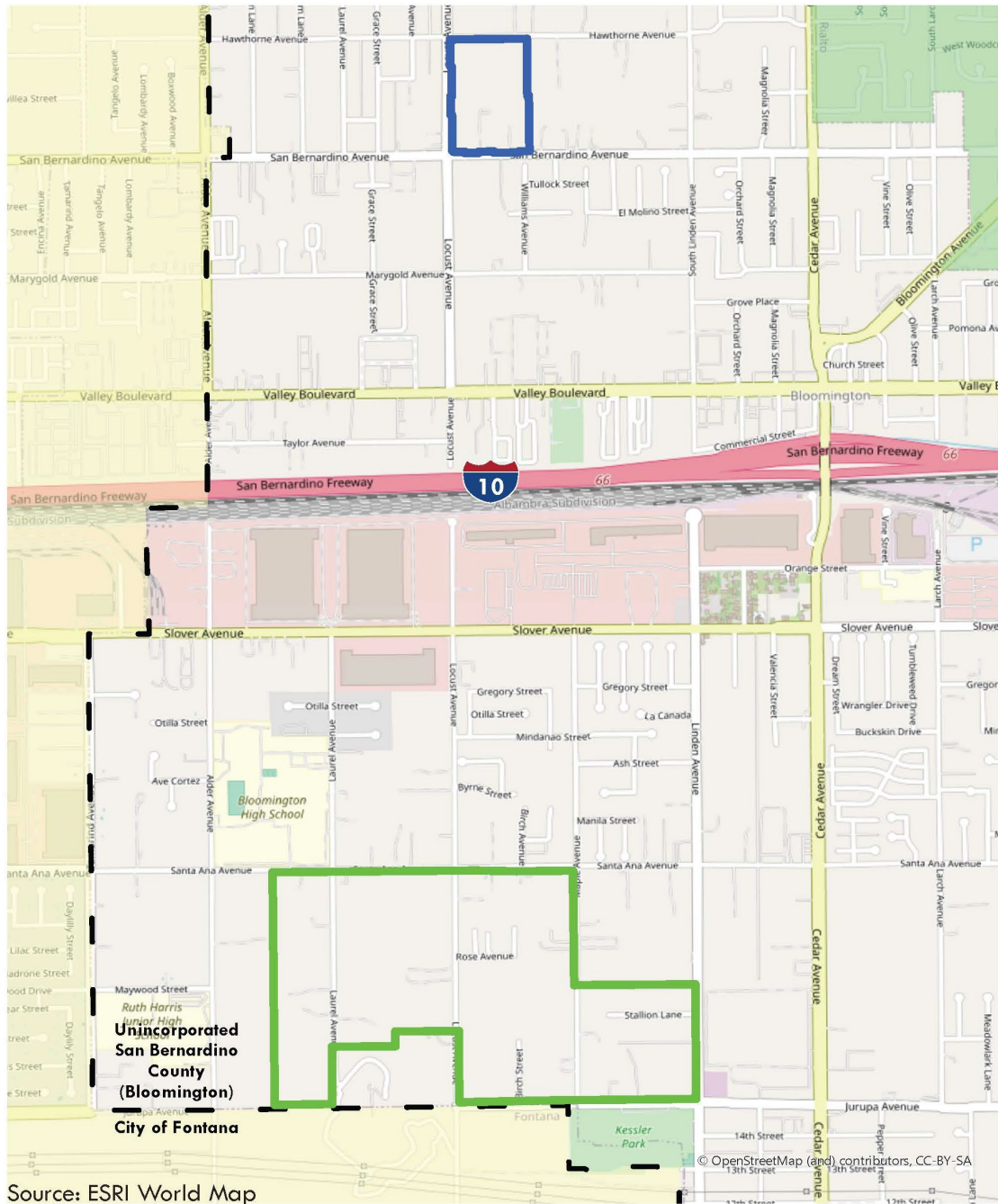
Fecha: Lunes, 2 de diciembre de 2024
Hora: 5:00 PM (Hora Estándar del Pacífico)
Lugar: Ayala Park Community Center, 17909 Marygold Ave., Bloomington, CA 92316

Disponibilidad del Document: Este Aviso de Preparación se puede ver en el sitio web del Condado de San Bernardino en: <https://lus.sbcounty.gov/planninghome/environmental/valley-region/>

Los documentos también están disponibles para su revisión durante el horario laboral regular en:

- Condado de San Bernardino Land Use Services Department, Planning Division, 385 North Arrowhead Avenue, San Bernardino, CA 92415; entre las horas de 8:00 a.m. y 4:30 p.m., de lunes a viernes.

Figura 1: Vecindad Local



 Specific Plan

 Upzone Site



Figura 2: Plano del Sitio de la Opción 1 del Año de Apertura

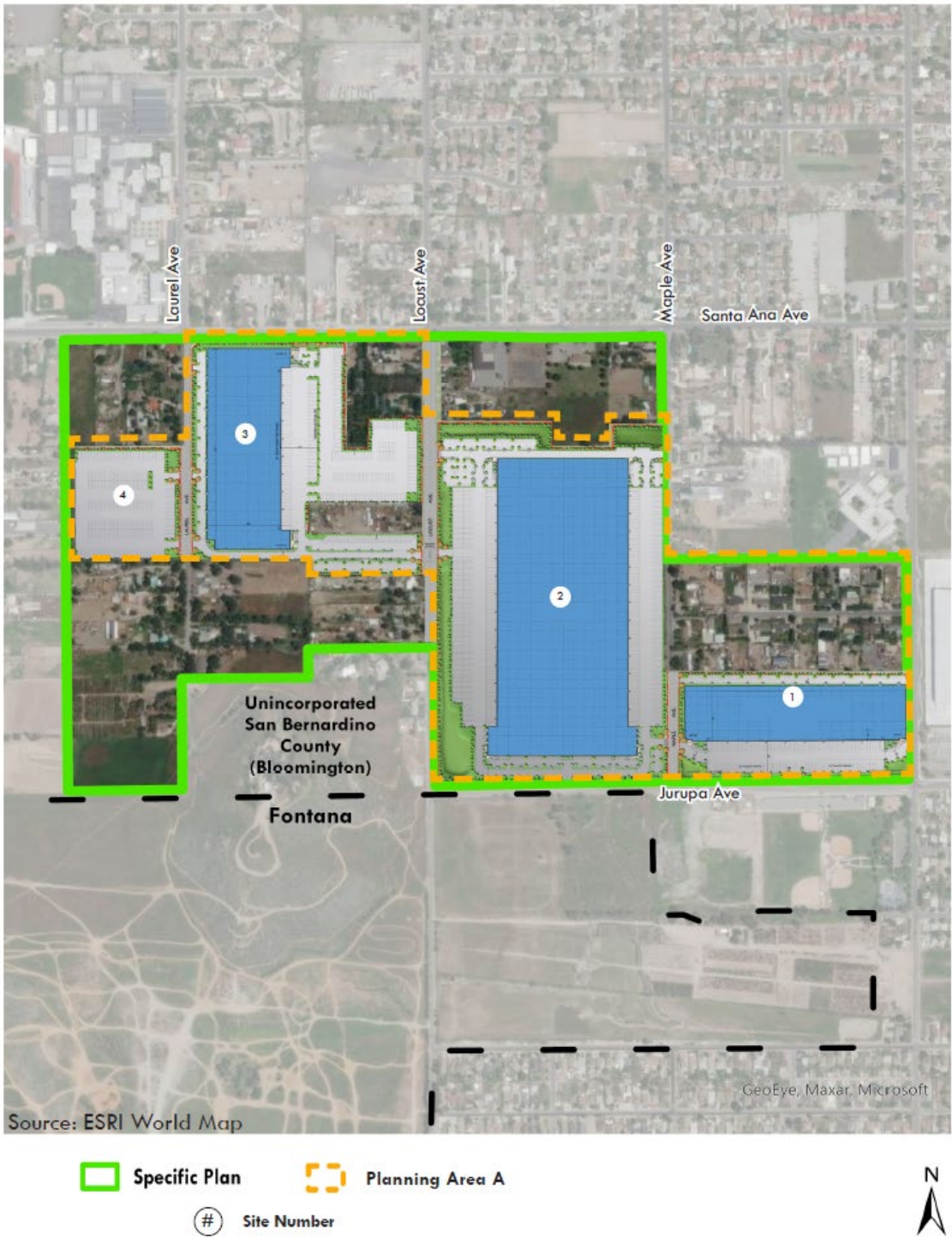


Figura 3: Plano del Sitio de la Opción 2 del Año de Apertura

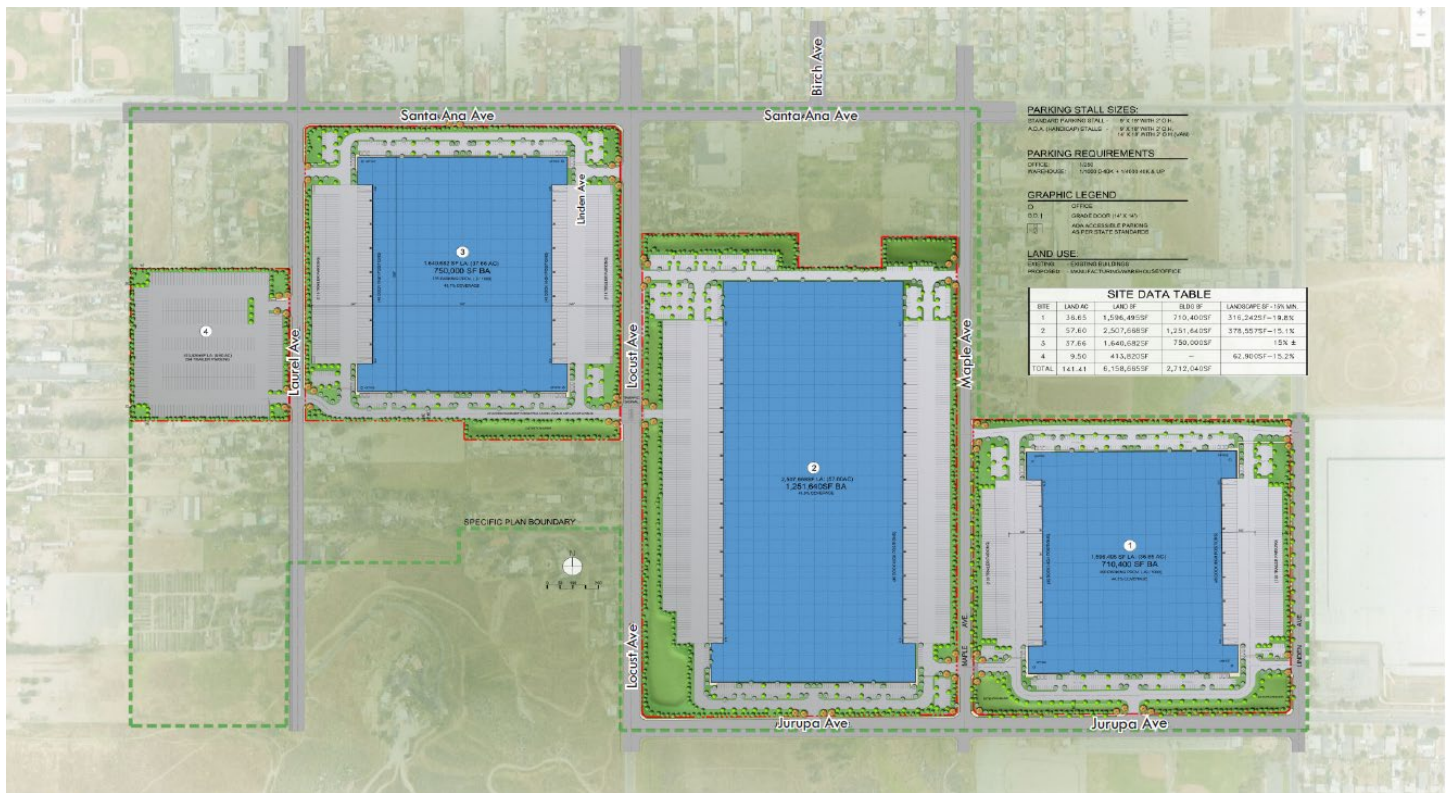
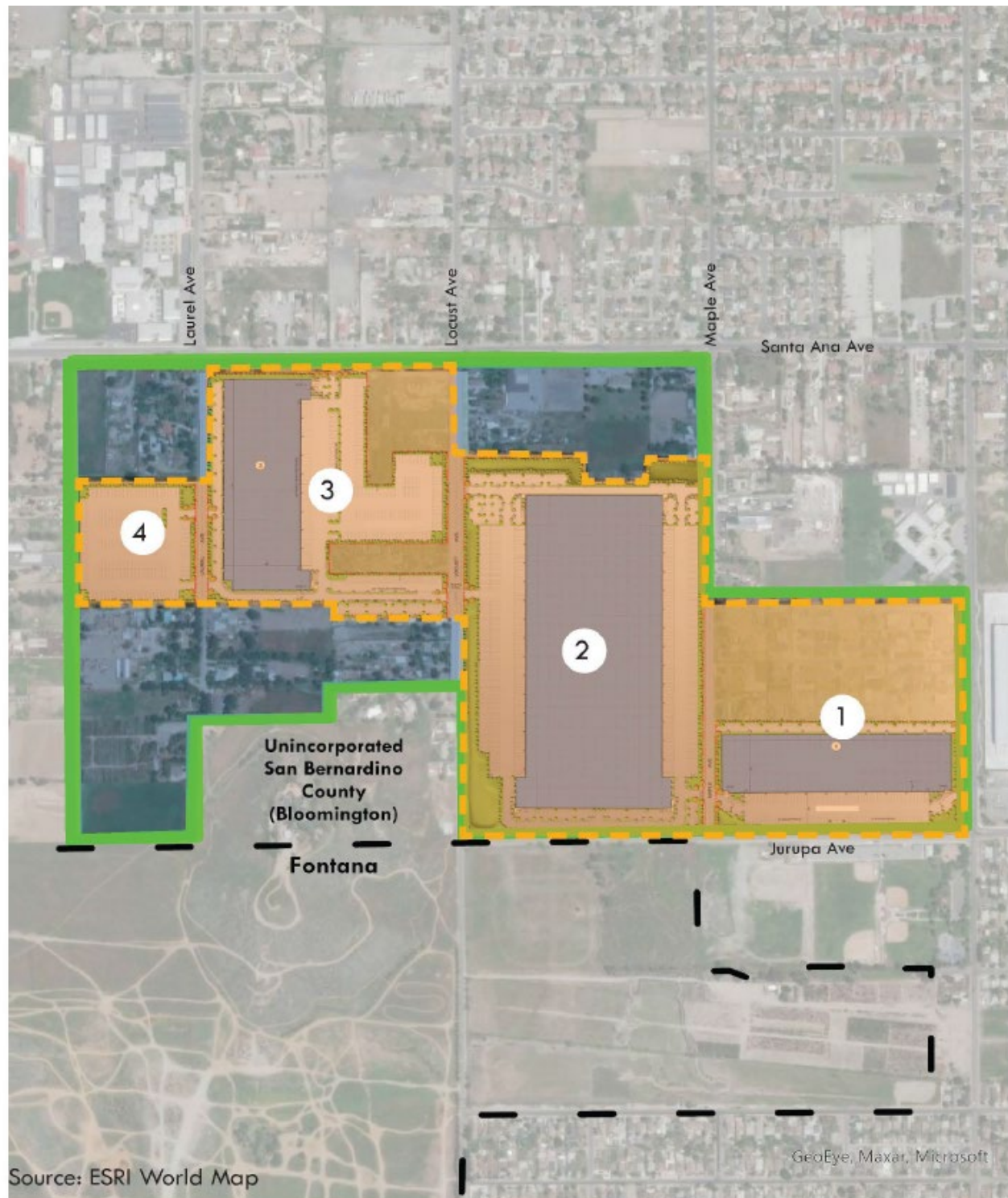


Figura 4: Áreas de Planificación del Plan Específico



- Specific Plan
- Planning Area A
- Planning Area B
- Site Number



Name: Manuel y Ofelia López

Address: 18109 17th St

Bloomington, Ia. 52816

Email: _____

Environmental Issue(s) of Concern:

Somos una familia que ha vivido en esta dirección por más de 22 años, y hemos vivido todo el cambio ~~de~~ que ~~hemos~~ con las nuevas construcciones y desde que empezaron la construcción nos ha afectado, demasiado, sobre todo porque hay mucho tráfico, basura, la contaminación del aire la tierra, y también a aumentado las yardas de camiones donde se estacionan, a veces hacen mecánica en la calle, dejan basura, Mantas tiradas y partes de camiones y eso también nos está causando daño a toda mi familia, y sobre todo a una de mis hijas que es una persona con una incapacidad y ella se asusta mucho con el ruido que hacen los camiones grandes.

Lo que me gustaría que pasara en Bloomington, es que, fuera una ciudad limpia, con más áreas verdes donde todos los niños y personas adultas pudieran salir a caminar sin tantos peligros de camiones y contaminación

Creo que sería posible que pudieran verificar si los lugares que están como yardas de camiones, están con sus permisos que deben de tener para hacer ese negocio, porque ellos nos están afectando con mucho ruido, tierra, conta-

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Comment for Bloomington Business Park Plan Project, PROJ-2020-00204.
Date: Thursday, December 12, 2024 3:31:16 PM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Alejandra Gonzalez below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Alejandra Gonzalez <alejandra.gonzalez001@gmail.com>
Sent: Thursday, December 12, 2024 2:49 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Cc: Bloomington Neighbor <concernedneighborbloomington@gmail.com>
Subject: Comment for Bloomington Business Park Plan Project, PROJ-2020-00204.

You don't often get email from alejandra.gonzalez001@gmail.com. [Learn why this is important](#)

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Hello Maryn,

It was nice to meet you at the December 2, 2024, scoping meeting. Thank you for understanding the requests of the community you serve and agreeing to an additional meeting once the EIR is completed. Please notify me when the date for the second community meeting has been confirmed.

Below are my comments and questions regarding the Bloomington Business Park Plan Project, PROJ-2020-00204.

What baseline air quality data has been collected for the Bloomington neighborhood affected by this proposed project? What is the source of the data utilized to develop the base line? How does it compare to the air quality when accounting for the emissions that will result from the Bloomington Business Park Project?

How will Tim Howard and Howard Industrial Partners address the expected health impacts of increased air pollution on residents, specifically children and the elderly, given that the project will border the only community park in south Bloomington and Bloomington High School? What data will Howard Industrial Partners use to guarantee with certainty their project will not increase the exposure of specifically children and seniors to harmful chemicals such as particulate matter, and carbon monoxide?

What are the strategies in place to reduce emissions from the guaranteed increased truck traffic and other vehicle operations associated with the Bloomington Business Park Plan to protect the health of the community?

How will Howard Industrial Partners and the County of San Bernardino ensure that increased energy demands from the Bloomington Business Park Plan do not overburden the local infrastructure, especially considering the energy challenges already experienced by these Bloomington neighborhoods? What data will be used for this analysis?

Understanding the Bloomington Business Park Plan will change the make up the south Bloomington neighborhood and impact the residents of this community, how does Howard Industrial Partners plan to address the noise disturbances resulting from increased traffic and operational activities well beyond the completion of the project? What are the long-term monitoring plans in place to ensure ongoing compliance with acceptable noise levels? How will transparency and community involvement in the monitoring be ensured?

How have the cumulative impact of air quality, energy use, and noise levels, affecting resident quality of life and resulting from the Bloomington Business Park Plan been assessed in relation to other existing, planned and projected developments in the area? What is the data source used in this assessment?

What measures are being taken to ensure that the cumulative environmental impacts of

projects proposed by Howard Industrial Partners do not continue to disproportionately target and affect a minority Hispanic and English learning Bloomington neighborhood?

Given the overwhelming opposition from current residents surrounding the proposed project site, what alternatives to a warehouse development have been considered? How do these alternatives fit into the current animal-keeping lifestyle of the community?

When will these plans be presented to the community in a transparent community forum to allow for community input?

Have alternatives such as open green space, recreational spaces like multi-use sports fields, a multi-use community center to serve all ages, or a community garden space been considered to improve the quality of life of neighboring Bloomington residents? When will these alternatives and their projected benefits be presented? What are the benefits of developing the land in a way that integrates with the residents' current needs? How do these alternatives benefit the Bloomington community in a way the Bloomington Business Park does not?

What additional alternatives, have been considered to minimize cumulative environmental impacts, improve quality of life and better serve the Bloomington community?

Thank you,

Alejandra Gonzalez Marshall

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Bloomington Business Park EIR
Date: Thursday, December 12, 2024 12:03:25 PM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Alisa Slaughter below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Slaughter, Alisa <Alisa_Slaughter@redlands.edu>
Sent: Thursday, December 12, 2024 11:52 AM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Cc: concernedneighborbloomington@gmail.com; joaquin.c@ccaej.org
Subject: Bloomington Business Park EIR

You don't often get email from alisa_slaughter@redlands.edu. [Learn why this is important](#)

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December 12, 2024

Dear Maryn Wells,

I am a San Bernardino County resident and am writing to you about the Bloomington Business Park environmental impact report. I understand that the county must solicit an updated report on the project's effects on the neighborhood. I ask that this process be rigorous and consider cumulative effects of warehouse development on our communities and residents.

Although I live in Mentone, I am concerned overall about industrial and commercial development that displaces residents, eliminates housing, and enables what in a few years will be likely an unsustainable and outmoded use of land. With increasing automation of the logistics industry, the major argument in favor of large-scale commercial development – employment for county residents – is less persuasive beyond the short-term construction jobs that end when the warehouse is constructed. As Bloomington residents spoke at the December 2 scoping meeting, it was clear that they value their long-term comfort, health, and safety over any short-term economic benefit, and see warehouse development as a comprehensive threat to their well-being. They were unpersuaded that the “up-zoning” of another residential area north of the freeway (with no actual building planned) will help them, and were understandably puzzled and upset that what looked like a purely formal remedy is part of the process.

Observation of the neighborhood, including the vacant lot at Locust and Santa Ana where nearly 200 houses have been destroyed, makes it clear that warehouse development is incompatible with a healthy community or our county's natural beauty. There is considerable wind-blown dust already. There is significant traffic, and vehicles must idle as they negotiate four-way stops and other delays. Houses with small gardens and animals are wedged against massive, hostile industrial complexes. The area is significantly impacted already by warehouses, but that is no reason why the remaining residents must see their neighborhoods treated as a sacrifice zone.

The documentation concerning the court case that called for this new EIR references the Friant Ranch analysis, which requires that the report study the effects of poor air quality on people. A good-faith approach to this analysis would be especially rigorous and include public health experts. It would also recognize the cumulative impacts of warehouse and general transportation patterns in the area, where residents already suffer disproportionate insults to

their health. This is especially significant for children, people who are already ill with other conditions, and the elderly. Such a complicated combination of factors calls most urgently for a qualitative approach, not just modeling and statistics.

Many of the residents talk about issues outside the scope of the EIR. I hope that the county can recognize that although there may be formal compliance matters that may be addressed by mitigation under a new EIR, such as set-backs, energy efficiency, and air filters for homes and schools, the inhumane approach to development and the disregard for the lives and wishes of residents is a potent political liability for the county. It damages our reputation and creates the impression that our landscape and residents are secondary to large corporations. It creates a precedent for other county areas, which are also vulnerable to being rezoned for “compatible non-residential uses” that displace residents or make living nearby dangerous and ultimately intolerable. It is significant that the only person who spoke in support of the development at the scoping meeting is someone who welcomed the buyout as an opportunity to “start new somewhere else” – perhaps outside San Bernardino County altogether. Those of us who are committed to staying here would prefer that the county make us its priority.

Thank you for your attention,
Alisa Slaughter
36996 Sycamore Dr.
Mentone, CA 92359

Alisa Slaughter
Professor, Creative Writing
University of Redlands

<http://www.redlands.edu/>

Co-editor/translator: *A Spy for an Unknown Country: Essays and Lectures by Merab Mamardashvili*

<http://cup.columbia.edu/book/a-spy-for-an-unknown-country/9783838214597>

Email is scheduled for distribution/review during business hours (8 a.m.-5 p.m. M-F) only.

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Comment for Bloomington Business Park Notice of Preparation
Date: Thursday, December 12, 2024 11:07:32 AM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Ana Carlos below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Ana Carlos <ana26ana.ac@gmail.com>
Sent: Thursday, December 12, 2024 7:18 AM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Cc: Bloomington Neighbor <concernedneighborbloomington@gmail.com>
Subject: Comment for Bloomington Business Park Notice of Preparation

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The notice of preparation should take into account the following items when preparing

for the DEIR:

The amount of warehouses already in Bloomington with a Bloomington address and surrounding warehouses in Bloomington with a Bloomington address but that belong to surrounding cities. Bloomington takes all the negative impacts of these developments, such as air pollution, traffic, deteriorating infrastructure, stress, mental health problems, noise pollution, and no economic benefit. Please consider that the town is only 6 square miles.

Quality of Life- Bloomington was a small agricultural and equestrian town. Residents who lived in Bloomington liked it that way. The south side of town has been demolished and our biggest concern now is not being able to maintain our lifestyles, worries about constant transient traffic, constant truck traffic that impacts our vehicle safety, pedestrian safety, equestrian safety, constant noise from construction, daily operations from buildings and equipment and vehicles. Please consider the mental health of children who have to grow up seeing demolition of a community and a giant wall view instead of a beautiful neighborhood. Quality of life for surrounding homes, especially for the homes that are left in between and right next to the project.

Noise- Please consider the construction noise, daily operations with constant movement, and constant traffic. I want to know how the county will truly analyze this. A true study would consider testimonials from residents who suffer from the negative consequences on a day to day basis and analyze their noise pollution for a period of weeks or months versus a snapshot of what they might hear in a day.

Air quality and what it will do to residents in the next 50 years. This community is already burdened with significantly negative air quality, and it will only deteriorate further with the continued expansion of warehouses in the area. I would like future health risks for people of all ages to be considered. How will the county mitigate the negative air quality when it is already at a rate that puts the community at risk for health problems.

Consider future developments and expansions in Bloomington, for example now that Zimmerman is sold to the developer, will that also become a warehouse?

Traffic Analysis to consider incoming traffic from surrounding warehouses that have a Bloomington address but belong to other cities like Rialto. Was the Cedar bridge designed to take on the traffic from the project and future projects?

Violates the suggested CARB 1000 foot buffer.

Other options, the county failed to take input from the community after an overwhelming number of residents have stated that they do not want warehouses and want to keep the rural and agricultural lifestyle. The county did not follow their community plan and the developer is a contributor to the San Bernardino county Supervisor, thus ignoring his civic duty and moral obligations to the community who elected him and further expanding his economic interest.

Analyze the maintenance that the county will have to maintain with roads and infrastructure to maintain these warehouses, especially when empty, for the lifetime of the development. Analyze the revenue loss to the county when these warehouses sit empty and the negative effect this has on the community of Bloomington.

I would also like to add additional items to be analyzed:

The negative effects on Bloomington High School, considering air quality, student mental health, the lack of future opportunities in Bloomington, student safety when traveling in vehicles or when walking to and from school. Please consider that the project does not have a buffer and is directly feet from the school. What precautions will be taken to ensure student safety.

Equestrian safety- Now that this warehouse project was approved and will be put in the middle of an equestrian neighborhood and surrounding homes, what precautions will be taken to ensure horse and equestrian safety. There has to be a plan to connect rider safety in all directions (North, East, South, and West), there must be adequate and established paths and trails for equestrians and pedestrians.

Truck routes- There already is a problem with trucks from surrounding city warehouses taking shortcuts and not following truck routes. What will the county do to ensure and enforce truck routes since it is an ongoing problem that will only increase due to the number of trucks this project will bring to a residential neighborhood.

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Public Comment for Bloomington Business Park Plan Project
Date: Thursday, December 12, 2024 10:59:47 AM
Attachments: [image.png](#)
[0fd60096-3996-4323-9214-a9c4e428ef5a.png](#)
[image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Andrea Hernandez below.

Thank you,

Maryn Wells

Senior Planner

Land Use Services Department

Phone: 909-387-4738

Fax: 909-387-3223

385 N. Arrowhead Ave.

San Bernardino, CA 92415-0187



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From: Andrea Hernandez <andrea hernandez0891@gmail.com>
Sent: Thursday, December 12, 2024 5:39 AM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Cc: concernedneighborbloomington@gmail.com; joaquin.c@ccaej.org
Subject: Public Comment for Bloomington Business Park Plan Project

You don't often get email from andrea hernandez0891@gmail.com. [Learn why this is important](#)

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Dear Maryn Wells and San Bernardino County Land Use Services Department,

My name is Andrea Hernandez, and I am a resident in Bloomington, CA. I have lived in Bloomington for over 20 years and over the last couple of years, I have witnessed the destruction of my town's way of life. What went from an equestrian friendly community is slowly turning into an infestation of industrial warehouses in every corner.

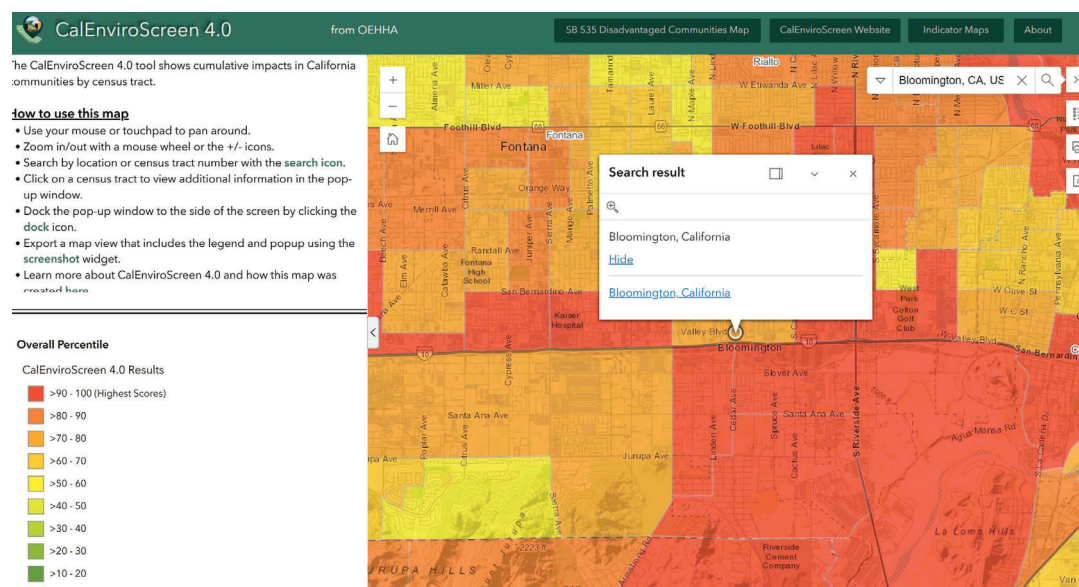
Warehouses are slowly creeping into Bloomington, acre by acre, and removing good people and families from their homes. I have seen many warehouses located on Solver Ave, including an Amazon facility. There is another Amazon facility located on Cactus Ave, along with other warehouses in the area. There is another warehouse located in the center of Bloomington located on Cedar Av called Pitney Bowes. There are way too many warehouses in such a dense area where people are currently living!

Bloomington has been facing constant traffic all over Cedar Av. since warehouses have begun entering our community. Our streets have been neglected with increasing potholes. On Jurupa Av, next to Kessler Park, there is a neglected street that was perfectly fine before it was destroyed by the developers. That section of street was a functional street covered with asphalt concrete, is now left uncovered with dirt and gravel. The Bloomington Business Park CEQA fails to analyze the increasing traffic, from 3pm to 7pm. Bloomington does not have space to accommodate more traffic from warehouses. It used to take me about 5–8 minutes to go from my house to Bloomington High school, and now it takes me up to 20–25 minutes to get there. It is ridiculous how much traffic has gathered on Cedar Ave, on the ramp for the 10 freeway. If I want to get across from one side to the other, from the times listed above, it would take at least 20 minutes or more to get across. Both sides of the ramp have increasing traffic and at times, there is a halt for long periods of time. Bloomington is not built to handle increasing traffic. The majority of our streets are two-way streets. Bloomington does not have the infrastructure for more warehouses, it will only further cause more congestion in an area that is meant for low density residential. Not only does the report fail to analyze increasing traffic, it fails to understand the potential noise that is to increase as well.

This report fails to assess the noise the project will create after it is built. I have already witnessed trucks roaming in the residential area and how noisy it is. I cannot imagine how much louder it will be with the construction of the project's buildings and the increasing number of trucks and cars in the area. The location of the warehouses is in the area surrounding the park, schools and homes, and with incoming warehouses, it is going to increase the noise pollution and create safety hazards from incoming traffic.

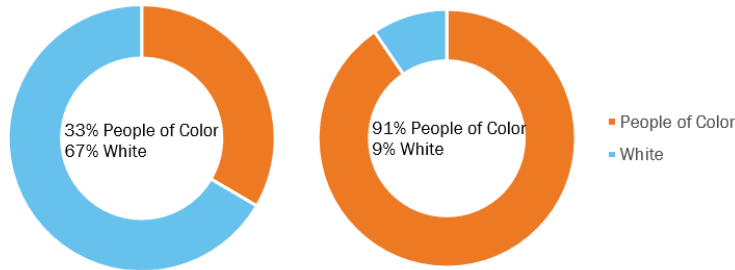
Bloomington also faces many blackouts, which can last for a couple of days or every other day. The ongoing blackouts continue to affect the low-income residents, which can greatly impact those who are more vulnerable. Many families rely on electricity for basic needs such as lighting, cooking, medical equipment, refrigeration, and staying connected to vital information. It is becoming too common to experience blackouts, and our power infrastructure needs help. The project will only further strain our power grid and create continuous blackouts in the community.

Zimmerman Elementary School, Bloomington High School, Kessler Park and many, many residents are in proximity to the proposed business plan. Our health will further deteriorate from our air quality being impacted. Incoming vehicles will bring in more pollution that can be detrimental. Another thing to note is that the buffer zone between distribution centers and sensitive receptors like schools, homes, daycares, and parks, is **not** being respected. There is supposed to be a **1000ft** buffer zone according to the CARB's Land Use Guide and for Bloomington it is **gravely lower** than that number. The CalEnviroScreen is a mapping tool that identifies California communities most affected by pollution. Bloomington, CA scores at a 90-100 percentile (the red zone), which is the highest score in overall percentile.



According to the CalEnviroScreen website, there is significant difference in pollution in the racial makeup. The most impacted communities with pollution are communities with a majority of people of color. Bloomington is a low-income community with over 80% Hispanic population, with that largest monolingual Spanish speakers in this county. It is unjust to consider Bloomington an area to build more warehouses at the cost of our health. The pollution in Bloomington will further worsen with the Business Park Project and add more pollution on top of what we currently already have. This is clearly environmental racism! We deserved the same opportunities as other white communities

to thrive.



10% **least impacted** neighborhoods 10% **most impacted** neighborhoods

This project does not benefit the community positively. Instead of warehouses, I would like to see other alternatives to warehouses. I would rather have a community center in placed, that can be used for education, recreation and social services such as fitness classes, after-school programs or cultural events. We can have our park, Kessler Park, expanded to offer more basketball courts and a soccer field or urban gardens. I would rather have more grocery stores in placed of warehouses that can be accessible to the residents. Another option is affordable housing for local families, which can help strengthen the community. Many, many homes have been demolished, so rebuilding new homes is the only way to make up for the loss of the original homes.

On behalf of my family and my community, whom reside in Bloomington, CA, I opposed the Bloomington Business Park Specific Plan Project. We are concerned with overall air and noise quality, which will progressively worsen. We are concerned with the violation of our buffer zone of 1000ft. We are concerned with our energy crisis, which will further strain our community. We are concerned with traffic, which will create more congestion. We are concerned with our health, which will continue to be harmful to its residents. We are people too, and we do not want more warehouses in Bloomington.

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Making Effective Public Comment
Date: Thursday, December 12, 2024 1:04:41 PM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Angelica Hernandez below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Angelica Hernandez <anghernez@gmail.com>
Sent: Thursday, December 12, 2024 12:50 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Cc: concernedneighborbloomington@gmail.com; joaquin.c@ccaej.org
Subject: Making Effective Public Comment

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Dear Maryn Wells and San Bernardino County Land Use Services Department,

My name is Angelica Hernandez, and I am a current resident in Bloomington, CA. I have lived in Bloomington for over 20 years and have first-hand experience with the impacts of the Bloomington Business Specific Plan Project (and similar construction).

The Bloomington I have known was quiet, unbothered, undisturbed. There were homes, horses, a plant nursery, and more. Now we risk our health, homes, elementary, and other personal things that should not be luxuries.

Bloomington is a small town and is already CONGESTED! Personally, I have seen through the years that we have multiples warehouse continuing to crowd us! We have Amazon, Pitney Bowes and other unidentified warehouses surrounding us. Furthering the plans will force Bloomington to not be a habitable place to live and residents cannot afford to walk up and move.

The shifts and changes were initially subtle but immediate. The construction and neighboring warehouses have brought SIGNIFICANT problems to our once undisturbed town. At first, the changes were unquestionable and unrelated, like the wandering homeless people in the residential areas. It is a safety concern that suspicious-looking individuals are wandering the streets at night! I have noticed from my commute back home in the evenings that the volume of homeless people and/or other roaming individuals has increased since the construction. No one should ever fear getting out of their car to enter their home safely. I sit in my car and wait until I feel safe to enter my home door. These people are known to squat in the partially abandoned homes or dwell in the area since the construction. They can carry or do unimaginable things, I fear them, so I am certain children do as well.

There are children and families whose lives should not be jeopardized over the greed of such projects that will cause more harm to us Bloomington residents than help us.

Not to mention, traffic and the increased population from incoming trucks and other vehicles heading to these potential zones will worsen more than it has! Also, how long will the construction really take? I say this because the traffic on Cedar Ave, on the ramp for the 10 freeway, is a nightmare at all times. I avoid going to the other side of Bloomington if possible, or go through another bridge. Large semis are increasing and increasing, which pose a huge threat to us and the streets. Potholes remains untouched and worsen – time and time again with no consideration! Our streets are not built for it! We are a low dense resident town, not a warehouse capable town. There are other empty areas that can withstand these changes but not Bloomington. It will be sad to see how Bloomington can be sacrificed because those in power -- those who can protect us and advocate for us-- will choose to turn a blind eye to our concerns because these issues do not personally affect them. We should be seen for what we are: people. We are working honest people, families, children, humble residents in Bloomington who don't want to be suffocated!

Another concern is the constant blackouts! This year alone has been unimaginable. I graduated from UCLA last year and continue to further my education. I take an online paralegal program that requires accesses to Wi-Fi, Zoom meetings, etc. Furthermore, I cannot function to the best of my capabilities and perform well with these blackouts. I do not receive any notices or know when the electricity will return. I must go to a library immediately so I can attend my live class meeting AND participate! It is absurd! What do I

do past 8 or 9pm when the libraries close, or before they open? I can take the loss or try using the library at a local college. I am racing, running, going through hoops and I cannot imagine how it will worsen if the project begins.

We should have to fight for our well-being! It should be respected and given to us as to other communities. We are predominantly Hispanic, and therefore I'm assuming mostly Spanish-speaking. We need to reach these people! Many were unaware of the Scoping Meeting on the EIR and Project Meeting. We were given the answer that: "Information was posted on the County's website", "You should have received a mailed letter", BUT it is not reaching everyone! It is not reaching everyone in Bloomington who should be aware and will be affected by the Project. We should have to fight because we are low-income and majority Hispanic— we cannot take this fight without your help, Ms. Wells (and others). We need people advocating for the vulnerable and voiceless against big companies attempting to greedily take cheap Bloomington land and offering nothing but negatives to our communities.

Although I know nothing of you, Ms. Wells (and others), I suggest that you position yourself in our shoes or position someone you love in our shoes. Would this be fair? Would it be reasonable to live in Bloomington with pollutants of many kinds—unknown and known? Would it be reasonable to breathe in asbestos from partially demolished old homes? Would it be reasonable to have potholes, smug, traffic, and other inconveniences on the daily? I mentioned only a few of the problems related to the project, but I urge everyone to reconsider this project.

Please do not sacrifice our health, well-being, home, and livelihood!

Thank you for reading my concerns.

Best,
Angelica Hernandez

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Comments for Bloomington Business Park NOP
Date: Thursday, December 12, 2024 4:15:03 PM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Ann Kaneko below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Ann Kaneko <annkaneko@gmail.com>
Sent: Thursday, December 12, 2024 1:08 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Cc: Alondra Mateo <alondra.m@pc4ej.org>; Joaquin Castillejos <joaquin.c@ccaej.org>
Subject: Comments for Bloomington Business Park NOP

You don't often get email from annkaneko@gmail.com. [Learn why this is important](#)

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I am writing to express my response to the Notice of Preparation for the Bloomington Business Park Environmental Impact Report. Although I do not live in Bloomington, I have

been working closely with this community for the last couple of years and visit frequently.

I am concerned about this project's proximity to important schools in the area—Zimmerman Elementary School and Bloomington High School, especially. The higher truck traffic and air quality issues will have serious health and safety impacts on students, and the proposed buffer of 100 feet is not nearly enough. The California Air Resources Board in its Land Use Guidance of a 1000 feet buffer is, in my mind, still not sufficient, but this would be an important step toward assuring community health.

This business park will adversely impact this community already suffering from extreme heat, terrible air quality and traffic congestion. The checkerboarding of different municipalities in the area gives those living in Bloomington little leverage for protecting their health since they are at the whims of other nearby cities like Fontana and Jurupa Valley, who have been going forward with numerous warehouse projects, impacting the overall health and well-being of Bloomington residents. Consequently, this business park is an opportunity for the county to protect Bloomington residents, first and foremost, and mitigate impacts on their well-being. There are already plans approved by Jurupa Valley for a 1000-acre development just south of Bloomington that will also negatively impact the area. The county already designates this area as an Environmental Justice Focus Area, meaning it is at a higher level of environmental impacts than elsewhere in the county, so we hope that you will heed this confirmation of the vulnerability of this area.

The human cost is huge as we have seen so many long-time Bloomington families forced to move out, demoralized by this uprooting and violation of their community. Those that have chosen to remain are fearful and anxious about what is in store for them. I also see wildlife, who are lost and confused—dead coyotes, snakes and bees, whose homes and habitat have been stolen from them. I urge you to consider the values of environmental justice—that everyone, regardless of race, class, culture, gender, disability or anything else, should have the same access to a healthy environment and protection from environmental harms as anyone else.

Ann Kaneko

Visiting Media Studies Professor, Pitzer College
Filmmaker

Ann Kaneko (she/her/ella)

18th Street Arts Center California Creative Corps Fellow

Land, Labor, Logistics project

Director/producer, *Manzanar, Diverted: When Water Becomes Dust*

<https://www.manzanardiverted.com/>

annkaneko@gmail.com

m. 323.333.4086

~ from the unceded homelands of the Tongva/Gabrieliño

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Bloomington
Date: Tuesday, December 10, 2024 9:02:45 AM
Attachments: [image001.png](#)

[NON-EPD]

Good morning Meaghan,

A comment has been submitted regarding the revised EIR for Bloomington Business Park SP.
Please see below from Cora Alaniz.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: cora alaniz <calaniz69@gmail.com>
Sent: Tuesday, December 10, 2024 2:22 AM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Bloomington

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I'm writing this email to give my opinion about that city of Bloomington Ca . My concerns are the

air the warehouses are so close to the park and schools second the traffic is bad now taking kids to and from school.I could imagine how much worse it's going to get when everything is done

Thanks

Cora



Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

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Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

December 12, 2024

Transmitted Via Email

File: 10(ENV)-4.01

Department of Land Use Services
Attn: Maryn Wells, Senior Planner
385 N. Arrowhead Avenue
San Bernardino, CA 92415
Maryn.Wells@lus.sbcounty.gov

**RE: CEQA PROJECT REVIEW – PROJ-2020-00204 NOTICE OF PREPARATION OF A
RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
BLOOMINGTON BUSINESS PARK SPECIFIC PLAN PROJECT.**

Dear Ms. Wells:

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 November 13, 2024**, and pursuant to our review, we have no comments at this time.

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,

Nancy Sansonetti

Nancy J. Sansonetti, AICP
Supervising Planner
Environmental Management Division

NJS:MC:ml

Cc: Manie Cruz, Planner II

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December 11, 2024

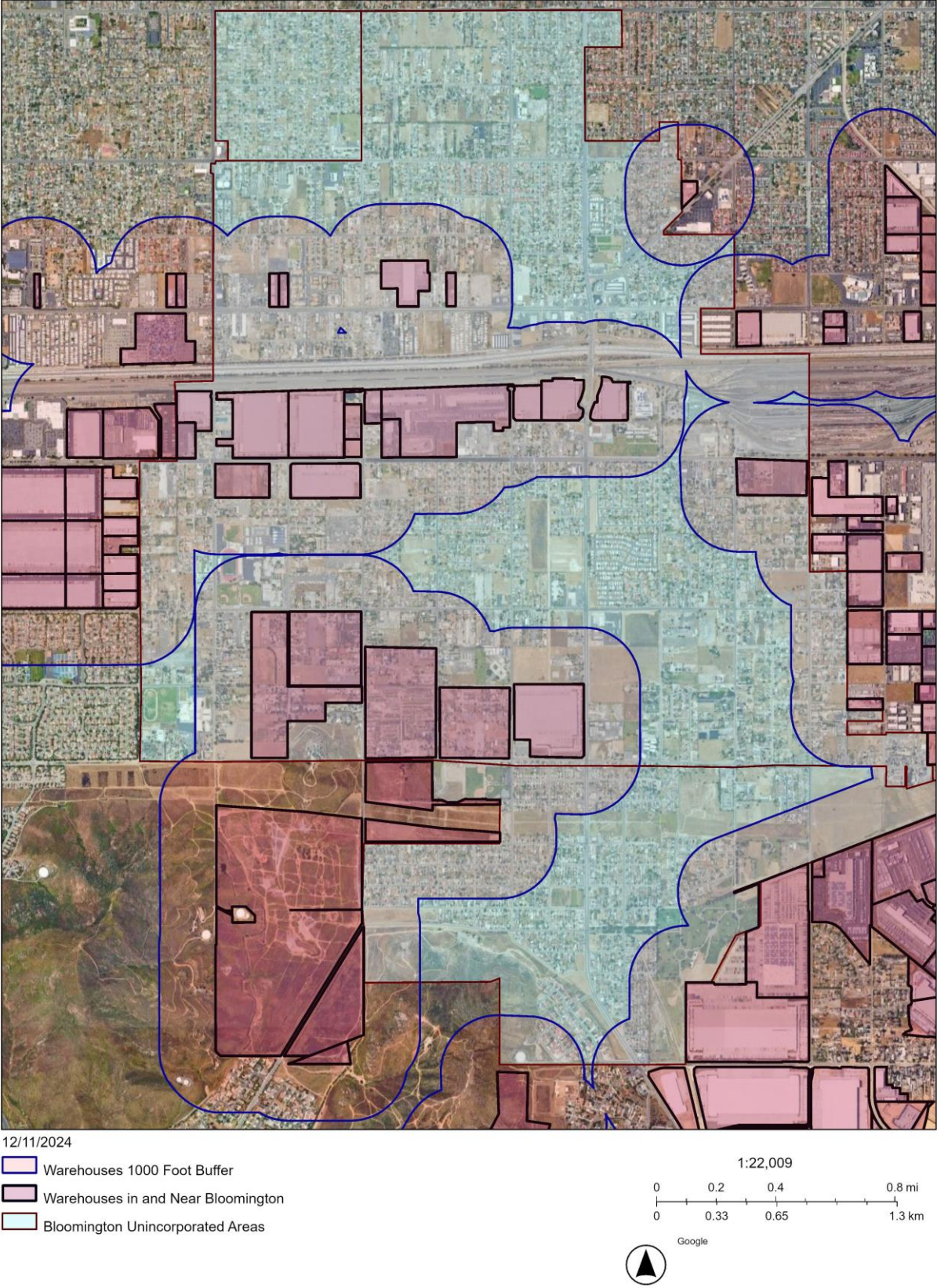
Maryn Wells, Senior Planner
County of San Bernardino Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187
Maryn.Wells@lus.sbcounty.gov

Dear Maryn Wells,

I am writing this Public Comment for the NOP of a recirculated EIR for the Bloomington Business Park Specific Plan Project. I am concerned about the following environmental issues which I believe should be thoroughly addressed in the recirculated EIR.

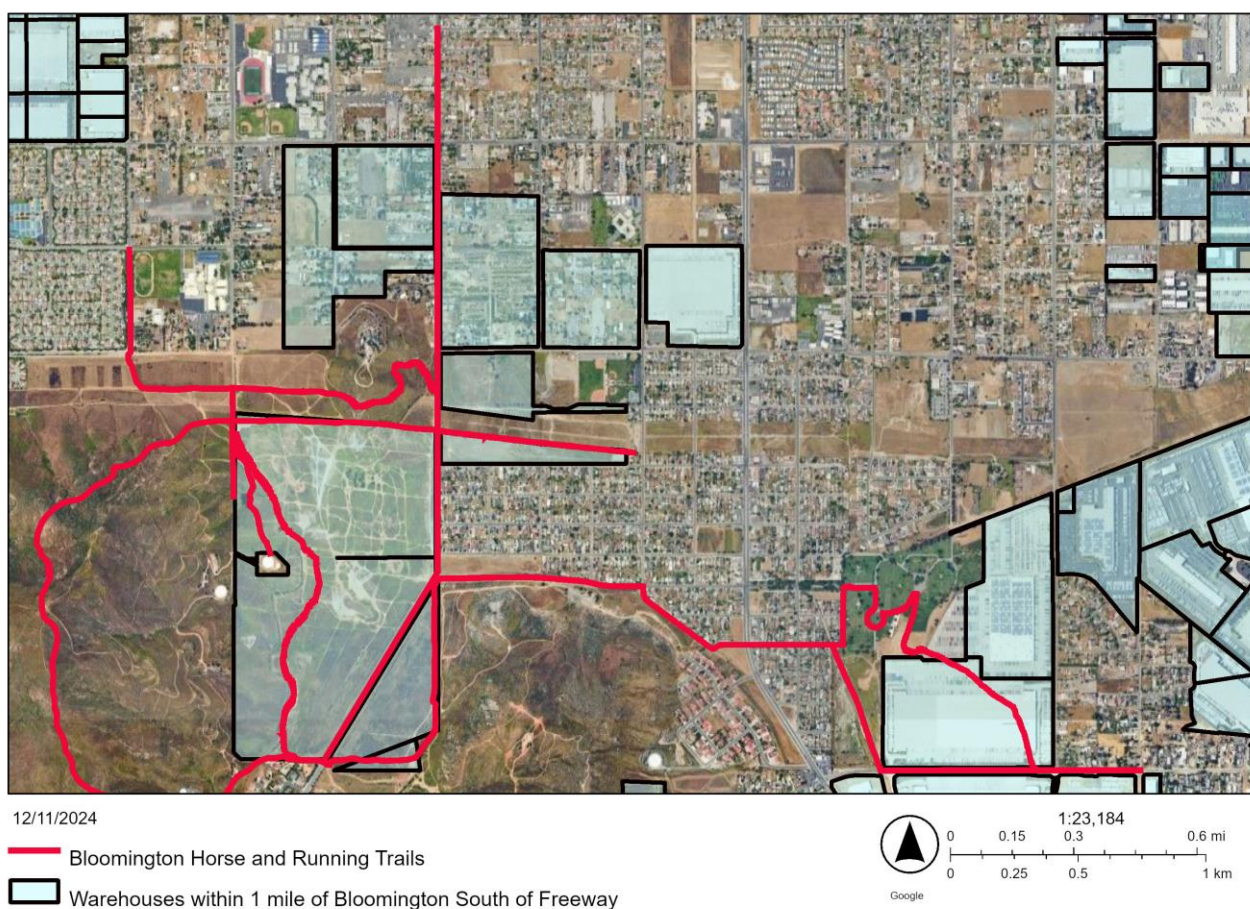
First, the project severely degrades a community landscape on its own, and as part of a broader process of warehouse development in and immediately adjacent to Bloomington, especially the part of Bloomington South of US10. Warehouses are literally consuming this community's landscape. According to our analyses, built and approved warehouses currently occupy 11% of the total area of Bloomington, 15% of the area of Bloomington south of the freeway, and 23% of an area consisting of Bloomington south of the freeway plus a 1-mile buffer. Figure 1 illustrates this environmental impact, which many community residents experience as an invasion and displacement.

Figure 1: Bloomington Warehouses and 1000 Ft Buffer_2



Furthermore, Bloomington Business Park, together with nearby warehouse projects cumulatively cut the community off from access to their environment (Figure 2). Horse trails and cross country running trails illustrated by the ones residents identified to me here are disrupted by these developments. The historic background image also clearly shows open spaces crossed with visible trails indicating a landscape that was once intensely used for recreation, but is now lost to the community. Figures 1 and 2 also reveal the housing and alternative land uses that have been, or soon will be, destroyed by the Bloomington Business Park and nearby warehouse development. Renters are particularly vulnerable to the harms of displacement.

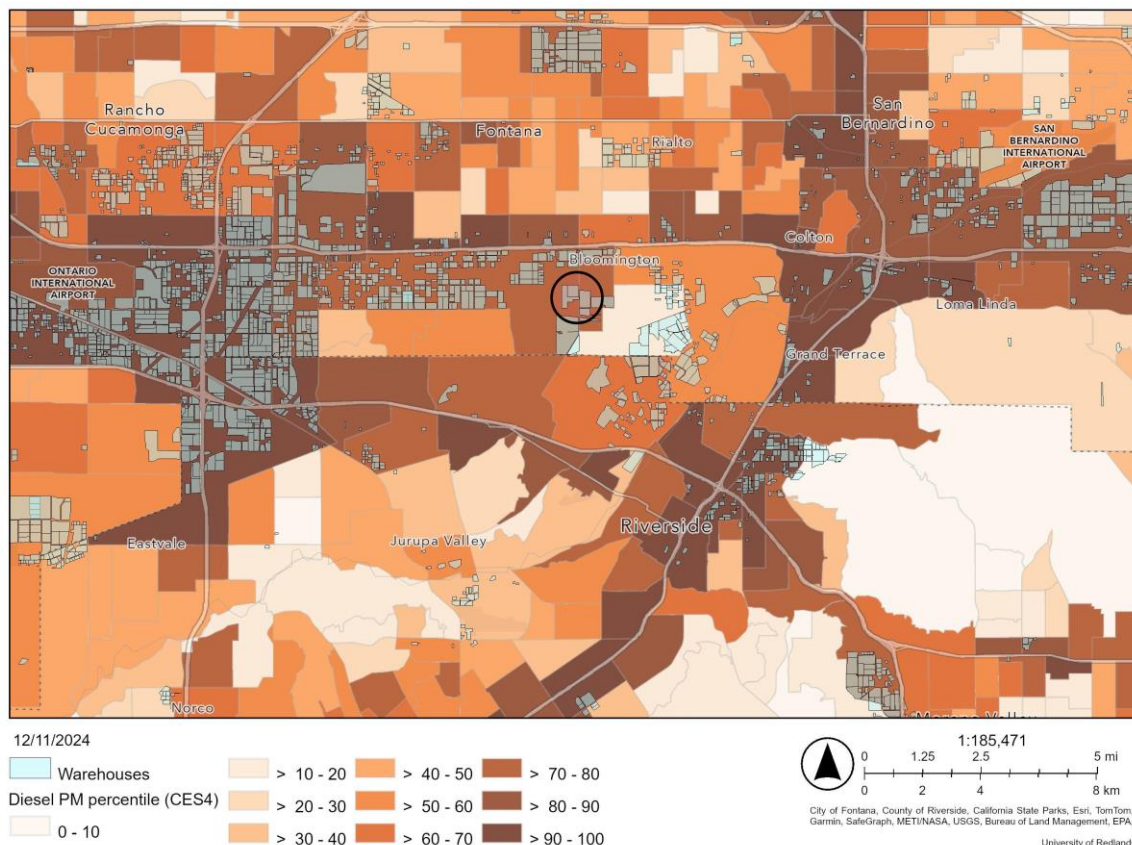
Figure 2: Bloomington Trails and Warehouses



University of Redlands, Lane Eppenberger, Dan Klooster

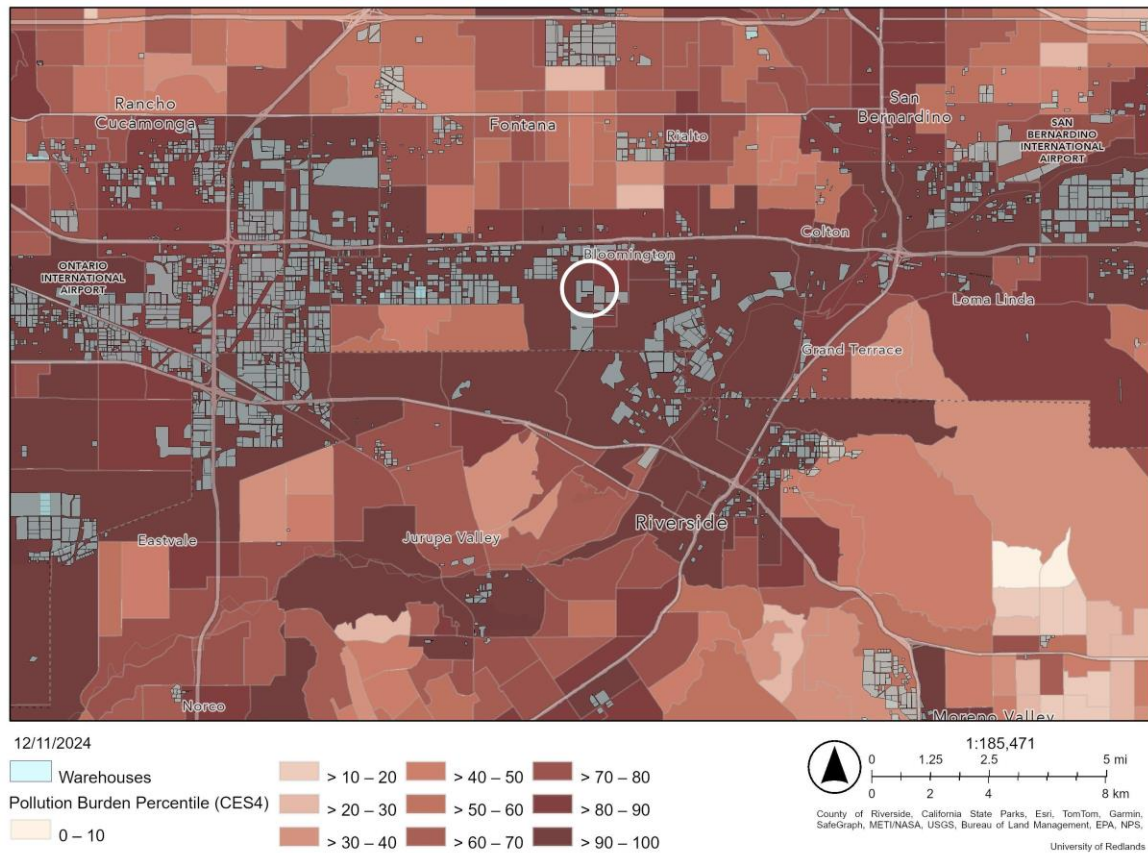
Second, the proposal worsens environmental injustice. Bloomington is already a SB 535 Disadvantaged Community. For example, residents in the census tracts surrounding the Bloomington Business Park already suffer from diesel particulate matter near the 80th percentile (Figure 3), and their exposure will certainly worsen as warehouses attract more and more trucks on a road infrastructure that is already overburdened by traffic and congestion.

Figure 3: Diesel Particulate Matter Percentile and Warehouses



This project worsens disproportionate cumulative environmental burdens. The census tracts adjacent to the Bloomington Business Park are already in the 97th, 88th, and 91st percentiles for Pollution Burden, according to CalEnviroScreen 4.0. In other words, this project will inflict additional pollution on communities that are among the 3% most polluted in the state (Figure 3).

Figure 4: Pollution Burden Percentile and Warehouses



In summary, the Bloomington Business Park Specific Plan Project contributes to the destruction of a lived community landscape while adding to an environmental burden which is already disproportionately high. Bloomington deserves better.

Thank you for the opportunity to provide these comments.

Daniel Klooster

Professor of Environmental Studies
Daniel_Klooster@Redlands.edu
(909) 748 8642 Office Landline
108 W. Olive Ave #3
Redlands, CA 92373

Name: Daniela Vargas
Address: 18772 9th St. Bloomington, CA, 92316
Email: danielathg4@gmail.com

Dear Maryn Wells and San Bernardino County Land Use Services Department

My name is Daniela Vargas, and I am a lifelong resident of Bloomington, having lived in this community for over 20 years. In recent years, we have witnessed a surge in warehousing developments that have brought devastating effects to our community. Over-industrialization is displacing families, erasing much-needed housing, and destabilizing the neighborhood. The Bloomington Business Park is an example of development that prioritizes industrial expansion and corporate greed over the needs and values of Bloomington residents and people. We are losing our neighbors and the ranching culture that has long defined our community, all while facing growing environmental harms and injustices. Traffic, noise pollution, and contaminants have reached unprecedented levels as diesel trucks cut through our neighborhoods daily. We are breathing in pollutants every day without fully understanding the long-term impacts on our health. This pattern is unsustainable and unacceptable for our community's future.

I am writing to express my concerns and opposition to the Bloomington Business Park. Concerns are outlined below.

- 1. The Bloomington Business Park is being developed in a community that is already overburdened by warehousing.** According to the Warehouse City Tool, Bloomington and its surrounding areas endure nearly 13,000 daily truck trips generated by over 80 warehouses in the region. These operations emit approximately 546.7 metric tons of CO₂, 2,025 pounds of NO_X, and 18 pounds of diesel particulate matter each day. The growing industrialization in Bloomington has made it one of the most polluted areas in the state, posing severe risks to the health and safety of the community. The proposed business park will only exacerbate these conditions.
- 2. This development will significantly diminish the quality of life for residents who will be forced to live with the impacts of the Bloomington Business Park in their community. Key factors that will degrade our quality of life include poor air quality, increased noise pollution, and heightened traffic congestion.** This project is anticipated to bring thousands of trucks and passenger vehicles to Bloomington's streets daily, worsening pollution in the surrounding areas. The already congested roads will degrade further and face increased traffic due to the addition of a warehouse in an area intended for low-density residential use. The streets are too narrow to accommodate such a high volume of trips, compounding traffic issues already caused by the nearby school. Additionally, the warehouse's construction, along with the loading and unloading of containers and constant vehicle activity, will generate significant noise pollution, further diminishing the quality of life for residents in the surrounding community.
- 3. The Bloomington Business Park is located near sensitive sites including residences and schools.** Zimmerman Elementary School, Bloomington High School, and Kessler Park are right next to the proposed project, putting students and community members at risk from increased air and noise pollution. This raises serious concerns about their health and safety. CARB's Land Use Guidance recommends keeping at least

1,000 feet between distribution centers and places like schools and parks. Projects like this should follow those guidelines to protect the community.

4. **This development targets a low-income, predominantly Hispanic community, likely because it is seen as an easier place to push through projects like this. This approach is unfair and goes against the principles of environmental justice.**

Bloomington ranks in the 94th percentile on CalEnviroScreen, which evaluates pollution burdens alongside population characteristics. The community falls in the 91st percentile for PM2.5 pollution and the 80th percentile for diesel particulate matter. The county has identified this area as an Environmental Justice Focus Area, signifying that it faces greater environmental impacts than most other parts of the county. As a low-income community with over 80% Hispanic residents and one of the largest populations of monolingual Spanish speakers in the county, the ongoing over-industrialization of this area is a clear example of environmental racism. Rather than introducing more harmful warehousing, we should focus on projects that address the needs of this already impacted community.

5. **The community engagement process for the recirculated EIR report is failing to engage residents meaningfully, rushing the project through without addressing local concerns.** The process is moving too quickly, and it feels like the project is being approved again without our input. I'm requesting another in-person scope meeting once the EIR has been drafted and re-released.

We're done with the overdevelopment of warehouses in Bloomington. There's too much of it, and it doesn't provide any real benefits to the community. The only investments we've seen are those that serve the warehousing industry—truck stops, gas stations, and road expansions. What we need is something that truly benefits the people who live here. We need an investment that makes this place livable and addresses the harm that's already been done. The Bloomington Business Park site should include a mix of uses that help uplift the community. Instead of just another warehouse, we could have residential areas, small business spaces, and an extension of Kessler Park or green space near Bloomington High School and Zimmerman Middle School where students can walk and enjoy the outdoors.

Best,
Daniela

December 12, 2024

Maryn.Wells@lus.sbcounty.gov
Maryn Wells, Senior Planner
County of San Bernardino Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187

Dear Maryn Wells,

I am writing this Public Comment for the NOP of a recirculated EIR for the Bloomington Business Park Specific Plan Project. I know there are very specific requirements for an EIR Report and particular requirements that the developer and you must review and address. I will However, if the environmental review process is to mean anything real, I urge you also to consider the larger picture so you can see how planning decisions cumulatively are threatening the health and vitality of the Bloomington community.

I am a professor at the University of Redlands in Race and Ethnic studies who has been documenting the impact of warehouse expansion on communities of color in San Bernardino County for several years. There is a long well documented history of San Bernardino County concentrating the most polluting industries and infrastructure in low-income communities and communities of color. As warehouses have expanded in our region, this history has literally erased some historic communities from the landscape. This happened already to the historic Black community of the Valley Truck Farms in south San Bernardino, and the pattern is being repeated today in Bloomington where a vibrant Latino equestrian community is slowly being erased from the landscape by warehouse development. The county has already designated Bloomington Environmental Justice Focus Area, acknowledging that it already bears a disparate pollution burden. What does it mean for the county to declare racism a public health issue and then simply to ignore the public health impacts of its decisions on a low-income Latino community like Bloomington?

A People's History of the I.E. worked with local residents and artists in Bloomington to document the impact of the logistics industry on the Bloomington community in our [Live from the Frontline](#) project launched last year. Oral histories with Bloomington residents consistently discussed the lack of meaningful consultation about projects to rezone and transform the Bloomington community from an agricultural and residential community into the logistics center it will become if the Bloomington Business Park Specific Plan is completed. They worried about

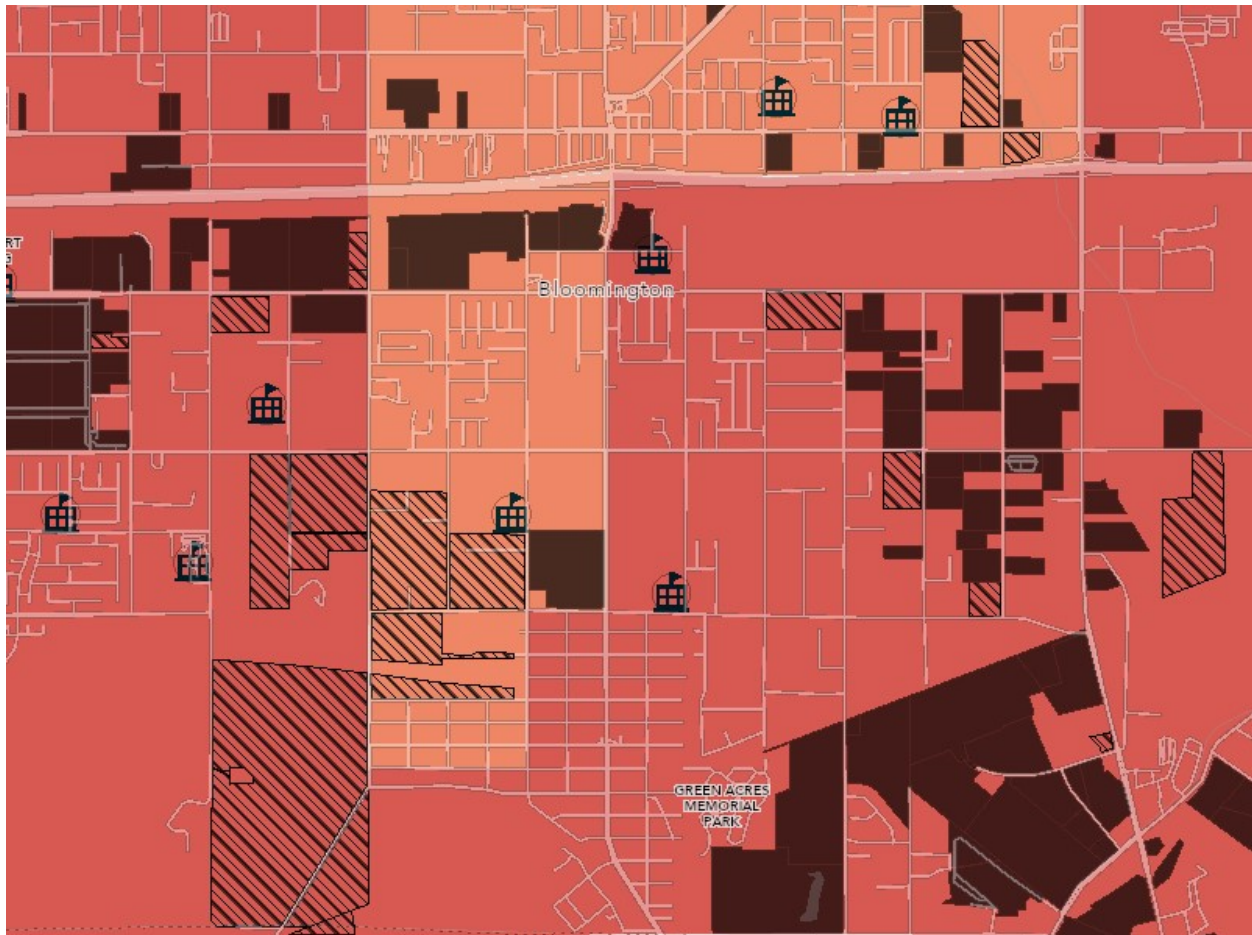
impacts that the growing pollution burden was having on children growing up and attending schools that are increasingly surrounded by warehouses. They argued that increased truck traffic and diesel emissions will literally endanger young people's lives. And they highlighted the massive disruption and displacement of families, whose homes have already been razed to make way for this project.

Our research and mapping shows that the warehouses and the logistics industry is fundamentally transforming the community and threatening the health of residents. If the Bloomington business park is built as currently planned, 15 percent of the land in Bloomington south of the 10 freeway will be covered by warehouses. If you include areas within one mile of the Bloomington border, the percentage is even higher at 23%. But the warehouse coverage itself doesn't capture the impact of warehouses on the region because it doesn't count the massive increases in truck traffic that the new development will produce.

The area surrounding the planned development is already significantly impacted by traffic and diesel emissions. According to the Warehouse CITY tool, the community Bloomington and immediate surrounding areas experience close to 13,000 daily truck trips coming from the over 80 warehouses in and around Bloomington. And this number does not even account for trips to and from truck stops, maintenance facilities and truck yards that increasingly fill the landscape. The roads surrounding the planned site for the Bloomington Business Park were built for a low-density residential community and are already overcrowded with truck traffic. Any attempt to significantly expand these roads to serve more trucks will only intrude more into residential neighborhoods or displace more homes. The fundamental question is whether the county is building infrastructure in Bloomington for the people that live there or for truck transit driving through the community.

CalEnvironScreen Data show that Bloomington south of the freeway already has higher air pollution burdens than more than between 88-97.6% California communities. Diesel and P2M percentages are also extremely high. When you look at the current pollution burden maps (displayed on the next page), there is a small area in the center of south Bloomington that is slightly less polluted, the area around Zimmerman Elementary School. But this will all change if the Bloomington Business Park is approved and we can easily predict the whole south Bloomington community will be dark red, over 95%. Building this new business park in Bloomington is deciding to turn south Bloomington from a very polluted community into one of the worst diesel death zones in the Inland region.

One of the most urgent concerns expressed by all the Bloomington residents we interviewed was about the health and safety consequences for Bloomington's children. If the new Bloomington Business Park is constructed, all of the schools in south Bloomington will be located adjacent to warehouses (as the map below shows). Small mitigation efforts around the loading bays of the warehouses and at school entrances will not sufficiently insulate children's growing bodies from pollution. Truck routes and increased traffic will make crossing roads dangerous and fill the streets with diesel emissions along their walks to school.



Escalating Pollution Burden: Schools surrounded by Planned & Existing Warehouses

A new warehouse development cannot be considered in isolation. In the interviews we did with residents, many people shared deep concerns about the cumulative impact on people's health in the region. As one resident Margaret Razo worried, *"Bloomington, is toxic, I believe. We have to deal with the train yard, the freeway emissions, all of that. Now we have all this trucking coming here. You know, diesel, I mean, everywhere. And we have to deal with the emissions from that. I've had cancer myself. I had breast cancer. My mom had kidney cancer five times. My brother died of kidney cancer. Our dad died of stomach cancer. My other brother also had kidney cancer. It's just a lot of cancer. Even my two dogs had cancer. So, I mean, how much of that is our environment?"*

I understand that county supervisors have already approved the rezoning of this area for warehouse use, and more than a hundred homes have already been destroyed. It may seem too late for the county to reconsider the wisdom of adding more warehousing to an already burdened community. But the county should reconsider. We currently have a glut of empty warehouses in the region and warehouses are fast automating, and thus they no longer offer the promise of long term jobs. During a housing crisis, the county decided to tear down over a hundred homes and displace residents, and the current plan only promises a theoretical potential for future housing that likely will never be built. The county and the community of Bloomington would be better

served if the county rezoned this project area for dense residential and then actually invested in building housing for the residents of Bloomington.

At the bare minimum, if the county is to approve this new environmental impact report and allow this Bloomington Business Park to move forward, the county has a moral and legal responsibility to demand that the company invest in some very significant additional mitigation efforts, beyond what was already outlined in the initial EIR that the court rejected. The California Air Resource Board recommends a buffer zone of at least 1000 feet from distribution centers and sensitive locations like schools and homes. The current Bloomington plan is located within 100 feet of homes, close to many schools and an important community park. Even the proposed location for the relocated Zimmerman elementary school is right beside a truck refueling station. The county should follow this guidance and include a 1000 feet buffer from truck routes in its calculations as well. The county should mandate significant investments air quality monitoring in every local school and in homes adjacent to the project area and the developer should fund significant mitigation, especially air purifying systems for local schools and nearby homeowners.

You can view more maps, historic images of Blooming and listen to the voices of some Bloomington residents at www.livefromthefrontline.org and in the accompanying StoryMap [here](#).

Sincerely,

Jennifer Tilton

Dr. Jennifer Tilton
Professor, University of Redlands

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Hello Mary Wells and Howard Associates
Date: Thursday, December 12, 2024 10:43:49 AM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Eduardo Ramirez below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Eduardo Ramirez <edramirez1311@gmail.com>
Sent: Wednesday, December 11, 2024 6:57 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Hello Mary Wells and Howard Associates

You don't often get email from edramirez1311@gmail.com. [Learn why this is important](#)

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Hello Mary Wells and Howard Associates,

My name is Eduardo Ramirez, I live in 18516 8th St. Bloomington Ca. 92316. I work at a local Bloomington body shop. I have been here in Bloomington for over 14 years. I have enjoyed living in Bloomington for this whole time, until recently. In the past few years, I have noticed an increase in the construction of the warehouses. It has correlated with a worsening of my health. For a while there I would have to go out with a mask because of the amount of dust from the constructions. I have also noticed that my respiratory health has worsened with each warehouse built. Every day I have to go out into the traffic to get to work. This traffic continuously worsens with the increase of trucks that are required and even connected to the new warehouses. There is are 13,000 daily truck trips originating from the over 80 warehouses here in Bloomington. These 13,000 trips are all real physical trucks that must pass through Bloomington with the already large amount of students traveling to and from school and folks getting home from work. All that compounds to and increasing amount of traffic that have to deal with. Me and all the others that live here.

I have noticed that there have been increasing blackouts because the trees that used to be here that would mitigate the wind and other natural phenomenon have disappeared. All the trees that would make it, so the wind wouldn't hit me directly, are gone.

Coincidentally, there have been more electric poles being knocked down. These energy problems are serious concerns for us in Bloomington. Children live here! Older folks that require electricity to power their respiratory machines and to keep their food cold. I've had problems with my food spoiling because the electricity had been out for multiple days.

I believe that these spaces you have already destroyed are perfect spots to develop the community further. Some suggestions I have for these spaces and local community learning workshops. This requires a community building for us to host these workshops for kids to spend time. Something similar to a YMAC or a free gym for kids. Even a local garden to recuperate the lost trees that were taken from us.

I hope you will consider these problems I face and that you will recognize the environmental impacts that will continue to grow with these additional warehouses. Please consider these worries and concerns as valid.

Best,

Eduardo Ramirez

Name: Eduardo Vargas

Address: 18772 9th St. Bloomington, CA. 92316

Email: edvar8942@gmail.com

Dear Maryn Wells and San Bernardino County Land Use Services Department:

My name is Eduardo Vargas, and I'm a 16-year-old student at Bloomington High School. I've lived in this community my whole life, and I want to share my experience with you because I believe it's important for you to understand how warehousing near my school and home impacts me and my classmates already, and how it will make things even worse if more warehouses are built.

I used to ride my bike to school every day because it was quicker and easier for me. But as more trucks started driving through our neighborhood, it became way too dangerous. There was one time when I almost got into an accident with one of these trucks. That close call made me realize how unsafe it is to ride a bike in a neighborhood with so many big trucks. Because of that, I had to stop biking to school altogether.

Now, I walk to school, but it takes me 55 minutes to get there, compared to the 20 minutes it used to take me on my bike. That means I have to wake up earlier, and I feel a lot more vulnerable walking to school because the trucks are still everywhere. It's just as dangerous walking, and I worry every day about the chance of getting into an accident. This situation is already difficult, and the creation of more warehouses will make it even worse, with even more trucks on the road and even more dangers to my safety.

On top of that, there's literally a truck parking lot and Amazon warehouse right in front of my school already. With more warehouses being built, the traffic and danger are only going to get worse. The air pollution and noise from all the trucks will make life harder for everyone who lives around here, especially kids like me who are just trying to get to school safely.

A lot of my classmates already have asthma, and I'm scared that I might develop it too, with all the pollution from the trucks. The air quality is only getting worse, and it feels like we're being exposed to dangerous air conditions every day. Every day, I get a notification on my phone

advising me to stay indoors because the air quality is so bad. This isn't just a personal fear, but a real health concern for all of us who live in this area.

Instead of adding more warehousing to this community, I think we should focus on improving our own neighborhood. We could expand Kessler Park to give us more open spaces to enjoy. Also, we need sidewalks on all sides of the streets, not just the ones by the warehouses, to make walking to school safer. This would help create a safer, healthier environment for everyone, especially for kids like me who walk or bike to school.

Our community should prioritize education, safety, and a healthy environment for all of us. Warehousing will only add more traffic, pollution, and danger to an already tough situation. I hope you'll consider how this will affect us and reconsider allowing more warehouses near our school and homes.

Thank you for your time and understanding.

Sincerely,

Eduardo Vargas

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Bloomington Warehouses
Date: Wednesday, December 11, 2024 9:06:18 AM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Please see below a public comment from Eleazar Martinez.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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www.SBCounty.gov

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From: Eleazar Martinez <eleazar.martinez2@outlook.com>
Sent: Wednesday, December 11, 2024 9:04 AM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Cc: Daniel Martinez <Definitelyisdaniel@gmail.com>
Subject: Bloomington Warehouses

You don't often get email from eleazar.martinez2@outlook.com. [Learn why this is important](#)

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Eleazar Martinez
18610 10th St.

Bloomington CA 92316

San Bernadino County Government
385 N Arrowhead Ave
San Bernardino, CA 92415

Dear Maryn Wells,

Hello my name is Eleazar Martinez and I am a disabled U.S. Army Veteran. I was in Echo Company, 3 Battalion, 75th Ranger Regiment. I have asthma because in Kandahar, Afghanistan we burned trash and my Forward Operating Base (FOB) was near a poop pond. As someone who grew up in Bloomington, I have deep concerns about my health and being so near these warehouses that are being built next to the houses, next to the schools, and next to the parks. The Veterans Affairs (VA) is treating me for my asthma with Fluticas 500/Salmeterol 50 INHL Disk and Albuterol 90mcg (CFC-F) 200D Oral INHL, but unfortunately there is no cure for asthma. I am worried that these warehouses are exacerbating my illness specifically with the air quality. You can see and smell the smog. It wasn't always like this and it's deeply concerning. I heard that Bloomington is in the top five percent in bad air quality in the entire state and it's no surprise to me considering how little regard San Bernardino has for our unincorporated community.

I am also concerned for my parents as they get older. I noticed they get more sick, more seriously and more frequently. My parents are working class, they are immigrants, and they can not afford to move to another community. My parents have lived in Bloomington since 2002, it is where they hope to live when they retire.

Another concern I do have is the traffic on the number streets, specifically 11th street and 7th street. I see a lot of semi-trucks and cars going too fast for safety. The speed limits are 25mph but cars go by at 50mph. If it is possible add speed bumps or stop signs along those streets. I would hate to hear about an accident involving kids playing and getting hit by a speeding vehicle.

Sincerely,
Eleazar Martinez

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: proposed Bloomington Business Park plan comment
Date: Tuesday, December 10, 2024 5:29:29 PM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Please see below for public comment from Elizabeth Gonzalez.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Elizabeth Gonzalez <lizzlegonz18@gmail.com>
Sent: Tuesday, December 10, 2024 3:51 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: proposed Bloomington Business Park plan comment

You don't often get email from lizzlegonz18@gmail.com. [Learn why this is important](#)

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Good afternoon,

I've lived in Bloomington my entire life, and over the years, I've witnessed my city change in many ways, but none as concerning as the proposed Bloomington Business Park. This business park plan is set to cut off a block just before my current home, which means my neighborhood will become even more isolated and harder to access. Beyond that, the park is only going to worsen the already poor air quality and traffic congestion that many of us have been grappling with in recent years. With more businesses and workers expected to flood into the area, the traffic on Cedar Avenue—which is already compact—will get even worse. The increased number of vehicles will lead to more exhaust emissions, further worsening our already struggling air quality. As someone who has called this city home for decades, I'm deeply concerned that this development will not only make daily life more difficult but will also contribute to an even less sustainable and unhealthy environment for residents like myself. Thank you for taking the time to consider my concerns. As a lifelong resident of Bloomington, I care deeply about the future of our community, and I hope you will take these issues into account as the business park project moves forward. I appreciate your attention to this matter and your commitment to ensuring that any development in our city supports both progress and the well-being of all residents.

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Bloomington Business Park- as a Bloomington Resident for 10+ years
Date: Thursday, December 12, 2024 8:34:52 AM
Attachments: [image001.png](#)

[NON-EPD]

Good morning Meaghan,

Public comment from Emely Carmona below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Emely Carmona <emelycarmona001@gmail.com>
Sent: Wednesday, December 11, 2024 6:08 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Bloomington Business Park- as a Bloomington Resident for 10+ years

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Good evening,

My name is Emely Carmona and I live on Maple Ave. My family and I have been residents of Bloomington for over 18 years. I remember arriving to Bloomington and being fascinated by the horses, ranchos and culture. As I have gotten older, so much has changed and it is frankly depressing. Warehouse developers have changed the town into one of truck traffic, unsafe air quality and low wage, exploitative jobs. I should know, 3/4 of my family members have been working in warehouses for over 5 years.

Bloomington is capable of so much more. We deserve a future with walk-able sidewalks and community connection. We deserve a culture of ranches, parks, nature centers, and family togetherness. We deserve more than the demolition of homes for false hope.

Thank you for reading, I hope you do what's right for the community you serve.

--

Emely Carmona
M.A.Ed
She/They
(909) 957-4220

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: NOP Public Comment for Bloomington Business Park Specific Plan Project
Date: Wednesday, December 11, 2024 12:18:13 PM
Attachments: [Screenshot 2024-12-11 at 10.54.31 AM.png](#)
[image001.png](#)

[NON-EPD]

Hi Meaghan,

Please see below the public comment from Fenarnda Durazo.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Fernanda Durazo <fernandaka123@gmail.com>
Sent: Wednesday, December 11, 2024 11:19 AM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Cc: joaquin.c@ccaej.org; concernedneighborbloomington@gmail.com
Subject: NOP Public Comment for Bloomington Business Park Specific Plan Project

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Dear County of San Bernardino,

On behalf of my family and community, who live in Bloomington, CA, we are writing to express our concerns about the Bloomington Business Park Specific Plan Project. We are concerned about the overall air quality in our region, which has gotten progressively worse and will continue to worsen with this project which is expected to bring in more truck traffic. This project will be right across the street from sensitive sites such as Zimmerman Elementary and Bloomington High School. This business park will violate the 1000 ft buffer as stated by the California Air Resources Board Land Use Guidance.

Putting our community and the surrounding communities in danger by adding more pollution and truck traffic, which leads to more truck accidents, will only be harmful. Environmental impacts such as air and noise pollution will only disturb the livelihood of those who remain in Bloomington such as my family and myself. It is shameful and

sad to see all the pollution maps and studies that are coming out of multiple universities in the region including the Claremont Colleges, University of Redlands, and California State University of Riverside. I do not want my community to be neglected any longer. And we do not want more warehouses near our loved ones.



I truly believe that because Bloomington is mostly lower class and mostly Latino, the County of San Bernardino is unjustly letting developers come into our homes because they think we have no power. Bloomington needs to become a city and it might never get a chance to because these warehouses do not pay taxes hence, there is no money to become a city. In the current housing crisis, it is unfair that homes are being demolished and forcing families to move to the high desert or to other cities due to the high cost of housing.

One of the big concerns that the community, including myself, has is who will pay for the road repair? The heavy truck traffic will negatively impact the roads, causing more potholes and requiring more road repair. I believe that the community should NOT have to pay for these repairs but the warehouses that are causing them. Additionally, if this project passes it should pay taxes like the rest of its neighbors who actually live here. All the community enhancements that this project is promising should not only benefit them but the entire community of Bloomington such as a sewer system, street lights, sidewalks, and more.

We need to hold these developers accountable and those who are making a profit off this project including the supervisors of SB County.

Please see the map below which depicts the overall pollution in the region as a result of trucks.

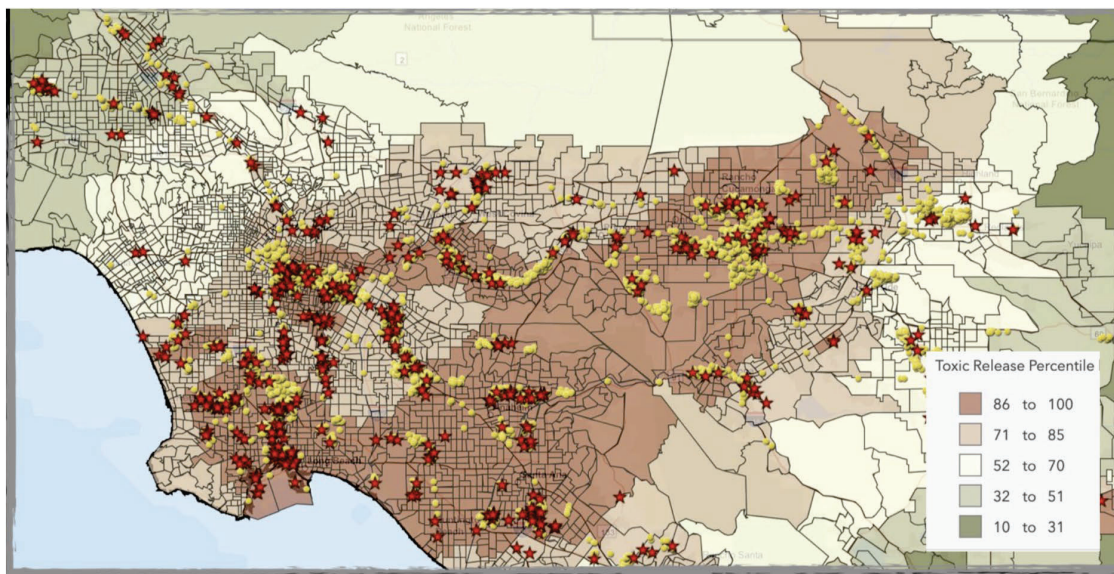


Figure 1: In the following map an overlay of warehouse locations in yellow points and toxic facilities in red stars is seen. As well as the different shaded areas of the percentiles for toxic releases. Source: University of Redlands.

This is the link to the 2021 report.

https://earthjustice.org/wp-content/uploads/warehouse_research_report_4.15.2021.pdf

Please do not allow this project to continue.

Sincerely,

Fernanda Durazo

Name: Isidro Vargas

Address: 18772 9th St. Bloomington, CA, 92316

Email: isidrothestonemason@gmail.com

Dear Maryn Wells and San Bernardino County Land Use Services Department

My name is Isidro Vargas, and I'm a homeowner in Bloomington. I moved here in 2001, and owning a home has always been a dream of mine. I'm proud of what I've built here—a home, a family, and a life in a community that's meant a lot to me. But over the past few years, I've watched as warehouse developments have taken over our area. When I saw all the homes being torn down for the Bloomington Business Park, I was shocked. It's hard to believe, especially with the housing crisis we're facing in California. It just doesn't make sense. With all the warehousing around us, I've seen the negative effects firsthand: more traffic, semi-trucks driving through and parking on residential streets, and worsening air quality. I am concerned for the health of my family and community. I believe this is happening because developers are taking advantage of our Latino community. This is a clear example of environmental racism, supported by the county.

Losing Housing Stock

The Bloomington Business Park destroyed over 100 homes in our community. We lost neighbors and valuable housing, all to make way for more warehouses. Seriously? A lot of damage has already been done here. The homeowners who are still around are scared to invest in their properties because they're worried developers will come after us next.

Air Quality Issues

The air quality in the Inland Empire is already one of the worst in the country, and building a Business Park will only make it worse. With all the trucks coming in and out of the warehouses our air will be even more polluted. For a lot of us, breathing bad air isn't a future problem—it's something we deal with every day. It's especially concerning because a lot of us in the community already have these health problems thanks to the factories and warehouses that are already here. We shouldn't have to keep living with more of these issues. Approving this project just shows that our health isn't being taken seriously.

More Truck Traffic and Safety Risks

Another big problem with the Business Park is the massive increase in truck traffic. Our roads are already crowded and weren't built to handle the huge trucks that come with warehouses. The traffic is only going to get worse, and accidents will become more common. For families like mine, living near these busy roads is a big safety concern.

The trucks driving through our neighborhoods will bring a lot of noise and danger. It won't just be an inconvenience—it'll make Bloomington feel less like a place where trucks rule the streets. The project doesn't seem to consider how dangerous this will be for kids, seniors, and anyone trying to get around.

Environmental and Economic Justice

These aren't just concerns about how the business park would affect us right now—they're also about fairness and long-term justice. Communities like ours, already hit hard by industrialization, deserve a say in what happens next. The business park might bring jobs and some economic growth, but it would also bring more harm to our community's health and well-being. The promises of more jobs don't make up for the negative impact this project would have on the people who already live here.

When we talk about environmental justice, the question has to be asked: Why should communities like Bloomington, already dealing with too much industry, have to take on even more pollution and environmental damage? We're not here to be treated like a dumping ground for warehouses. We deserve a future where our families can live in clean air, safe neighborhoods, and a healthy environment.

As a homeowner in Bloomington, I'm strongly opposed to the Bloomington Business Park. It would pose major risks to our air quality, health, road safety, and overall quality of life. We've already dealt with more than enough industrial development, and we shouldn't have to sacrifice our well-being for more warehouses. Our community deserves better, and our voices need to be heard. Instead of just warehouses, I'd like to see the Bloomington Business Park include spaces for families to play and walk. It could also have housing and commercial areas for small businesses. We need something that truly benefits the community, not just more warehouses.

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Environmental Issues of Concern / Bloomington Business Park
Date: Thursday, December 12, 2024 10:53:09 AM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Jai Ped below.

Kind regards,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Jai Ped <lps307@gmail.com>
Sent: Wednesday, December 11, 2024 10:58 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Environmental Issues of Concern / Bloomington Business Park

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Re: Environmental Issues of Concern.
After attending the Scoping meeting for the Bloomington Business Park Specific Plan Project held on December 2nd at the Ayala park, I would like to address the following environmental

concerns:

- Air quality and greenhouse emissions

The building of more warehouses in Bloomington will add to the already bad air quality in the inland empire. The cumulative impact on air quality and greenhouse gas emissions pose serious risks to both human health and the environment. The residents of Bloomington will be exposed to higher concentrations of harmful pollutants from the diesel truck fleets, operation of forklifts, trucks, and machinery. Poorly managed warehouses may also generate dust and volatile organic compounds from storage materials or packaging, further contaminating the air.

Sensitive populations such as children, the elderly, pregnant women, and those with pre-existing health conditions will be affected negatively. Buffer zones need to be wider, at least 1000 ft from residents and schools.

The rise of logistics hubs, warehouses, and factories can further alter the landscape, replacing open fields and agricultural land with industrial parks, warehouses, and commercial spaces.

- Traffic and Noise

Noise pollution from warehouses exacerbates the environmental footprint of these facilities. Schools located near warehouses are at a heightened risk of exposing children to these environmental stressors, which can affect overall learning environments and students' health. The increase in traffic also puts a strain on local infrastructure, leading to traffic congestion, wear and tear on roads, and increased safety hazards. We have suffered already for at least a couple years from the constant road closures and higher traffic flow.

In addition, the continuous noise can also impact wildlife, particularly in urban or semi-urban areas, by disrupting natural behaviors such as feeding and nesting.

The construction of large warehouses and logistics business parks in rural and residential areas can have particularly severe effects on the equestrian community, which often relies on the peaceful, expansive landscapes of these regions for riding, training, and breeding. The increase in traffic—especially heavy trucks—can cause significant disruption to equestrian activities. The noise from truck engines, machinery, and 24-hour operations can spook horses, making them more anxious, less cooperative, and potentially more dangerous to ride or handle. Horses are particularly sensitive to loud, unexpected sounds, and prolonged exposure to noise pollution can lead to behavioral issues, stress, and even physical injuries. Additionally, dust and pollutants from vehicle exhaust can affect the respiratory health of both horses and riders, particularly in areas where riding and training take place near major roads or warehouses.

The loss of natural, open spaces for equestrian use is another significant concern. Warehouses and logistics parks often occupy large tracts of land that could otherwise be used for horse pastures, trails, or riding arenas. The development of these industrial sites can reduce or eliminate access to these vital areas, forcing equestrian activities to be relocated or abandoned. For equestrian businesses such as stables, riding schools, and competition venues, this loss of space can have serious economic consequences. In addition, the presence of industrial developments may alter the character of rural areas, leading to decreased property values for equestrian estates or horse farms, as well as a decline in the overall appeal of the area for horse-related activities.

With this transformation, rural communities may also experience changes in social dynamics. This can lead to challenges such as rising cost of living, gentrification, and environmental degradation. As industrial and commercial development increases, so does pollution, including air, noise, and water contamination, which can impact public health and the local environment.

- Alternatives

The rise of logistics hubs, warehouses, and factories can further alter the landscape, replacing open fields and agricultural land with industrial parks, warehouses, and commercial spaces. The use of concrete in these projects will contribute to the Urban Heat Island Effect where built-up areas become significantly warmer than rural areas. All the surfaces that once were permeable ground will be impermeable concrete surfaces disrupting the water cycle and increasing pollutants runoff.

We need to return to residential, not particularly high density, but with significant land for plants, trees and animals. The alternative that I propose will be to keep the rural, agricultural, equestrian land that is fundamental to this community's identity. Furthermore I propose that the supervisors that voted for this keep approving the rezoning but in THEIR community, where they live. Have the school district sell their children's school. Have them experience the anxiety, frustration and discrimination imposed in our community. They can be heroes and sell their homes for the progress of their district.

From: [Marty Wells](#)
To: [Jorge Perera](#)
Subject: Re: Accomplish Greater Good for People's Community
Date: Tuesday, December 10, 2024 9:02:04 AM
Attachments: [Screenshot \(2\).png](#)

[NON-EPIC]

Hi Hsinghua,

Please see the public comment below from Jorge Perera.

Thank you,

Marty Wells
Lent Care Services Department
Phone: 909.941.4758
Fax: 909.941.5227
385 N. Arroyo Road Ave.
San Bernardino, CA 92415-0387



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From: Jorge Perera <jperera105@gmail.com>

Sent: Tuesday, December 10, 2024 3:41 PM

To: Wells, Marty <marty.wells@sbcounty.gov>

Subject: Accomplish Greater Good for People's Community

You don't often get email from [jperera105@gmail.com](#). [Click here](#) to learn why.

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Name:

Jorge L. Pérez

Address:

18421 MINNDONAO S'
Bloomington Ca 92316

Email:

JPAUTO1954@gmail.com

Environmental Issue(s) of Concern:

Estimados señores, esta carta va dirigida a quienes están en la posición de tomar decisiones muy importantes que afectan la vida de miles de residentes que no tienen la fortuna de vivir donde ustedes viven por las razones que sean posiblemente porque una de ellas, sea que como yo no nos podemos expresar en el idioma "Inglés" que por cierto les pido disculpas por no ser "bilingüe" pero créame no es fácil aprenderlo cuando ya uno llegó adulto a estas hermosas Tierras, ahora en si lo que quiero es mostrar mi "COMPLETO" desacuerdo en los proyectos de la construcción de mas "Bodegas" "Warehouses" en "mi" ciudad "Bloomington llámese "Bloomington Business Park" o como sea ustedes en la posición que tienen como supervisores fueron Elegidos para representar y defender los derechos de los que de una forma u otra los eligieron, creo que ya "basta" de autorizar tantos almacenes en esta comunidad, ustedes son gente que sabe aunque por fortuna de ustedes no sufre, no se enferma, con tanta ya desde ahora, con la "CONTAMINACIÓN" Tráfico, Ruido calles dañadas, descuidadas sin servicios básicos para continuar, mas daño a esta mi ciudad, entiendo que estos proyectos

Next

Trájeron trabajos que por cierto
muchos de los trabajadores no son de
aquí, pero la cantidad de bodegas
"Rebaso" por la cantidad de tantas
y tantas bodegas que autorizaron
caer que es es tiempo de mirar
hacia otros lugares, y no seguir
atropellándonos con mas "Warehouses"
yo también pago impuestos y no
somos ciudadanos de segunda ya
de por sí con la "ABERRACIÓN"
de haber vendido una Escuela es
para sentirse incomodo y avergonzado

"Señores ya Basta"

Sentido Común"

Amo este País y quiero seguir
siendo un orgulloso ciudadano
residente donde se que todavía
la Democracia es parte de los
principios de Derechos y Respeto
Hacia todos los Habitantes
de este gran País

Gracias por su Tiempo

Don J. Perez

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Bloomington Business Park Specific Plan
Date: Monday, December 9, 2024 12:53:48 PM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

A comment has been submitted regarding the revised EIR for Bloomington Business Park SP.
Please see below from Jose Sandoval.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: jose sandoval <josejrsandoval1@gmail.com>
Sent: Sunday, December 8, 2024 6:02 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Bloomington Business Park Specific Plan

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Dear Maryn Wells and Howard Associates,

My name is José Jr. Sandoval, and I have been a resident of this community for 12 years, living at 18785 Wrangler Drive, Bloomington. Over the years, I have lived in peace and happily, but recently, my experience as a resident has become increasingly difficult due to several growing concerns.

First, the air quality has worsened significantly, largely due to pollution from nearby train activity and most of all by the warehouses being developed in the area. My family and I, along with many others, have begun to experience severe health issues, including allergies, asthma, bronchitis, and other respiratory problems. This has especially impacted my children, and I know many other families are facing similar challenges. Bloomington now ranks in the top 5% for the worst air quality in the state, and it's become a serious health risk to the community.

Additionally, traffic in our area has become a major issue. In the past, the streets were more manageable, and running errands was simple. However, between 1:00 PM and 6:00 PM, traffic has become congested to the point where it's causing delays for emergency services such as police and firefighters. This is making it harder for them to respond promptly to emergencies, which is a serious concern for the safety of everyone in the community.

The impact of the warehouses—Amazon, FedEx, and others—has also affected our quality of life. These businesses, while providing jobs, have greatly contributed to the degradation of our air quality and the increase in traffic congestion, making it harder for families to live comfortably here.

I urge you to take into account the disproportionate toll these issues have on our community compared to others that don't face similar challenges. In neighborhoods without such high levels of industrial activity, families do not face the same health risks, traffic congestion, or delayed emergency services. Many of these areas experience better air quality, healthier living conditions, and a higher quality of life overall. The illnesses we face here—such as asthma, bronchitis, and heart problems—are far more common in our community than in others without the same environmental stressors. It's critical to consider how these factors are affecting the well-being of families here in Bloomington.

Given these challenges, I urge you to consider alternative solutions that will help improve our community's living conditions. Some suggestions include building more homes, planting more trees to improve air quality, adding more green spaces and parks, and increasing street lighting. The lack of adequate lighting in many areas of the neighborhood has created unsafe conditions, particularly for children, and it's becoming more dangerous to walk around at night.

I am deeply concerned for the well-being of my family and the entire community, and hope that you will take these issues into consideration when planning for the future of Bloomington. We deserve to live in an environment that is safe, healthy, and supportive of our families.

Thank you for your time and attention to these urgent matters.

Sincerely,

José Jr. Sandoval

Resident, 18785 Wrangler Drive, Bloomington

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: California Environmental Quality Act
Date: Thursday, December 12, 2024 10:41:54 AM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Juan Torres below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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www.SBCounty.gov

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From: juan torres <tjuan0537@gmail.com>
Sent: Wednesday, December 11, 2024 6:51 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: California Environmental Quality Act

You don't often get email from tjuan0537@gmail.com. [Learn why this is important](#)

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My name is Juan Torres, and I've been a proud resident of Bloomington for 15 years. Over the past two years, I've witnessed significant challenges in our community due to the

arrival of new warehouse projects. These projects have led to the demolition of homes, the removal of trees, and the blocking of streets. Families have been displaced, and the animals that make our community unique—like horses, goats, cows, and chickens—have been forced out. In addition to these disruptions, we've seen an increase in homelessness, vandalism, traffic, and worsening air quality. These issues deeply affect the well-being of our community and deserve more thoughtful analysis and consideration. Looking to the future, I hope to see meaningful improvements that benefit all of Bloomington, not just areas near new warehouse developments. This includes: Wider, cleaner streets with better drainage and lighting to improve safety and accessibility. Enhanced public safety, such as an increased police presence and support for reducing homelessness throughout our community. New grocery stores, housing, and green spaces where families can enjoy parks and recreational activities. Youth-focused projects that encourage physical activity and provide opportunities for our children, who represent the future of Bloomington. Our community deserves thoughtful planning and investments that prioritize the health, safety, and quality of life for everyone. Thank you for considering these concerns and the needs of all Bloomington residents.

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Bloomington Resident of 20 Years Comment
Date: Thursday, December 12, 2024 10:40:08 AM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Leticia Carrillo below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Leticia Carrillo <carrilloleticia94@gmail.com>
Sent: Wednesday, December 11, 2024 6:19 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Bloomington Resident of 20 Years Comment

You don't often get email from carrilloleticia94@gmail.com. [Learn why this is important](#)

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Good evening,

My name is Leticia Carrillo and I have lived in Bloomington for over 20 years. I used to go on walks every day with my daughter from Maple to Jurupa and Liden, now, we feel unsafe to even go around the corner. I used to take my children to Kessler Park and they even attended Zimmerman Elementary School , now the neighborhoods are unrecognizable.

My family and I are opposed to the Bloomington Business Park. We are opposed to having people who are not from the community change the entire landscape of Bloomington. Myself and many other neighbors do not want to leave our homes. We are constantly receiving phone calls asking to sell. We do not want to be uprooted. Please listen to all our voices.

Lily Gutierrez
Bloomington, CA 92316
lilygutierrez@ucla.edu

December 12, 2024

Maryn Wells
Senior Planner
San Bernardino County Land Use Services Department - Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415

Hello,

I am writing to express my strong opposition to the proposed Bloomington Business Park Specific Plan Project (PROJ-2020-00204). As a resident of almost 15 years, I have seen our community transform into an unrecognizable logistics hub as public officials continue to level neighborhoods to build more warehouses. I am deeply concerned about the negative impact this development would have on our community, particularly in the areas of air quality, noise, energy consumption, and greenhouse gas emissions.

Air Quality: Bloomington already experiences some of the worst air quality in the entire state. The Bloomington Business Park is expected to add thousands of semi-trucks and passenger vehicles to the streets, further increasing the daily pollution in our area. The rise in emissions from diesel engines, coupled with potential dust and particulate matter from construction and daily operations, poses serious health risks to residents, particularly children, the elderly, and individuals with pre-existing respiratory conditions. The increased air pollution can exacerbate asthma, heart disease, and other health issues.

Noise Pollution: The 24/7 nature of many warehouse facilities will result in persistent noise pollution, from the rumble of delivery trucks to the clatter of equipment and machinery. This constant noise will disturb the tranquility of nearby neighborhoods, impact sleep quality, and contribute to overall stress. Studies have shown that long-term exposure to elevated noise levels can lead to adverse health effects, including hypertension and cardiovascular problems.

Energy Consumption: Warehouses are typically high-energy consumers, requiring significant amounts of electricity to operate refrigeration, lighting, and machinery. Bloomington consistently experiences black outs due to on-going warehouse construction in the area. This increased demand for energy, if sourced from non-renewable resources, would place additional strain on our already overburdened power grid.

Greenhouse Gas Emissions: The proposed warehouse will undoubtedly contribute to higher levels of greenhouse gas emissions through increased traffic and the energy needs of the facility. This project would further exacerbate the daily emission of 546.7 metric tons of CO₂, the 2,025 pounds of NO_X, and the 18 pounds of Diesel particulate matter. The Bloomington

Business Park Specific Plan directly contradicts our region's climate goals and the efforts we must take to reduce our carbon footprint. Supporting projects that lead to further environmental degradation will hinder our ability to combat climate change, protect wildlife habitats, and build a more sustainable future.

I also urge the committee to reevaluate the analysis of **traffic**. With over 80 warehouses in Bloomington and the surrounding area, our residential streets cannot sustain thousands of truck trips on top of the usual residential and school traffic. This project surrounds Zimmerman Elementary School, Bloomington High School, and Kessler Park along with various neighborhoods, which are all sensitive sites.

Please consider the long-term environmental and public health consequences of building a 3.2 million square foot warehouse development in a community that is already overburdened by warehouses. The impact on air quality, noise levels, energy consumption, and greenhouse gas emissions is substantial, and it is critical that these issues be addressed thoroughly before moving forward with any approvals.

It is also important to acknowledge the rampant environmental racism our community continues to experience with the over industrialization of Bloomington and the surrounding area. Bloomington is a predominantly low-income community with over 80% Hispanic population and one of the largest populations of monolingual Spanish-speakers in the county. We deserve to live in an environment that prioritizes clean air, quiet neighborhoods, and sustainable growth.

Thank you for your time and attention to this important matter.

Sincerely,
Lily Gutierrez
Bloomington, CA 92316
lilygutierrez@ucla.edu

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Concerned Bloomington Resident
Date: Thursday, December 12, 2024 3:56:22 PM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Lizeth Gutierrez below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Lizeth Gutierrez <lizeth.gutierrez100@gmail.com>
Sent: Thursday, December 12, 2024 3:48 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Concerned Bloomington Resident

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Good evening Maryn,

I'm sharing some key points to consider for the public hearing regarding the Notice of Preparation (NOP) for the proposed project. I am a concerned resident who has watched the city transform throughout the last 10 years. It is unfortunate to watch my city and home turn in a warehouse money pot and truck route. There are many people's homes and lives being affected. We are not for sale.

Health and Environmental Concerns

- The warehouse is dangerously close to sensitive sites like Zimmerman Elementary, Bloomington High, Kessler Park, and nearby homes, increasing health risks from air and noise pollution.
- The California Air Resources Board (CARB) recommends a 1,000-foot buffer zone between warehouses and sensitive receptors, which this project does not meet.

Overburdened Community

- Bloomington already hosts over 80 warehouses, contributing to 13,000 daily truck trips, severe air pollution, and environmental degradation.
- Adding another warehouse will worsen these impacts in one of the state's most polluted areas.

Environmental Justice

- The area is in the 94th percentile for pollution burden and is designated an Environmental Justice Focus Area, reflecting severe inequities.
- Over-industrialization disproportionately affects this low-income, predominantly Hispanic community, exemplifying environmental racism.

Thank you for considering these points. Let me know if you need additional information.

Kindly,

Lizeth Gutierrez

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Bloomington Business Park Plan
Date: Friday, December 13, 2024 8:19:02 AM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Marcelino Flores below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Marcelino Flores <marcelinofr62@gmail.com>
Sent: Thursday, December 12, 2024 5:49 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Bloomington Business Park Plan

You don't often get email from marcelinofr62@gmail.com. [Learn why this is important](#)

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To Whom It May Concern,

I am a resident of Bloomington, California, residing at 18285 11th Street. I am writing to express my deep concern and disagreement with the ongoing developments in our community. When we first arrived, this area was a peaceful, beautiful place where the air was clean and our quality of life was much better. Unfortunately, the current changes have disrupted this peace, affecting both our health and well-being.

The construction of warehouses and the ongoing deconstruction of roads and bridges have brought severe consequences to our neighborhood. The air quality has significantly deteriorated, contributing to health problems, while the increased traffic has made daily life more difficult. What once felt like a safe and tranquil environment now seems like a series of burdens placed on the residents of Bloomington.

In addition, there are several ongoing issues that need urgent attention. In many areas of our community, streetlights remain out for days at a time, creating unsafe conditions. The cost of living is rising sharply, and the traffic congestion, particularly between 1 PM and 6 PM, makes it nearly impossible to commute to work without significant delays. It is beginning to feel as though these developments are part of a deliberate plan that disregards the needs and well-being of local residents.

We respectfully request that you not only create sidewalks on the side of the street where the warehouses are being built but also on the opposite side to ensure safe passage for pedestrians. Furthermore, our community urgently needs local resources such as community centers for youth, grocery stores, and other essential services that can provide for the growing population on our side of town.

We hope you will consider these concerns seriously and take action to improve the situation for the residents of Bloomington.

Thank you for your attention to this matter.

Sincerely,
Marcelino Flores
Resident of Bloomington, CA

Name: Marta Elena Hernandez G.

Address: 18285 11th St.

Email: mariaelenahernandez1970@gmail.com

Environmental Issue(s) of Concern: _____

- desde que se inventaron las bodegas, han sido de impacto para nuestras vidas
- primeramente el trafico es mas terrible que antes.
 - la calidad de aire nos esta dañando ya que podemos ver q a cada rato nos estamos enfermamos de la respiracion
 - la luz se esta quemando a cada rato y esta perjudicando a mi esposo ya que el esta usando un aparato para respirar
 - porque en lugar de hacer bodegas hay que hacer margetas, centro comercial (necesitamos un super.
- las calles por donde estan las bodegas que sean amplias por los troques y el trafico y la banquetas no solo en el lado de ellos si no tambien el lado contrario.
- Solucion: No mas bodegas
- Necesitamos Una Margeta (super o Superos)
- Drenaje en todo bloomington.

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Bloomington Businesspark Specific Project
Date: Monday, December 9, 2024 12:55:50 PM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Below is a duplicate comment from Gabriela Suarez/Maria Morales.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: gabriela suarez <bloomoraz@hotmail.com>
Sent: Sunday, December 8, 2024 5:43 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Bloomington Businesspark Specific Project

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Dear Mary Wells and Howard Associates,

My name is Maria Morales, I live in 18516 8th St. Bloomington Ca. 92315, and I am one of the concerned neighbors that wishes to have their voice heard. I work as a truck driver. Which places me in the forefront of many of the problems that are related to the warehouse developments.

The project that you are proposing affects me negatively. An example of these consequences is the fact that ever since the warehouses have been built in Bloomington, I have experienced a significant increase in the difficulty I have breathing. Originally, Bloomington was full of trees and open spaces. The increase in warehouses has lead to an increase in contaminating heavy operated vehicles. This has caused me to develop a sinus problem. I have difficulty breathing because I feel a dry nose. This has only occurred since the increase of trailers.

The increase in constructions and developments of warehouses has created a large amount of dust storms generated from the constructions sites. My youngest son has had multiple cases of a bloody nose along with my husband that I believe has been causes by these dust storms and the inhaling of the dust. I have also experienced these symptoms. Additionally, I have had more headaches. An increase in dry eye due to the dust from these construction sites. Not to mention the increase of coughs. It's not from colds or sickness, but from the air we breathe.

About 4 to 5 years ago, the construction of warehouses began. My child was still in Bloomington schools during this time, and the warehouses near the schools causes an increase in the breathing problems I previously mentioned. One of the mains reasons I can see for this correlation is the development of the Amazon warehouse that is less than 1000ft close to the school. There are already more projects that are coming into fruition that are also extremely close to the school.

One time I had to take my son to the hospital because he was bleeding from his nose. He had had a dry throat and eyes for two weeks. The dust from the construction is what I believe caused this. In fact, I left to Kentucky for a few weeks after this incident and my son was able to recuperate and heal. The only factor that changed was the proximity to warehouses. I have noticed when my son used to play outside, his symptoms would increase as if it was an allergy. He now only stays inside for fear of this increasing symptoms. My husband also developed these symptoms and sicknesses when the warehouses became more common.

There are way too many warehouses in the space that is Bloomington. There is too much related forklift noises and truck sounds that keep me up at night. We feel the location of these warehouses is unfair to our community. Why is it that this location has been chosen over others? I feel targeted and discriminated with so many warehouses being around me. I'm anxious with the amount of traffic that is caused by the increased traffic due to the amount of trucks in the area.

An alternative proposal for this space is to have a community center for the youth. Or high

density housing, since the rezoning is already occurring. Even a new grocery store so we don't have to drive so far. Our local store burned down a few years ago and was never replaced. Even a new park would be suitable for the children.

I am a mother, a worker, and the traffic causes me to be stuck, sometimes up to two hours, simply trying to get home. Please consider the fact that Bloomington is a space that often has power outages, and this will only increase with the power required by the warehouses. I am concerned that the electric grid that is in place for Bloomington is too outdated to hold up all the warehouses that will be here. As proof of this, you can see the amount of blackouts that are frequently occurring.

This project and the traffic that will come, the possible outages, and the increasing air pollution give me anxiety for what is to come for Bloomington. This area is already in the 5% worse air quality in the country. Additional warehouses on top of the existing ones will only augment this statistic.

Please consider the efforts I have made to communicate with you. As a mother, a resident and a concerned citizen. You must also consider what you would do if you lived in Bloomington too.

Best,

Maria Morales

Sent from my T-Mobile 4G LTE Device

Nombre: Maria Peña

Dirección: 18772 9th. St. Bloomington, CA. 92316

Correo Electrónico:

Mi nombre es Maria Peña. Soy madre de cuatro hijos, trabajadora de la construcción, y propietaria de una casa. He vivido en Bloomington durante 23 años, y esta comunidad siempre ha sido mi hogar. He trabajado arduamente para criar a mis hijos aquí, con la esperanza de que pudieran crecer en un ambiente seguro y saludable. Pero recientemente, el cambio ha llegado a Bloomington tan rápidamente, y me asusta. Estoy preocupada por lo que va a llegar para todos nosotros en el futuro.

Se está construyendo una nueva bodega cerca de mi casa, y con tantas bodegas existentes en Bloomington, ya estamos lidiando con un flujo constante de camiones. Esta nueva bodega traerá aún más camiones, lo que aumentará el tráfico y los accidentes, poniendo en riesgo a toda la comunidad. La congestión del tráfico ya es un problema importante, y el Informe de Impacto Ambiental (EIA) debe comparar claramente la situación actual del tráfico con el aumento esperado por este nuevo parque industrial. La calidad del aire está empeorando, y me preocupa no solo por mis propios hijos, sino por todos los niños en nuestra comunidad: los que caminan a la escuela, juegan afuera y respiran el mismo aire. Con aún más camiones en las calles, los accidentes serán más frecuentes, haciendo las calles aún más peligrosas para todos, especialmente para nuestros hijos.

Pero no se trata solo de los camiones y el tráfico; también se trata del futuro de toda nuestra comunidad. La contaminación de estas bodegas—los gases de los camiones, el polvo de la construcción y el ruido constante—es peligrosa para todos, especialmente para los niños pequeños. Las personas en vecindarios como el mío, donde muchos de nosotros no hablamos bien el inglés o no tenemos los recursos para defendernos, a menudo soportan las peores consecuencias de estos problemas. Parece que nadie escucha nuestras preocupaciones, como si nuestra salud y seguridad no importaran. El enfoque siempre está en el beneficio económico, no en proteger el bienestar de personas como nosotros. Nos dejan lidiar con las consecuencias, y eso es profundamente frustrante e injusto.

Ya es difícil encontrar buenos trabajos aquí, y ahora enfrentaremos aún más camiones, más ruido y más contaminación. Los desarrolladores de la bodega dicen que proporcionarán empleos para la gente local, pero esos trabajos son mal remunerados, no ofrecen un salario digno, y no tienen oportunidad de crecimiento. Además, sabemos que en unos años esos trabajos serán automatizados, por lo que incluso esas oportunidades desaparecerán. Esos empleos no sirven para mantener a una familia ni para mejorar nuestra comunidad. Me pregunto qué pasará con los pequeños negocios en nuestra área que ya están luchando. ¿Serán desplazados también? ¿Qué pasará con las familias que dependen de esos negocios? La bodega no es solo un edificio para mí; es un símbolo de cómo las comunidades como la

nuestra son ignoradas, dejadas de lado y tratadas como desechables. Siento que somos invisibles, y esa es una realidad dolorosa.

Cada día, hago todo lo posible por proteger a mis hijos y darles todo lo que necesitan para tener éxito. Pero ¿cómo puedo mantenerlos a salvo cuando el lugar en el que vivimos está siendo cambiado de manera que pone a todos en riesgo? El aire empeora, las calles se vuelven más peligrosas y no sé qué hacer. Pero no dejaré de luchar por mis hijos, mis vecinos y esta comunidad.

Después de que se publique el borrador del Informe de Impacto Ambiental, todos los miembros de la comunidad, incluyéndome a mí, queremos tener la oportunidad de reunirnos en persona para expresar nuestras preocupaciones. Merecemos ser escuchados y debemos tener la oportunidad de hablar sobre cómo estas decisiones nos afectarán. Todos merecemos algo mejor. Merecemos vivir en un lugar donde podamos respirar con tranquilidad, donde nuestros hijos puedan caminar a la escuela sin miedo y donde nuestras vidas no se sacrifiquen por el beneficio de otros.

From: [John Wells](#)
To: [Mary Wells](#)
Subject: Re: Board/Staff Meeting Public Project Comments
Date: Wednesday, December 11, 2024 at 11:48 AM
Attachments: [Screenshot.pdf](#)

[NON-EPIC]

Good morning Haughlin,

Please see below a public comment from Mary Wells.

Thank you,

Mary Wells
Board President
Land Use Services Department
Phone: 909.941.4758
Fax: 909.941.5127
385 N. Ardenwood Ave.
San Bernardino, CA 92410-0387



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From: Mary Wells <chadwell@sbcounty.gov>

Sent: Tuesday, December 10, 2024 11:37 PM

To: Wells, Mary <mary.wells@sbcounty.gov>

Subject: Board/Staff Meeting Public Project Comments

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Name:

Maria Rios Perez

Address:

18421 Mindana St.

Bloomington

Email:

chuxbastida9@gmail.com

Environmental Issue(s) of Concern:

Mi familia y yo no
estamos de acuerdo con tantas bodegas
que nos esta afectando mucho pues
tenemos 40 años viviendo en esta
ciudad de Bloomington y ahora se
esta llenando de contaminación, tráfico
cada día nos enfermamos mas de
alergias, yo personalmente sufro de alergias
nasales y mis hijos y ahora asta mis nietos y
asta sin motivo tienen mucha irritabilidad sin
motivo aparente, y es frustrante ver que las perso-
nas ah supervisores de este condado no se pongan
a pensar en las personas que vivimos en Bloomington
y que sufrimos las consecuencias de tanta invasión
de estos almacenes (bodegas) que en realidad
no hay beneficio para la comunidad y si mucho
daño ambiental, ruido, tráfico y asta posible
delincuencia y asta prostitución con tantos truck
stop que se an abierto para beneficio de
tantas bodegas. Y es doloroso y penoso
que asta una escuela ayan vendido a estos
voraces empresarios que no piensan en la
comunidad de Bloomington solo piensan en sus
beneficios economicos sin importantes el daño
ecológico y social que an traído a Bloomington
y sus alrededores, Y por supuesto estas
personas no viven aquí no sufren las consecuencias
pues solo piensan en sus intereses Ya Basta
de tanto atropello somos ciudadanos y

Siempre cumplimos con las leyes de este gran país.

También somos contribuyentes de **IMPUESTOS**

SUPERVISORES HAGAN EL
TRABAJO PARA EL QUE FUERON
ELEGIDOS LUCHAR POR
LOS INTERESES DEL PUEBLO

ESTO ES DEMOCRACIA

GOBIERNO DEL PUEBLO

PARA EL PUEBLO

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Opposition to the Bloomington Business Park Project
Date: Thursday, December 12, 2024 3:32:04 PM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Mateo Ambriz below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Mateo Ambriz <mateoambriz@gmail.com>
Sent: Thursday, December 12, 2024 2:10 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Opposition to the Bloomington Business Park Project

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Dear Maryn Wells,

I am writing to express my opposition to the proposed Bloomington Business Park project. As a lifelong resident of San Bernardino County who lives in Ontario and attends school in Redlands, I am deeply concerned about the detrimental impacts this development would have on our community's health, environment, and quality of life. The cumulative effects of this project, particularly regarding air quality, noise pollution, and public health, necessitate a thorough and comprehensive review to protect the well-being of county residents.

San Bernardino County has long been grappling with the adverse effects of warehousing and industrial developments. These projects often disproportionately impact communities like Bloomington, which already face significant environmental burdens. The construction and operation of the Bloomington Business Park would exacerbate these issues by increasing traffic congestion, diesel emissions, and particulate matter pollution, leading to further degradation of air quality across the region. This not only jeopardizes the health of local residents but also contributes to broader public health concerns, including respiratory and cardiovascular diseases.

The proposed location of this warehouse is particularly troubling, as it is situated near sensitive sites such as Zimmerman Elementary School, Bloomington High School, and Kessler Park. The project's proximity to these locations will expose students and community members to heightened levels of air and noise pollution, endangering their health and well-being. Additionally, the project will be only 100 feet from the nearest residence, significantly increasing health and environmental impacts for the residents of Bloomington.

The California Air Resources Board's (CARB) Land Use Guidance recommends a buffer zone of at least 1,000 feet between distribution centers and sensitive receptors like schools, homes, daycares, parks, and hospitals. This guidance underscores the inadequacy of the current project plan in safeguarding the health and safety of Bloomington's residents.

Approving yet another warehouse project will only amplify these harmful effects. The new development is projected to add thousands of trucks and passenger vehicles onto the streets of Bloomington, increasing pollution, traffic congestion, and noise. The streets, already strained, will deteriorate further, and the construction, loading, and unloading activities will significantly degrade residents' quality of life.

This project also raises significant environmental justice concerns. Bloomington ranks in the 94th percentile on the CalEnviroScreen, reflecting high pollution burdens and sensitive population characteristics. The community is also in the 91st percentile for PM2.5 pollution and 80th percentile for diesel particulate matter. As an Environmental Justice Focus Area, this low-income, predominantly Hispanic community is already over-industrialized, which exemplifies environmental racism. Further industrialization only exacerbates the inequalities faced by this community.

The documentation concerning the court case calling for a new Environmental Impact Report references the Friant Ranch analysis, which mandates a rigorous study of the health effects of poor air quality. A good-faith approach to this analysis must involve public health experts and account for the cumulative impacts of warehousing and transportation patterns in the area. It is especially crucial to address the needs of vulnerable populations, such as children, the elderly, and individuals with pre-existing health conditions.

While mitigation measures like energy efficiency upgrades and air filters may offer

some relief, they do not address the fundamental incompatibility of massive warehouse developments with healthy, livable communities. The County must prioritize its residents over corporate interests to ensure the long-term health and sustainability of Bloomington and similar areas.

Thank you for considering my comments. I urge the County to reject the Bloomington Business Park project or, at the very least, ensure an exhaustive environmental impact review is conducted. Our communities deserve better than to be treated as sacrifice zones for industrial expansion.

Sincerely,

Mateo Ambriz

3380 E Foxglove Way

Student, University of Redlands

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Submission of Public Comment
Date: Thursday, December 12, 2024 3:44:08 PM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment below from Miguel Muñoz Valtierra.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Miguel Muñoz Valtierra <mike13-13@hotmail.com>
Sent: Thursday, December 12, 2024 1:41 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Submission of Public Comment

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Hello Mary Wells and County,

I hope this letter finds you well. My name is Miguel Muñoz Valtierra, a resident of 18763 10th St, Bloomington, California. I am writing this letter on behalf of myself, my family, my

neighbors and all those who did not receive the information to have an opportunity to write a similar letter. I write to express our concerns regarding the Bloomington Business Park Specific Plan Project, specifically with regard to the effects to the air quality, energy, greenhouse gas emissions, noise, and lack of project alternatives.

Bloomington has historically been a location of severe air quality due to its location in the south coast air basin. As time goes by and air pollutants run rampant, it is increasingly easy to see the air quality worsening. During summer days the San Bernardino mountains are impossible to see from Bloomington, however, during windy days or after some rain, the San Bernardino mountains can be seen even from the number of streets south of Bloomington. Under normal conditions, a thick layer of what looks like fog can be seen settling in the area, bringing visibility to about 3 or 4 miles away. In the worst of times, even the neighboring Fontana hills appear grayish, due to being enveloped in the visible air pollutants. This should not be a normal scenario to any community. I urge you all to consider the health reproductions this will have on the community of Bloomington.

It has been mentioned many times during multiple MAC meetings that the energy infrastructure in Bloomington is inadequate and in the worst of times unsustainable. Winds knock electric posts down every windy season. During the summer heat, rolling blackouts can last for hours and recently days, making life more miserable, food to spoil, and people to suffer. This Business park is sure to refocus the priority of the local government to maintaining it running and with power at all times. There is even talk of upgrading the electric system to fit the needs of this project. With this in mind, how will the already struggling electric grid keep up with the demands of such a large project? Will the county focus on getting the whole electric grid updated? Will it cost the taxpayer's money? Can it not be part of the deal made with the developers? I urge you to ensure that this project's required energy consumption does not negatively impact the community it will reside in more than it already has.

Greenhouse gas emissions is a general term for multiple sources of greenhouse gas producers. We all know the basic ideas of greenhouse gases. They are continuously being emitted, negatively impacting the environment and causing ozone depletion. The reality is that the world powers have all failed in meeting their quotas for greenhouse gas emissions, and there is no new plan that will mitigate those effects. This project will bring additional production of greenhouse gasses via the diesel truck it will invite. The increase amount of trucks in the area will increase the greenhouse gas emissions while simultaneously taking away a large amount of trees that would otherwise mitigate that output.

The subject of diesel trucks leads me to the next concern, noise. Though the building itself won't produce noise, the guaranteed 1,300 daily truck trips this project is projected to bring will add a significant amount of noise and traffic to the area. Since Bloomington is split by the 10 freeway and next to a rail yard, there is already a significant amount of noise pollution.

Even living in the number streets south of the 10, peak traffic can be heard along with the screeching of the rail yard. If you ever get the chance to walk down the main street here in Bloomington called Cedar Avenue, you'll immediately hear the thundering noise of semi trucks heading to either the 10 or the 60. Increased traffic from truck trips means an increase of noise in the general vicinity of Bloomington.

The last concern and proposal is the lack of project alternatives. Currently, Bloomington has multiple unoccupied warehouses. There is no need for additional warehouses in the center of the town when the edge of town already has empty warehouses. The project does not propose alternative uses for the land. Considering its proximity to the Bloomington high school, please consider using the already cleared out land to fund a community center or build a second equestrian center for public use. Land so close to the high school should be used to improve the future of the students. Not add traffic to the students lives, or expose them to additional risks when they walk home or practice Cross Country. A warehouse so close to them will also feed into the cycle of obtaining minimum paying jobs out of high school instead of attempting higher education.

As you read through the EIR resubmission, I urge you to consider these personal stories.

Best,

Miguel

Ceqa B

To Whom It May Concern

The purpose of this letter is to bring up other alternatives to the Bloomington Business Park plan where a large amount of warehouses are going to be placed where rural residential properties existed in zoning norm of half acre or larger. Many were larger 3 plus acre tree lined properties. A predominantly residential rural area kept in place to absorb the ozone toxins already present in the community of Bloomington. This plan is inconsistent with the previous Bloomington Community Plan in fact planning for the combined health risks was pretty much ignored in placing so many warehouses near the schools and in environmentally sensitive area such as Bloomington.

It is my opinion the County was in such a race to beat the deadline of the Environmental Justice Area designation for Bloomington that it is allowed not only this project but numerous other warehouse in projects to build without the proper CEQA reviews to ensure the unwanted industrial buildout within the short period window they had prior to facing stricter regulations upon pollution levels for residents living in Bloomington.

The courts decision to look further into this project was not only warranted it was important to stop this kind of direct skipping of the Counties obligation to care for the environmental health of its residents over developers wants and needs. Not only should this project be scrutinized the other warehouse projects that have come in to the area in the past two years should be also.

The air quality should be looked at within much finer details especially for this one which is situated itself against schools so much so that the developer purchased an elementary to move it elsewhere signifying that the unhealthy air quality. Moving a school proves the air from the project is of concern, there by leaving the homes where the students live has not diminished the impact on the students health. It has impacted the students health and safety as now the students will be required to cross a very busy street to go to school they once could walked a block to. Being subject to the added pollution by the additional trucking along Cedar Ave where they will be required to cross. Only to return after school to the ozone area where they live and has now become industrized by this development.

Several other options for this development could've been keeping it as it is

1. Residential homes and enforcing the zoning acquirements of one truck per acre, minimizing trucking in the area not warehousing.
2. Mix Use residential with commercial which the community of Bloomington 24,000 people are such are crying out for that they have very little commercial businesses since the county has converted the majority of the commercially zoned properties into industrial.
3. Requiring zoning of industrial areas to become commercial areas and residential areas on the south side of the I-10 in Bloomington for each area that is being rezoned industrial as to help buffer the pollution levels brought about by this project. There by restoring to the community the ability to buffer a nearly mile of cement where lush fertile earth once sat to absorb the pollutants. For each rezoned commercial or residential a industrial lot in the area would be rezoned commercial or residential.
4. Having developer revamp his project to where it has a combination of warehousing residential and commercial along with parks and recreational areas leaving the school

intact and making it a community friendly project versus one with very limited amount of sidewalks and trails on the exterior more of a intertwined community related project it adds shopping centers Parks recreation areas to buffer the pollution is brought in by the trucks so that is that the amount of green space that is being removed which is significant is now replaced by other green space such as in parks and trails.

5. The Upzoned in this project is also another impact on the north side of Bloomington which should be addressed at this point in time as not only is it going to cause a significant Impact on an area that is not currently designed for other than rural living. Homes are currently on half acre and larger parcels between Locust, San Bernardino and Hawthorne Ave up zoning the area to apartment type dwellings or high density housing will put a significant impact on the area and schools in the vicinity which are overstressed and at capacity. The upzone are should be on the southside of freeway where the project exists and is removing people and possibly across from the high school on Laura's it impacts the community far less rebuilding lost homes in that area as in the indicated area for up zoning rather than on the northside of Bloomington causing traffic impacts and additional environmental stresses on infrastructure in the area. Residents in this area of Bloomington were not given adequate notice of zoning changes for the upzoning; this portion of the project should be given future review and time for public comment.
6. This project should be broken up with parks, businesses, riding trails and equal green space to what has been removed.
7. In conclusion: The/ County knew of the Environmental impacts on the Bloomington community and had plenty of time prior to the application to be proactive and place the required restriction s in place and not be an active partner in the further deliberate damage to the residents unhealthy air quality they are forced to breath in their homes daily. No amount of mitigation is going to restore the amount of potential damage letting this project go forward will cause. It is important that we as citizens once a potential hazard is identified be protected rather than abused by those put in charge of life impacting decisions such as allowing residential areas be deliberately converted into industrial zones adding additional impacts on the residents who purchased prior to the developers application. Since Bloomington was identified as a Environmental Impacted area it is up to you and those who allow changes to protect not destroy our health.

Pamela Geil
PO BOX 676
Bloomington Ca 92316
9099100074

Name: Priscilla Vargas-Pena

Address: 18772, 9th St. Bloomington, Ca. 92316

Email: priscilla7586@gmail.com

Dear Maryn Wells and San Bernardino County Land Use Services Department,

My name is Priscilla Vargas, and I have lived in Bloomington, CA for 23 years. Growing up, I loved walking through my beautiful neighborhood, hiking through the neighboring green mountains, and experiencing the rural nature of our community—whether it was seeing the livestock, observing local wildlife, or simply enjoying the open spaces. For many, Bloomington might not seem like much, but for those of us who call it home, it's everything. Unfortunately, the rapid expansion of warehouses in our area is threatening to change this, and not for the better. The influx of truck traffic, poor air quality, low-wage jobs, and environmental disruptions are just a few of the serious issues we're facing. The constant flow of diesel trucks will increase congestion, damage our infrastructure, and pollute the air, silently harming the health of our families, especially children and the elderly. While warehouses may offer jobs, they often come with low pay, limited benefits, and little room for growth, perpetuating inequality and sending the message that minorities like us are only meant to fill these low-wage, blue-collar positions.

What makes this even more troubling is that warehouses tend to target communities like ours, predominantly made up of immigrants and people of color. Developers find it easier to step on minority communities because of the language barriers and limited access to information that many residents face. This makes it difficult for us to fight back or even understand the full scope of the consequences these warehouses will bring. Moreover, the environmental impact is undeniable—noise and light pollution from warehouses will disturb the wildlife in our nearby mountains and degrade the natural beauty of our community.

In addition to the broad environmental concerns, I have specific worries about the location of this warehouse, which is dangerously close to sensitive sites like residences, schools, and parks. Zimmerman Elementary School, Bloomington High School, and Kessler Park are adjacent to this project, and they are all at high risk of air and noise pollution from the warehouse operations. This puts the health and well-being of students and community members in grave danger. The project site will be just 100 feet away from the nearest residence, significantly increasing health risks and environmental impacts for residents in our neighborhood.

As a community, we are deeply concerned about these direct threats to our children, families, and seniors. According to the California Air Resources Board's (CARB) Land Use Guidance, there should be a buffer zone of at least 1,000 feet between distribution centers and sensitive receptors, such as schools, homes, daycare centers, parks, and hospitals. Unfortunately, this warehouse development disregards that guidance, which is designed to protect public health. The lack of sufficient buffer zones only worsens the harmful effects of air pollution and noise pollution, and it shows a blatant disregard for the health of Bloomington residents, especially our children.

While the damage has already been done in many ways, the least these warehouse developments can do is give back to the community in a meaningful way. Instead of just taking from us, they should be required to provide public open spaces, community centers, parks, or affordable housing—anything that would truly benefit Bloomington residents. I'd like to point out that the warehouses have provided us with "benefits" that don't really benefit us. For example, the warehouses are building a sewer system that was supposedly a benefit to us, but in reality, many people in our community who are low-income will be unable to connect to it due to the high costs involved. It's going to take a pretty penny just to get connected, and with the constant fear that residents will have to sell their homes due to the negative impacts of these warehouses, who would want to invest in such a system? People are already struggling, and the idea of having to pay exorbitant fees for a sewer connection only deepens their mistrust and concern.

Bloomington deserves better than being treated as an industrial dumping ground. We deserve good-paying, sustainable jobs and a healthy, vibrant community that values both its people and its natural surroundings. It's time to protect what makes Bloomington special and ensure it remains a place we can all be proud to call home. That's why many community members, like myself, are requesting another meeting once the draft Environmental Impact Report (EIR) is released. The community engagement process has not been handled properly, and it feels as though the EIR has already been approved behind closed doors. To us, it seems like the last meeting was just something they needed to check off their to-do list, as if they weren't truly invested in hearing our concerns. I don't know how these warehouse developers sleep at night, knowing the damage they are causing to our community. We ask that San Bernardino County please listen to the people and not the profits.

Law Office of Abigail Smith
A Professional Corporation

2305 Historic Decatur Road, Suite 100, San Diego, CA 92106

Abigail A. Smith, Esq.
Email: abby@socalceqa.com
Telephone: (951) 808-8595

VIA E-MAIL ONLY

December 12, 2024

Maryn Wells, Senior Planner
County of San Bernardino
Land Use Services Dept. – Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187
Maryn.Wells@lus.sbcounty.gov

**Re: Notice of Preparation of Recirculated Draft Environmental Impact Report
for the Bloomington Business Park Specific Plan Project**

Dear County of San Bernardino:

On behalf of the Sierra Club-San Geronimo Chapter, thank you for the opportunity to comment on the Notice of Preparation (“NOP”) of Recirculated Environmental Impact Report (“RDEIR”) for the Bloomington Business Park Specific Plan Project (“the Project”). The RDEIR will evaluate the Project’s impacts with respect to air quality, energy, greenhouse gas emissions, noise, and alternatives.

The RDEIR should fully disclose, analyze, and mitigate the Project’s air quality and greenhouse gas emission impacts (“GHGs”). It is anticipated that the Project at full buildout will involve thousands of vehicle trips per day and that it will result in significant air quality and GHG impacts per applicable significance thresholds. Accordingly, the County must propose aggressive and enforceable mitigation measures through the RDEIR to lessen the Project’s air quality and GHG impacts to the maximum extent feasible.

For instance, the County should require the Project to utilize the cleanest available vehicle technologies; and it should require the Project to provide adequate infrastructure to support near-zero and zero emission vehicles and equipment. This should include, at a minimum, requirements that the Project shall use exclusively zero emission light and medium-duty trucks and vans, and that it shall use only zero emission service equipment such as forklifts. As the State moves toward its goal of zero emission goods movement^{1 2}, the County should ensure that the Project is in line with this important objective including requiring the exclusive use of zero emission heavy duty trucks as well. In short, the County must fully investigate, promote, and adopt all feasible mitigation through the RDEIR that promotes the use of the cleanest available vehicle technologies.

¹ <https://ww2.arb.ca.gov/new-california-requirements-road-and-road-heavy-duty-vehicles#:~:text=Starting%20January%201%2C%202024%2C%2050,ZEV%20purchases%20beginning%20in%202027.>

² <https://calmatters.org/environment/2022/09/california-phase-out-diesel-trucks-zero-emission/>

With respect to GHGs, Assembly Bill 1279³ requires the State to achieve net zero GHGs as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill requires California to reduce GHG emissions by 40% below 1990 levels by 2030, and by 85 percent compared to 1990 levels. Therefore, the County must take all steps to ensure that the Projects is in conformance with these GHG emission reduction targets.

As the transportation sector is the largest source of GHG emissions in the State, accounting for roughly 40 percent of California's GHGs⁴, the County must propose transportation measures through the RDEIR that are designed to reduce fuel use in cars and trucks. This would include reducing vehicle miles traveled ("VMT") as required by Senate Bill 743⁵. According to the California Air Resources Board ("CARB")'s Scoping Plan, "VMT reductions will play an indispensable role in reducing overall transportation energy demand and achieving the state's climate, air quality and equity goals." (CARB 2022 Scoping Plan p. 192.)⁶ The Project proposes a staggering amount of industrial warehousing and it eliminates existing housing land use designations. The County must explore, as feasible mitigation, alternatives to the Project that balance industrial land uses and housing. At the least, the RDEIR should consider an alternative through the RDEIR with a mix of housing and employment opportunities, thus reducing the need for residents to commute longer distances to employment centers.⁷ In addition, the County should explore programmatic VMT reducing measures, such as establishing a mitigation fund that will help to address the Project's VMT impacts.^{8 9 10 11} Global climate change has already resulted in irreversible environmental consequences. Particularly where the transportation sector is the largest source of GHG emissions in California, the Project must fully evaluate the cumulative impact of the proposed land use changes, and the Project shall be designed to lessen the Project's cumulative impacts by reducing VMT, not increasing it. The RDEIR should propose measures to increase the use and availability of public transit, pedestrian walkways, and the extension of bike trails and lanes as well as other measures that reduce VMT impacts.

According to CARB, actions to deploy both zero emission and cleaner combustion technologies will be essential to meet air quality goals in California.¹² Accordingly, the RDEIR should evaluate measures consistent with the policies and goals of the State's Zero Emission Vehicle (ZEV) Action Plan and Executive Order B-48-18 (setting a target of 5 million ZEVs in California by 2030). This should include tangible measures to increase the availability of charging and refueling stations and other zero-emission vehicle infrastructure above existing Title 24 requirements including direct current fast chargers capable of

³ https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB1279

⁴ <https://www.lao.ca.gov/Publications/Report/4821#:~:text=Transportation%20is%20the%20largest%20source, statewide%20emissions%20in%20recent%20years.>

⁵ <https://opr.ca.gov/ceqa/sb-743/faq.html#what-is>

⁶ <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf>

⁷ <https://dot.ca.gov/programs/esta/sb-743/resources/housing>

⁸ <https://www.metro.net/projects/vehicle-miles-traveled-vmt-mitigation-program/#overview>

⁹ <https://wrcog.us/DocumentCenter/View/10174/VMT-Fact-Sheet?bidId=>

¹⁰ <https://cdi.santacruzcountycal.gov/UPC/EnvironmentalPermitsTechnicalReviews/VMTMitigationProgram.aspx>

¹¹ <https://www.smwlaw.com/2024/01/17/mitigating-vehicle-miles-traveled/>

¹² <https://ww2.arb.ca.gov/sites/default/files/classic/planning/sip/2016sip/2016mobsrc.pdf>

charging light, medium, *and* heavy-duty vehicles.

The RDEIR must fully evaluate the Project's consistency with all regional planning documents relative to air quality impacts such as the Southern California Association of Governments (SCAG)'s Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS") including SCAG's Transportation Management Demand Strategies.^{13 14} . According to the RTP/SCS, "potential mitigation for environmental justice impacts" includes to "fund proactive measures to improve air quality in neighboring homes, schools and other sensitive receptors"; "provide education programs about environmental health impacts to better enable residents to make informed decisions about their health and community"; and "engage in proactive measures to train and hire local residents for construction or operation of the project to improve their economic status and access to health care." (emphasis added).

The RDEIR must fully disclose, analyze and mitigate the Project's energy impacts. The Project shall propose measures to ensure compliance with and the advancement of the policies and goals of Senate Bill 100 which commits to 100% clean energy in California by 045. The County must consider measures that promote energy efficiency beyond existing regulatory requirements such as CalGreen/Title 24. For instance, requiring the industrial project to maximize the use of solar energy with complete roof coverage with photovoltaic solar panels (PV panels) is one means to ensure that the State can meet its energy efficiency goals.

Finally, the RDEIR must fully evaluate meaningful alternatives to the proposed development. This should include alternatives that provide housing to reduce VMT among other reasons. The RDEIR should also explore alternatives consistent with the warehouse design requirements of Assembly Bill 98.¹⁵

Thank you for your consideration of these comments as you prepare the RDEIR. Please include my office on the list of recipients of all future CEQA notices including the Notice of Availability and/or Notice of Completion of RDEIR.

Sincerely,

A handwritten signature in cursive script that reads "Abigail Smith".

Abigail Smith, Esq.

¹³ https://scag.ca.gov/sites/main/files/file-attachments/tm-strategic-plan_scag.pdf?1607732260

¹⁴ <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-tm-toolbox-strategies.pdf?1715621181>

¹⁵ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB98



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From: SCG SE Region Redlands Utility Request
<SCGSERegionRedlandsUtilityRequest@semprautilities.com>
Sent: Tuesday, December 3, 2024 1:49 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Cc: SCG SE Region Redlands Utility Request
<SCGSERegionRedlandsUtilityRequest@semprautilities.com>
Subject: 12/3/24- Bloomington Business Park Specific Plan Project PROJ-2020-00204

You don't often get email from scgseregionredlandsutilityrequest@semprautilities.com. [Learn why this is important](#)

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Hello,

I just reviewed the documents regarding **Bloomington Business Park Specific Plan Project PROJ-2020-00204**

SoCalGas Distribution does have facilities in the area. Please note on case to have Developer contact 811 / USA at [DigAlert | Utility Locating California | Underground Wire & Cable Locator](#) prior to any excavation / demolition activities so we can Locate & Mark out our facilities. **Any excavation activity within ten (10) feet of our High-Pressure facilities will require a SoCalGas employee standby.**

If the Developer needs new gas service, please have them contact our Builder Services group to begin the application process as soon as practicable, at <https://www.socalgas.com/for-your-business/builder-services>.

To avoid delays in processing requests and notifications, please have all Franchise correspondence sent to our Utility Request inbox, at SCGSERegionRedlandsUtilityRequest@semprautilities.com.

[com](#)

I cover the **Southeast Region – Redlands**

SCGSERegionRedlandsUtilityRequest@semprautilities.com would be your contact for requests in the southeastern ends of LA County, Riverside County, San Bernardino & Imperial Counties.

Southeast Region - Anaheim office which is all of Orange County and the southern ends of Los Angeles County; therefore, any Map and/or Will Serve Letter requests you have in these areas please send them to

AtlasRequests/WillServeAnaheim@semprautilities.com

Northwest Region – Compton HQ For West and Central LA County, your Map Request and Will Serve Letters, will go to SCG-ComptonUtilityRequest@semprautilities.com

Northwest Region - Chatsworth

For any requests from the northern most parts of LA County all the way up to Visalia, San Luis Obispo, Fresno and Tulare you would contact

NorthwestDistributionUtilityRequest@semprautilities.com

Transmission

For Transmission requests, please contact SoCalGas Transmission, at

SoCalGasTransmissionUtilityRequest@semprautilities.com

READ MORE

MINOR STREET IMPROVEMENT PROJECTS: (CHIP SEAL, SLURRY SEAL, GRIND & OVERLAY)

Please notify Southern California Gas Company 4 months prior to start of pavement

projects for the gas company to complete leak survey & repair leaks if found.

MAJOR STREET IMPROVEMENT PROJECTS: (PROJECTS REQUIRING EXCAVATIONS GREATER THAN 9 INCHES, WIDENING OF EXISTING STREETS, INSTALLING NEW CURBS & GUTTERS, BUS PADS, TRAFFIC SIGNALS, REALIGNMENT, GRADE SEPARATION, ETC.) &

PIPELINE PROJECTS: (STORM DRAIN, WATERLINE, WATER, SEWER, ELECTRICAL, TELECOMUNICATIONS, ETC.)

Please provide Southern California Gas Company with your signed designed plans with gas company facilities posted on your designs plans, 4-6 months prior to start of construction for possible relocation of SCG medium pressure facilities and 9-12 months for possible relocation of SCG high pressure facilities.

This time is needed to analyze plans and to design required alterations to any conflicting SCG gas facilities. Please keep us informed of any and all pre-construction meetings, construction schedules, etc., so that our work can be scheduled accordingly.

Potholing may be required to determine if a conflict exists between the proposed development and our facilities. If, for any reason, there are SCG facilities in conflict, and a request to be relocated is needed, it is important to send the request in writing. Please include all required information below:

- **A Signed “Notice to Owner” request on Official Letterhead from the City, County, and/or company.**
- **Name, Title and Project Number.**
- **Address, Location, Start Date, Parameters & Scope of Entire Job/Project.**
- **Copy of Thomas Guide Page and/or Google Map Screenshot Highlighting Project Area.**
- **Requestor Company’s Contact Name, Title, Phone Number, Email, and other pertinent information.**

Thank you,
Josh Rubal
Lead Planning Associate
Distribution Planning & Project Management
Redlands HQ - Southeast Region
(213) 231-7978 Office
SCGSERegionRedlandsUtilityRequest@semprautilities.com



South Coast Air Quality Management District

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

SENT VIA E-MAIL:

December 12, 2024

Maryn.Wells@lus.sbcounty.gov

Maryn Wells, Senior Planner
County of San Bernardino,
Land Use Services Department – Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, California 92415-0187

Notice of Preparation of a Recirculated Draft Environmental Impact Report for Bloomington Business Park Specific Plan Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Recirculated Draft Environmental Impact Report (EIR). Please send a copy of the Recirculated Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Recirculated Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files).** Any delays in providing all supporting documentation for our review **will require** additional review time beyond the end of the comment period.

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website¹ as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod² land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's air quality significance thresholds³ and localized significance thresholds (LSTs)⁴ to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

¹ South Coast AQMD's CEQA Air Quality Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

² CalEEMod is available free of charge at: www.caleemod.com.

³ South Coast AQMD's air quality significance thresholds can be found at: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf>

⁴ South Coast AQMD's 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, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), 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. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's air quality significance thresholds for *operation* to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment.⁵

Also, if implementation of the Proposed Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, spray booths, etc., one or more air permits from South Coast AQMD will be required, and the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the air permit(s) under CEQA and imposing permit conditions and limits. Questions about air permit requirements should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

In addition, if air permits are required and the South Coast AQMD is identified as a Responsible Agency in the EIR, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD. CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of evaluating the applications for air permits. For these reasons, the EIR should include a discussion about any new stationary and portable equipment requiring South Coast AQMD air permits and identify South Coast AQMD as a Responsible Agency for the Proposed Project, if applicable.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*⁶ is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making

⁵ South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

⁶ CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf>.

process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory⁷.

The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*⁸ includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES V), completed in August 2021, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions⁹. According to the MATES V carcinogenic risk interactive map, the area surrounding the Proposed Project has an estimated cancer risk of over 880 in one million¹⁰. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,¹¹ South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2022 Air Quality Management Plan,¹² and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.¹³

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

⁷ CARB's technical advisory can be found at: https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf.

⁸ South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>.

⁹ South Coast AQMD. August 2021. *Multiple Air Toxics Exposure Study in the South Coast Air Basin V*. Available at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>.

¹⁰ South Coast AQMD. MATES V Data Visualization Tool. Accessed at: [MATES Data Visualization \(arcgis.com\)](https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v).

¹¹ <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>

¹² South Coast AQMD's 2022 Air Quality Management Plan can be found at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan> (Chapter 4 - Control Strategy and Implementation).

¹³ Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

- Require zero-emissions (ZE) or near-zero emission (NZE) 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. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule¹⁴ and the Heavy-Duty Low NOx Omnibus Regulation¹⁵, ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentivize the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require the use of 2010 model year¹⁶ 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. Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include the 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.
- 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 higher activity level.
- Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

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

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

¹⁴ CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

¹⁵ CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: <https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>.

¹⁶ CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

Design considerations for the Proposed Project that the Lead Agency should consider to further reduce air quality and health risk impacts include the following:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of nitrogen oxides (NOx) and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt in to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of multi-million-square-foot warehouse, the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation¹⁷. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage¹⁸.

¹⁷ South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf>.

¹⁸ South Coast AQMD WAIRE Program. Accessed at: <http://www.aqmd.gov/waire>.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at swang1@aqmd.gov.

Sincerely,

Sam Wang

Sam Wang

Program Supervisor, CEQA IGR

Planning, Rule Development & Implementation

SW

SBC241113-12

Control Number

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Bloomington Business Park Specific Plan Public Feedback
Date: Tuesday, December 10, 2024 9:05:42 AM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

A comment has been submitted regarding the revised EIR for Bloomington Business Park SP.
Please see below from Veronica Perez.

Thank you,

Maryn Wells

Senior Planner

Land Use Services Department

Phone: 909-387-4738

Fax: 909-387-3223

385 N. Arrowhead Ave.

San Bernardino, CA 92415-0187



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From: Veronica Perez <roniperezedente@gmail.com>
Sent: Tuesday, December 10, 2024 8:20 AM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Bloomington Business Park Specific Plan Public Feedback

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Greetings,

My name is Veronica Perez and I am a resident of San Bernardino County. I was born and raised in the Inland Empire in my family's house in Fontana, right on the Etiwanda border of Rancho Cucamonga. After serving in the military for 7 years I came back and bought a home in the Las Colinas neighborhood of Rialto.

Without a date the Inland Empire cannot afford anymore warehouse development or expansions. It blows my mind that there are several near my home that appear completely empty or hang leasing signs on the outside. Aside from the obvious drawbacks of higher truck traffic these warehouses are not helping our community or the people who live here. In fact they are likely hurting us at an exponential rate. Please please please take the time to read and share the recently published Pro Publica article that provides in depth research on the high levels of formaldehyde specifically in San Bernaedino. According to their investigation the highest concentration of formaldehyde measured by government monitors in outdoor air between 2015 and 2020 was recorded in Fontana in 2018. We live in an are where we are exposed to formaldehyde at a cancer risk level more than 20 times higher than the EPA goal and the lifetime cancer risk from air pollution is 80 times higher.

<https://www.propublica.org/article/formaldehyde-epa-trump-public-health-danger>

We are harming ourselves because we are being short sighted and prioritizing profits over people. Brining in jobs that will have disastrous second and third order effects is not a win. If we are knowingly exposing our children to cancer causing chemicals and selling it as helping drive the local economy we are fools.

We need a monumental shift in perspective and we should absolutely stop all warehouse development in San Bernardino County. It's obvious to those of us who call the Inland Empire our home. Outside corporations and companies do not care about our well being. They care about making money and government officials should do what is best for the people they are supposed to serve.

Lastly I will offer my own anecdotal evidence for why we must stop expanding the warehouse industry. After living in two states with amazing air quality and environmental protections (Wyoming and Hawaii) I am shocked at how bad the air quality here has developed. I can see the thick, dark grey layer of smog almost every morning on my commute down the 15 and it doesn't take a scientist to understand this is harmful for our health. The mountains to the east are covered most mornings and I forget they even exist. Common sense must prevail here. We cannot condemn our children to a future where the air is a threat to their lives.

Thank you for your time,
--Veronica Perez

From: [Wells, Maryn](#)
To: [Meaghan Truman](#)
Subject: FW: Environmental issues of Concern / Bloomington Business Park
Date: Thursday, December 12, 2024 10:48:43 AM
Attachments: [image001.png](#)

[NON-EPD]

Hi Meaghan,

Comment from Xochitl Pedraza below.

Thank you,

Maryn Wells
Senior Planner
Land Use Services Department
Phone: 909-387-4738
Fax: 909-387-3223
385 N. Arrowhead Ave.
San Bernardino, CA 92415-0187



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From: Xochitl Pedraza <xochitl.xp@gmail.com>
Sent: Wednesday, December 11, 2024 9:23 PM
To: Wells, Maryn <Maryn.Wells@lus.sbcounty.gov>
Subject: Environmental issues of Concern / Bloomington Business Park

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Xochitl Pedraza
18189 Slover Ave
Bloomington, CA 92316

Re: Environmental issues of Concern.

After attending the Scoping meeting for the Bloomington Business Park Specific Plan Project held on December 2nd at the Ayala park, I would like to address the following environmental concerns:

-
-
- Air quality
-

The inland empire has one of the worse, if not the worst air quality in California. The air quality impact from warehouses are significant, as these facilities often contribute to local pollution levels. Warehouses typically involve heavy vehicular traffic, including diesel trucks, which emit harmful pollutants that negatively affect air quality. Any model used to predict the impact, if done properly would report the same results. The fact that the county and developers willingly would want to contribute to the contamination and harm the population that stays in Bloomington is beyond comprehension.

The negative effects of air pollution from warehouses are especially pronounced for sensitive populations such as children, the elderly, pregnant women, and those with pre-existing health conditions. Children are particularly vulnerable to poor air quality, as their developing respiratory systems are more susceptible to pollutants, which can lead to asthma, reduced lung function, and long-term developmental issues.

These would be on top of all the harmful exposure our children had suffered already from the demolition of properties next to Zimmerman with no regards to our student's safety and wellbeing.

-
-
- Energy
-

The electric services in the area have already been impacted. The area very often gets power shortages and the building of the warehouses have coincided with the timing of these increasing power interruptions. The large-scale use of energy in these buildings can potentially make it worse.

-
-
- Green house emissions
-

In addition to air pollutants, warehouses are major contributors to greenhouse gas emissions. The energy required for their operations often comes from fossil fuels, further adding to carbon dioxide emissions and exacerbating climate change. Again, any "study" will tell you

the same result. The concerns as you can agree are very valid.

-
-
- Noise
-

In addition to air quality concerns, noise pollution from warehouses is another growing environmental issue. The constant operation of forklifts, trucks, and machinery within and around warehouses generates high levels of noise, which can disrupt both local ecosystems and nearby communities. Heavy truck traffic, particularly during early mornings or late evenings, contributes to elevated noise levels that affect residents' quality of life, causing sleep disturbances, stress, and potential long-term health issues.

-
-
- Alternatives
-

The best alternative would be NOT to build warehouses, and rezoning back to residential and some commercial for shopping centers needed for grocery stores. If some warehouses are built, then the new and existing warehouses can incorporate soundproofing technologies, indoor air quality management and smart logistics technologies.

In conclusion, I understand that communities can undergo significant transformations over time, gradually evolving . This transition typically takes years but this change is massive and at a rapid pace that can't be assimilated easily without serious consequences such as shifts in local culture and employment. The nature of rural communities, often self-sufficient, may be replaced by a more diverse, transient population, with residents commuting to nearby cities for work.

Bloomington has been neglected in many ways, the infrastructure is poor, no sidewalks, no police presence and this led the developers to make their plan more appealing by promising improvements. The developers knew how to convince the board of supervisors that I am sure they do not live in the affected areas and did not take into consideration that most of the residents would like to stay and make Bloomington a decent place to live with land for agriculture, open green spaces for horses and nature.

December 12, 2024

Via Electronic Mail

County of San Bernardino
Land Use Services Department—Planning Decision
Attn: Maryn Wells, Senior Planner
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0187
Maryn.Wells@lus.sbcounty.gov

**Re: Notice of Preparation of a Recirculated Draft Environmental Impact Report
(PROJ-2020-00204)**

Dear Ms. Wells:

We are writing to provide comments on San Bernardino County’s (“County”) Notice of Preparation (NOP) of a Recirculated Draft Environmental Impact Report for the Bloomington Business Park Specific Plan Project (PROJ-2020-00204) (“Project”).

Since its inception, we have informed the County that the Project’s proposal to re-zone residential land within a residential neighborhood—and near several schools, a church, and the only park space in South Bloomington—to accommodate large warehouse operations and other development lacked careful analysis of the implications on Bloomington’s residents and its surrounding areas. Indeed, the San Bernardino County Superior Court in *People’s Collective for Environmental Justice v. County of San Bernardino* (Case No. CIVSB2228456) (“the Ongoing Matter”) found substantial flaws with the original Environmental Impact Report (EIR) for the Project and specified that the County must revisit and revise its analysis in substantial ways in order to comply with the California Environmental Quality Act (CEQA). *See* Ruling on Petition for Writ of Mandate (“Ruling”).¹

We do not believe the County should proceed with the Project. To the extent the County insists on moving forward, we offer these comments to assist the County with its scoping process. We reserve the right to identify new issues, provide additional information, and propose additional mitigation measures during the administrative process for the Recirculated Environmental Impact Report (REIR) and the Project.

I. Alternatives

The REIR must analyze a reasonable range of alternatives to the Project, which the Court held the County failed to do in the EIR. Ruling at 97. Specifically, the EIR’s Alternative 2, “no project/buildout of existing zoning” did not meet major project objectives, and effectively “duplicate[d] parts of Alternative 1, ‘no-project/no development’ in not meeting any Project objectives.” *Id.* at 23. The only remaining alternative—Alternative 3, “Reduced Project/No Specific Plan”—was “not demonstrated to represent a meaningful alternative designed to reduce project impacts where it represents the primary portion of the existing development that drives

¹ The Ruling is attached to these comments as Exhibit A.

the inmitigable air quality impacts in both Project 1 and Alternative 3.” *Ibid.* Under this alternative, “the major source of air quality impacts remain unchanged and are not avoided or substantially reduced.” *Ibid.* Additionally, the Court held that “even if the County’s findings regarding Alternative 3 are considered, the County’s finding that Alternative 3 is economically infeasible [was] not supported by substantial evidence.” *Id.* at 97.

There are several feasible alternatives that the REIR should analyze, and we offer a non-exhaustive list of some of those alternatives. First, the REIR should consider an alternative that comprises mixed-use housing onsite instead of warehouses and business centers. This Project proposes to displace over one hundred homes and add warehouses in an area CalEnviroScreen has identified as having an overall pollution burden that is heavier than 94 percent of the state.² In fact, the developer has already demolished over seventy homes in the proposed Specific Plan Area and displaced several tenant households that are struggling to find replacement housing. An alternative that includes affordable housing and adequate tenant assistance for those already affected would help to address this harm while promoting economic development and stabilizing the existing community. The community has made it clear that Bloomington needs additional housing and community assets, not polluting warehouses.³

Additionally, the REIR should analyze an alternative that incorporates adequate setbacks and buffers from sensitive receptors. As reflected in the EIR, the closest sensitive receptor from the Project is only twelve feet away. Yet an alternative that incorporates adequate buffers is clearly feasible, as the state legislature enacted Assembly Bill 98⁴ and the California Air Resources Board (CARB) suggests setbacks of at least 1,000 feet.⁵

² See CalEnviroScreen 3.0, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30> (last accessed December 12, 2024).

³ The County acknowledged that public input to the Countywide Plan’s Housing Element reflected the Bloomington community’s desire for amenities and housing opportunities, with housing stock, housing affordability, and air quality being cited as among the areas with the greatest needs. See County of San Bernardino, *San Bernardino Countywide Plan, Housing Element Technical Report: Appendix B, County Analysis of Individual and Aggregated Fair Housing Data*, 1-9 (Sept. 27, 2022), available at: https://www.sbcounty.gov/uploads/LUS/HousingPlans/REVISED_DRAFT_HE_SEP/HousingElement_CWP_TechReport_Draft_2022_Sept_tracked.pdf.

⁴ See Gov. Code § 65098.1.5. Regardless of whether the County or Project Proponent believes the Project is subject to Assembly Bill 98, an alternative consistent with this state directive is still a feasible alternative that must be analyzed.

⁵ CARB, *Air Quality and Land Use Handbook: A Community Health Perspective*, ES-1 (April 2005), available at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf>; CARB, *Concept Paper for the Freight Handbook* (December 2019), available at: https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf.

The REIR should also analyze an alternative that, unlike Alternative 3, represents a meaningful alternative designed to reduce project impacts. CEQA requires the County to analyze this alternative.⁶

Finally, the NOP states that the REIR will provide additional analysis to address five issues that were identified in the Court's ruling: Air Quality, Energy, Greenhouse Gas Emissions, Noise, and Alternatives.⁷ However, the Court's findings on Alternatives necessitate additional analysis for each of the Project's impacts. That is because each of the REIR's impact sections should be analyzed under every alternative.

II. Air Quality Impacts

a. The County Must Provide a Sufficient *Friant Ranch* Analysis for Significant and Unavoidable Air Quality Impacts.

The REIR must include an analysis that studies the impact of the Project's NO_x emissions on ozone formation in the South Coast air basin and the resulting cumulative impact of these air emissions on human health. In *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 519–22 (“*Friant Ranch*”), the California Supreme Court found that CEQA requires such an analysis correlating increased project air emissions to the probable resulting human health effects. In the Ruling, the Court held that “[t]he County failed to provide a sufficient *Friant Ranch* analysis for significant and unavoidable air quality impacts and therefore, the EIR fails as an informational document.” Ruling at 97. The Court rejected the County's contention that it is infeasible to assess health impacts related to the Project's significant criteria emissions. *Id.* at 40–41.

As we noted in our comments on the EIR, several public agencies have already performed a *Friant Ranch*-type analysis, demonstrating that it is technically feasible and can produce information that is useful. For example, the Sacramento Metropolitan Air Quality Management District produced Guidance to Address The Friant Ranch Ruling For CEQA Projects in The Sac Metro Air District in 2020.⁸ Additionally, California State University, Dominguez Hills completed an EIR whose comparison could be instructive because of its regional proximity and recent preparation.⁹ As the Court noted, the County's response to prior

⁶ CEQA Guidelines, § 15126.6, subds. (a), (b).

⁷ We also note that the NOP makes no reference to potential fair housing issues related to the Project. This includes the County's compliance with its obligations under the Fair Employment and Housing Act and its duty to Affirmatively Further Fair Housing, which are at issue in the Ongoing Matter.

⁸ Sacramento Metropolitan Air Quality Management District, *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (Oct. 2020), available at: <http://www.airquality.org/LandUseTransportation/Documents/SMAQMDFriantRanchFinalOct2020.pdf>.

⁹ California State University, Dominguez Hills, *Campus Master Plan Final Environmental Impact Report* (Sept. 2019), available at: <https://www.csudh.edu/Assets/csudh-sites/fpcm/docs/campus-master-plan/final-environmental-impact-report-09-11-19.pdf>.

comments flagging these analyses did not “demonstrate a good faith analysis of reason such modeling does not make it feasible to analyze health impacts related to criteria pollutants.” *Id.* at 42–43.

b. The County Must Analyze Sufficient and Enforceable Mitigation Measures, Including Zero-Emission Trucks.

The Court also found that the EIR’s air quality impact analysis was deficient because substantial evidence did not support the County’s response that zero-emission trucks are not currently commercially available. *Id.* at 49. The Court discounted the County’s argument that PDFs AQ-10, AQ-12, AQ-13, and AQ-14 in the EIR explicitly mandated the use of electric trucks in the future to the extent feasible, noting that these PDFs were neither presented nor analyzed as mitigation measures. *Id.* at 50–51.

Accordingly, the REIR must consider feasible mitigation measures that will substantially lessen the Project’s significant and unavoidable air quality impacts. Those measures should include requiring the usage of Class 7 and 8 battery-electric semi-trucks.

III. Greenhouse Gas Impacts

The County must analyze and mitigate the Project’s greenhouse gas (GHG) impacts in the REIR. The Court found that the EIR’s significance findings under the two significance thresholds the County used to assess GHG impacts were contradictory. *Id.* at 98. Specifically, the Court found that

it cannot be that the Project’s GHG impacts are less than significant without mitigation because the Project includes enough design features to achieve at least 100 points from the Screening Table, as found for Impact GHG-2 . . . and at the same time the Project implements mitigation in the form of requiring improvements/building measures as set forth in the 2021 Screening Tables to achieve the required 100 point requirement that results in GHG emission impacts being found insignificant with mitigation, as found with Impact GHG-1.

Id. at 58. The Court also pointed to the holding in *Lotus v. Department of Transportation* (2014) 223 Cal.App.4th 645, 655–56, as highlighting that “the requirements of CEQA are not met when analysis of impacts and mitigation measures are compressed.” Ruling at 58. “The PDFs cannot be treated as project design features and mitigation measures at the same time; if PDFs are not otherwise binding and enforceable, they must be incorporated as mitigation measures.” *Id.* at 59. Ultimately, the Court held that “[t]he County’s determination in relation to Impact GHG-2 that the Project will not have a significant impact as it relates to GHG emissions [was] not supported by substantial evidence, given the Screening Tables are not demonstrated to be binding and enforceable outside being incorporated as mitigation measures.” *Id.* at 59–60. Moreover, the “inherently contradictory” nature of the EIR’s GHG impact discussion rendered the EIR “inadequate under CEQA as an informational document.” *Id.* at 60.

Accordingly, the REIR must analyze the Project's GHG impacts using a proper significance threshold, support its analysis with substantial evidence, and include enforceable mitigation measures for any significant, unavoidable impacts.

IV. Energy Impacts

The REIR must adequately analyze and mitigate impacts on energy resources. The Court concluded that the County committed a procedural violation of CEQA by failing to analyze renewable energy options for the Project. *Id.* at 69, 98. Specifically, the Court found that the EIR insufficiently "address[ed] renewable energy resources in considering whether the Project results 'in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.'" *Id.* at 67. The Court also emphasized that compliance with Title 24 Energy Efficiency Standards and CALGreen Building Standards was an insufficient basis for the EIR's energy significance finding, and thus substantial evidence did not support the County's findings of no significant impacts. *Id.* at 71.

In its REIR, the County must analyze whether renewable energy options, such as solar panels, are appropriate for the Project. Notably, the County cannot satisfy CEQA and Appendix F's requirements by making the Project "solar ready." "It is reasonable to conclude that if the buildings are developed to be solar ready, not requiring solar installation once a building tenant and energy needs are known will result in wasteful, inefficient, and unnecessary consumption of energy resources." *Id.* at 69–70.

The County must also consider renewable energy options when analyzing the Project's transportation energy impacts. The Court held that "the County did not analyze the feasibility of any alternative or renewable fuel sources" and instead impermissibly relied on CARB's idling requirements alone. *Id.* at 73.

V. Cumulative Energy Impacts

The REIR must adequately analyze and mitigate the Project's cumulative energy impacts. In light of its conclusion "that the analysis of the Project's individual energy impacts was deficient," the Court held that "the cumulative energy impacts analysis [was] not supported where it has not yet been determined whether the Project results in wasteful, inefficient, and unnecessary consumption of energy." *Id.* at 94. "[M]eeting Title 24 standards does not mean the Project will not result in cumulatively wasteful, inefficient, or unnecessary consumption of energy resources." *Id.* at 95. Moreover, the Court noted that the vague statement that some of the other development projects in the region *could* provide for additional reduction was not substantial evidence. *Id.* at 94.

Accordingly, the County must address the cumulative energy impacts that the Project will have on the region. In doing so, the County must also update and revise its analysis to include projects that have been commenced, entitled, or proposed in the region since the original EIR certification.

VI. Noise Impacts

The REIR must sufficiently analyze and mitigate the Project's noise impacts. In its Ruling, the Court held that "[t]he County violated CEQA by using only an absolute noise level as the threshold of significance in evaluating construction noise impacts." *Id.* at 98. The EIR and its accompanying noise study did "not explain why "the magnitude of the increase in ambient noise levels caused by the Project" played no role in determining whether the change was significant' with respect to construction noise impacts." *Id.* at 80 (citing *King & Gardiner Farms LLC v. County of Kern* (2020) 45 Cal.App.5th 814, 893). Rather, the EIR's significance standard for construction noise "was based solely on whether construction noise levels exceed the 80 dBA Leq standard set by the FTA." *Ibid.* The County did not provide any reason why an increase in the daytime ambient noise level of 17.8 dBA Leq was not significant, whereas the noise study discussed that a 10 dBA increase in noise levels is perceived as twice as loud. *Id.* at 80–81. As such, "the EIR failed to include relevant information by setting forth a quantitative standard addressed to the noise threshold applicable to construction noise impacts, which failure 'substantially impair[ed] the EIR's informational function.'" *Id.* at 83.

Accordingly, the REIR should analyze the Project's construction noise impacts with a proper significance standard and mitigate any significant construction noise impacts.

* * * * *

Your consideration of these comments is much appreciated.

Sincerely,

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