



Interoffice Memo

DATE: September 22, 2022

PHONE: 909-387-0235

FROM: **ARON LIANG**, Planning Manager *AL*
Land Use Services Department

TO: **HONORABLE PLANNING COMMISSION**

SUBJECT: **BLOOMINGTON BUSINESS PARK SPECIFIC PLAN; PROJECT NUMBERS: PROJ-2020-00204, PROJ-2020-00034, PROJ-2020-00238, PROJ-2020-00241, PROJ-2020-00242, PROJ-2020-00245, PROJ-2020-00246, PROJ-2021-00004; APPLICANT: TIM HOWARD, HOWARD INDUSTRIAL PARTNERS (AGENDA ITEM #2)**

Since the distribution of the staff report, Staff has received additional comments for the above-referenced Project. These additional comments are attached for your consideration.

AL/HD/lb



Date: September 19, 2022
Prepared by: Meaghan Truman, mtruman@epdsolutions.com
To: Aron Liang, aron.liang@lus.sbcounty.gov
Site: Bloomington Business Park Specific Plan Project
Subject: Responses to Late Comments – Golden State Environmental Justice Alliance

This memo contains responses to comments related to the Draft EIR that the County of San Bernardino received prior to the Planning Commission for the proposed Bloomington Business Park Specific Plan Project. These comments were received after the Draft EIR public review period, which began September 29, 2021 and ended on December 15, 2021. As further discussed in the individual responses to comments below, none of the comments submitted by Golden State Environmental Justice Alliance indicate that there would be a substantial increase in the severity of a previously identified environmental impact that would not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5. No new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented, there is no substantial increase in the severity of an environmental impact, no feasible project alternative or mitigation measure considerably different from others previously analyzed would lessen the environmental impacts of the proposed Project, and the Draft EIR is not fundamentally inadequate and conclusory in nature.

LETTER L1: Golden State Environmental Justice Alliance (4 pages)



To: County of San Bernardino Planning Commission
From: Golden State Environmental Justice Alliance
Subject: Bloomington Business Park EIR

CalEnviroScreen 4.0 Information

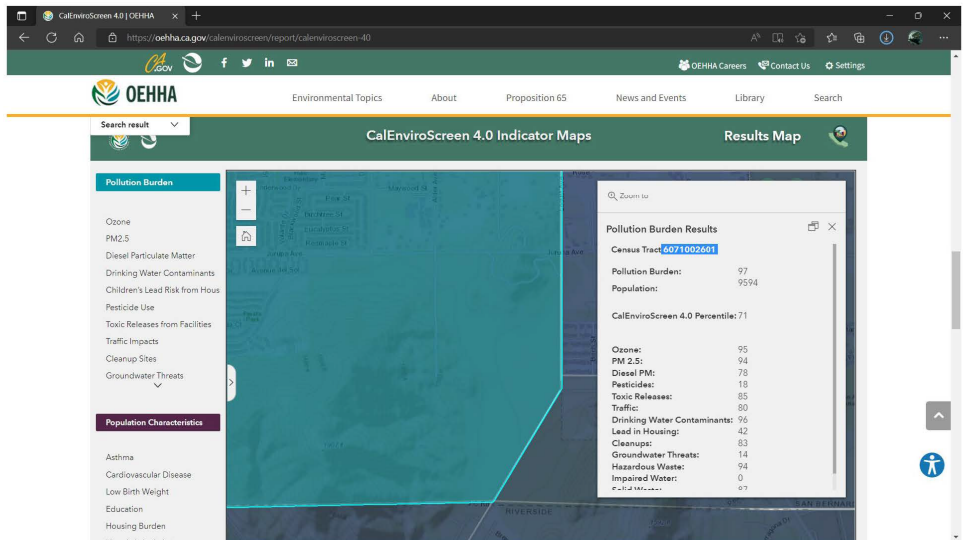
CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. CalEnviroScreen ranks communities based on data that are available from state and federal government sources. CalEnviroScreen is updated and maintained by The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency.

L1.1

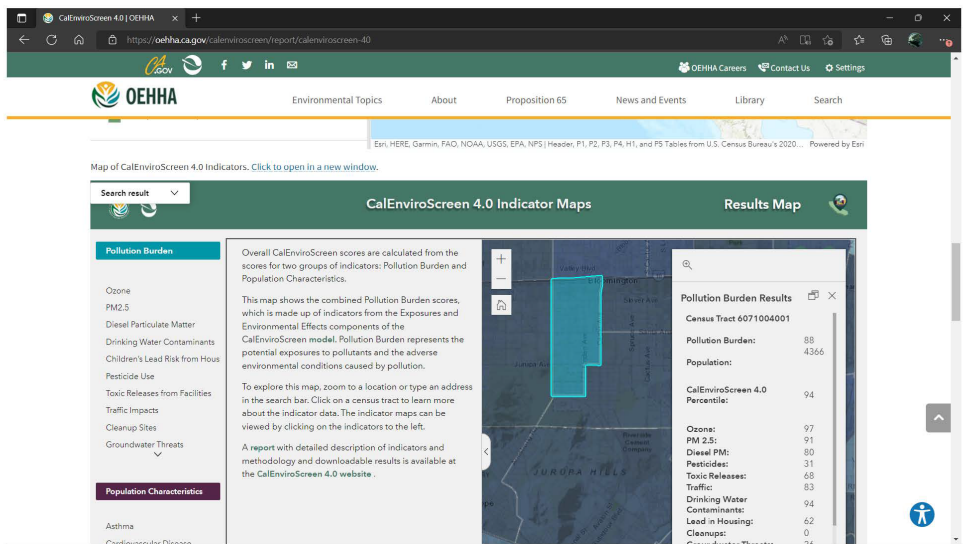
CalEnviroScreen Data on Bloomington Business Park EIR Location/Area

The above listed project sits in two separate census tracts, first of which is census tract 6071002601. Overall, when compared to other census tracts, the project site census tract is in the 71st percentile regarding pollution. As far as pollution burden is concerned, this census tract is in the 97th percentile. This data means only 3 percent of census tracts in the entire state of California have a worse pollution burden on its residents. In terms of Ozone, this census tract is in the 95th percentile, Particulate Matter 2.5 94th percentile, Diesel Particulate Matter 78th percentile, Toxic Releases 85th percentile and Traffic 80th percentile. The second census tract, **6071004001**, when compared to other census tracts is in the 94th percentile regarding pollution. As far as pollution burden is concerned, this census tract is in the 88th percentile. In terms of Ozone, this census tract is in the 95th percentile, Particulate Matter 2.5 94th percentile, Diesel Particulate Matter 78th percentile, Toxic Releases 85th percentile and Traffic 80th percentile.

L1.2



L1.2
cont.



Additional Local Projects

Below is a table of additional projects that have already been approved or are in the approval process in the local surrounding area in San Bernardino County, including this project.

L1.3

**Unincorporated S.B. County, Fontana and Surrounding Area
Warehouse Projects**

Project Status - Date	Project Name	Square Footage
NOD - 1/25/2018	Southwest Fontana Logistics Center	1,123,197
NOD - 3/12/2018	Pacific Freeway Business Center	522,000
NOD - 4/3/2018	Seefried Valley Catawaba Warehouse	376,910
NOP - 12/4/2018	Slover Gateway Commerce Center	192,790
NOD - 1/6/2020	Goodman Logistics Center	1,121,380
NOD - 6/29/2020	Cap Rock Warehouse	1,175,000
NOD - 11/18/2020	Sierra & Casa Grande Warehouse	322,996
NOD - 12/10/2020	Fontana Hills Commerce Center	754,408
MND - 9/15/2020	Slover Juniper Industrial Project	41,000
NOD - 12/23/2021	Sierra Business Center Project	705,755
EIR - 6/27/2022	Fontana Corporate Center	355,000
NOP - 12/23/2021	Cypress & Slover Warehouse	625,500
NOD - 2019	West Valley Logistics Center	3,400,000
NOD - 10/2/2018	Slover Distribution Center	344,000
EIR - 11/21/2019	Slover & Cactus Warehouse	257,855
NOD - 1/14/2020	10336 Alder Ave. Industrial Project	174,780
NOD - 8/26/2020	Almond Commerce Center	185,866
EIR - 10/29/2021	Bloomington Business Park Specific Plan Project	3,235,836
EIR - 6/1/2022	Speedway Commerce Center II	6,600,000
NOD - 1/6/2022	Whittram Avenue Warehouse Project	209,600
MND - 4/12/2022	15719 - 15755 Arrow Route Warehouse	209,759
EIR - 6/30/2022	Duke Warehouse Slover & Alder	259,481
TOTAL S.B. COUNTY, FONTANA AND SURROUNDING AREA WAREHOUSE PROJECTS SQUARE FOOTAGE		22,193,113

L1.3
cont.

Conclusion

Consider the above referenced information when making this important decision. Realize that you and the citizens of this area face some of the WORST POLLUTION in the entire state of

L1.4

California. For further consideration, realize that there is over 19 million square feet of additional industrial/warehouse projects already approved or in the approval pipeline in the local vicinity of this current project.

It is the responsibility of the County's elected and appointed officials to make environmentally responsible development decisions. Based on the CalEnviroScreen data, this is more than sufficient evidence of the further air quality impacts that the citizenry of the unincorporated areas of San Bernardino County and its surrounding area will continue to encounter with further development of another warehouse/distribution center. We are not against development, as we believe it is necessary for further economic growth in our current society. Development needs to be conducted with the highest of expectations to ensure the local population does not suffer further air quality burdens.

L1.4 cont.

We stand by our comments and believe the EIR is flawed and needs to be redrafted and recirculated for public review.

L1.5

Respectfully Submitted,

Steven Piepkorn

Steven Piepkorn
GSEJA

Source - <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

Glossary of Terms

Ozone - Amount of daily maximum 8-hour Ozone concentration

Particulate Matter 2.5 - Annual mean PM 2.5 concentrations

Diesel Particulate Matter - Diesel PM emissions from on-road and non-road sources

Toxic Releases - Toxicity-weighted concentrations of modeled chemical releases to air from facility emissions and off-site incineration.

Traffic -Traffic density, in vehicle-kilometers per hour per road length, within 150 meters of the census tract boundary.

Response to Letter L1: Golden State Environmental Justice Alliance, Received September 15, 2022

Comment L1.1: This comment provides a background on CalEnviroScreen and states that it helps identify California communities that are most affected by sources of pollution. The comment states that an area with a higher score experiences a higher pollution burden.

Response L1.1: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR or raise any other CEQA issue. Therefore, no further response is required.

Comment L1.2: This comment states that the Project sites in two census tracts, the comment states that one census tract is in the 71st percentile regarding pollution and the other is in the 94th percentile, which correlates to a 97th percentile pollution burden and 88th percentile pollution burden, respectively. The comment also includes images of the CalEnviroScreen data for the census tracts.

Response L1.2: The commenter is referred to Final EIR Master Response 4, which includes a thorough discussion of environmental justice. In addition, the Draft EIR provides a detailed evaluation of the potential cumulative air quality related impacts of the proposed Project upon the surrounding community (localized impacts). Regarding the existing pollution burden, the existing air quality in the Project area is described in Draft EIR Section 5.3, *Air Quality*. Table 5.3-2 provides data from the Central San Bernardino Valley 1 monitoring station that is located approximately 5.7 miles northwest of the Project site that details that in 2019 there were 41 days that exceeded the state ozone standard and 67 days that exceeded the federal standard. In addition, 12 days exceeded the PM10 state standard and 2 days exceeded the federal standard for PM2.5. However, ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone, PM10, and PM2.5 at most monitoring locations throughout the South Coast Air Basin (SCAB).

As detailed beginning on page 5.3-44 of the Draft EIR, a Mobile Source Health Risk Assessment was prepared to evaluate Project health risk impacts to residents, schools, and workers as a result of exposure to DPM from heavy-duty diesel trucks traveling to and from the site, maneuvering onsite, and entering and leaving the site. The Mobile Source Health Risk Assessment determined that the maximum incremental cancer risk to nearby residences attributable to TAC source emissions is 3.11 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. The maximum non-cancer risks to nearby residences were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Regarding workers, the Mobile Source Health Risk Assessment determined that the maximum incremental cancer risk impact is 0.33 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Regarding school children, the Mobile Source Health Risk Assessment determined that the maximum incremental cancer risk is estimated to be 0.17 in one million which is less than the significance threshold of 10 in one million; and the maximum non-cancer risks were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the Specific Plan at buildout would not cause a significant human health or cancer risk and impacts would be less than significant.

In addition, the Draft EIR evaluates the potential of the Project to expose sensitive receptors, such as residences and schools with substantial pollutant concentrations. As detailed in Draft EIR Tables 5.3-15 through 5.3-18, after implementation of Mitigation Measure AQ-2 (use of Tier 4 Final construction equipment), emissions during construction activities would not exceed the SCAQMD's localized significance thresholds. Therefore, with implementation of mitigation measures, impacts related to localized significant emissions from construction activity would be less than significant.

Also, as detailed in Draft EIR Tables 5.3-19 through 5.3-21, emissions from operation of the Specific Plan at buildout would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest sensitive receptors. Therefore, operation of the Specific Plan at buildout would result in a less than significant impact related to localized emissions. Because the Project would not exceed thresholds for either DPM or localized significance thresholds, the Project would not adversely impact neighboring disadvantaged communities.

Comment L1.3: This comment provides a table of other warehouse projects located in Bloomington, Fontana, and surrounding areas. The table shows that over 22,193,113 square feet of warehouse uses are proposed or currently being developed in the area.

Response L1.3: This comment does not provide any substantial evidence concerning an environmental impact. The Draft EIR analyzed the compounding effects of cumulative impacts from other warehouses. The *Air Quality Impact Analysis* (Draft EIR Appendix C1) addressed climate and meteorology and its effect on air quality, regional air quality impacts which includes the ports in Los Angeles, and cumulative air emissions within the South Coast Air Basin. In addition, Table 4-8 of the Draft EIR identifies four warehouse projects in San Bernardino County, three in Fontana, and five in Jurupa Valley that were specifically considered as part of the cumulative analysis. As described on page 5.3-55 of the Draft EIR, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceed the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants. As described in Impact AQ-2 (Draft EIR page 5.3-32), emissions from operation of the proposed Project would exceed SCAQMD's threshold for VOC and NO_x after implementation of existing regulations and mitigation measures. As such, operational-source VOC and NO_x emissions from implementation of the proposed Project would also be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable. The County will be required to adopt a Statement of Overriding Considerations for these impacts.

In addition, a Mobile Health Risk Assessment was prepared for the Project, and it evaluated the sensitive receptor locations that would be affected most from the proposed Project. As impacts to the most affected sensitive receptors would be less than significant, other receptors that are farther from truck routes or along truck routes that are utilized less, would also not be significantly impacted. Per SCAQMD's methodology, projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. As detailed on page 5 of the Mobile Source Health Risk Assessment (Draft EIR Appendix C2), both the SCAQMD maximum individual cancer risk (MICR) and the cancer burden use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. As detailed on Draft EIR page 5.3-44, the Project would not exceed the thresholds and, therefore, would not result in a cumulatively considerable impact related to health risk.

Comment L1.4: This comment states that the County should consider the provided information when making a decision regarding the Project as the area has some of the worst pollution and there are multiple other warehouses approved in the area. The comment states that development should be conducted with the highest of expectations to ensure the local population does not suffer from further air quality burdens.

Response L1.4: As discussed in Response L1.1 through Response L1.3, above, the Project would not exceed thresholds for either DPM or localized significance thresholds, the Project would not adversely impact neighboring disadvantaged communities. Furthermore, as discussed on page 3-19 of the Draft EIR, the Project voluntarily incorporates various measures, including measures from the California Attorney General's *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, that serve to reduce potentially significant impacts. These measures are referred to as Project Design Features (PDFs) and will be incorporated into the Project's MMRP, and are listed in Section 5.3, *Air Quality*, and Section 5.8, *Greenhouse Gas Emission*, as PDF AQ-1 through PDF AQ-25, and in Section 5.12, *Noise*, as PDF NOI-1. This comment does not provide any substantial evidence concerning an environmental impact.

Comment L1.5: This comment states that Golden State Environmental Justice Alliance stands by their comments and believes the EIR is flawed and needs to be redrafted and recirculated.

Response L1.5: As substantiated by the responses above, none of the conditions arise which would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. No new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented, there is no substantial increase in the severity of an environmental impact, no feasible project alternative or mitigation measure considerably different from others previously analyzed would lessen the environmental impacts of the proposed Project, and the Draft EIR is not fundamentally inadequate and conclusory in nature.