



# LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

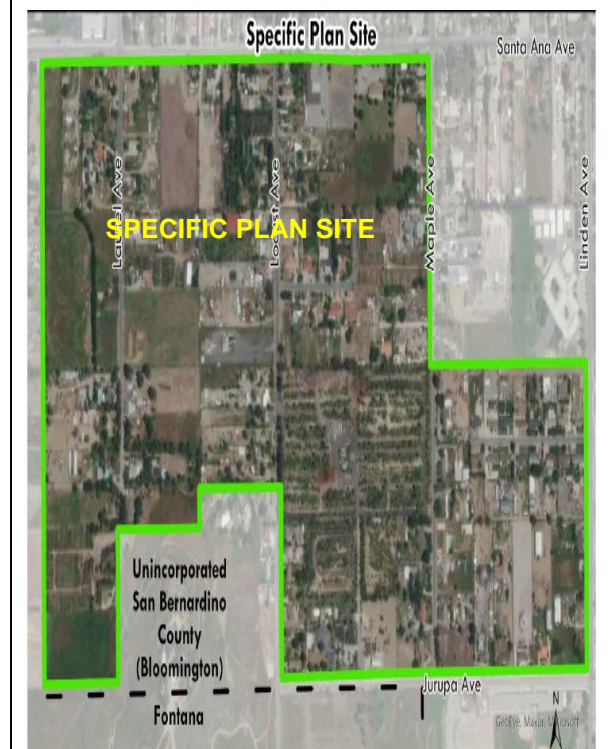
**HEARING DATE: September 22, 2022**

**AGENDA ITEM #2**

**Vicinity Map -** 

## Project Description

**APN:** 0256-111-02 and 140 other parcels  
**Applicant:** Tim Howard / Howard Industrial Partners  
**Community:** Bloomington / 5th Supervisorial District  
**Location:** 1. Upzone Site: Northeast corner of San Bernardino Avenue and Locust Avenue  
2. Specific Plan Site: Generally 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.  
**Project No:** PROJ-2020-00204, PROJ-2020-00034, PROJ-2020-00238, PROJ-2020-00241, PROJ-2020-00242, PROJ-2020-00245, PROJ-2020-00246, PROJ-2021-00004  
**Staff:** Aron Liang, Planning Manager  
**Rep:** Jeremy Krout/EPD Solutions  
**Proposal:** 1) Bloomington Business Park Specific Plan to establish an industrial business park, setting forth a land use development plan, circulation/access plan, supporting infrastructure plans, for approximately 213 acres; 2) Policy Plan Amendment from Low Density Residential (LDR) to Medium Density Residential (MDR) for approximately 24 acres (Upzone Site); 3) Policy Plan Amendment from Very Low Density Residential (VLDR) and Low Density Residential (LDR) to Special Development (SD) for the Specific Plan Site; 4) Zoning Amendment from Single Residential with 20,000-square foot Minimum Lot Size (RS-20M) to Multiple Residential (RM) for the Upzone Site; 5) Zoning Amendment from Single Residential with 1-Acre Minimum Lot Size Additional Agriculture (RS-1-AA) and Single Residential 20,000-square foot Minimum Lot Size (RS-20M) to Bloomington Business Park Specific Plan – Industrial/Business Park (BP/SP – I/BP) for the Specific Plan Site; 6) Vesting Tentative Parcel Map No. 20300 and Conditional Use Permit to construct a 383,000-square foot high cube warehouse on 17.67 acres within the Specific Plan Site; 7) Vesting Tentative Parcel Map No. 19973 and Conditional Use Permit to construct a 1.25-Million square foot high cube warehouse on 57.60 acres within the Specific Plan Site; 8) Vesting Tentative Parcel Map No. 20340 and Conditional Use Permit to construct a 479,000-square foot high cube warehouse on 30.52 acres within the Specific Plan Site; 9) Conditional Use Permit to construct a trailer/truck parking lot on 9.55 acres within the Specific Plan Site; and 10) Development Code Amendment to amend Subsections 82.23.030(b) and 86.14.090(b), adding the Bloomington Business Park Specific Plan to the list of adopted specific plans.



**1,024 Hearing Notices Sent on : September 9, 2022**

Report Prepared By: Aron Liang, Planning Manager

**SITE INFORMATION:**

Upzone Site Parcel Size: 24 acres  
 Specific Plan Site Parcel Size: 213 acres  
 Terrain: Development with agricultural and single-family structures  
 Vegetation: Some non-native grasses

**TABLE 1 – UPZONE SITE AND SURROUNDING LAND USES AND ZONING:**

AREA	EXISTING LAND USE	LAND USE CATEGORY	ZONING DISTRICT
SITE	Single-family uses	Low Density Residential (LDR)	Single Residential (BL/RS-20M)
North	Single-family uses	Low Density Residential (LDR)	Single Residential (BL/RS-20M)
South	Single-family uses	Low Density Residential (LDR)	Single Residential (BL/RS-20M)
East	Single-family uses	Low Density Residential (LDR)	Single Residential (BL/RS-20M)
West	Single-family uses and Mary B. Lewis Elementary School	Public Facility (PF) and Low Density Residential (LDR)	Single Residential (BL/RS) and Institution (BL/IN)

**TABLE 2 – SPECIFIC PLAN SITE AND SURROUNDING LAND USES AND ZONING:**

AREA	EXISTING LAND USE	LAND USE CATEGORY	ZONING DISTRICT
SITE	Agricultural and single-family uses	Very Low Density Residential (VLDR) and Low Density Residential (LDR)	Single Residential (BL/RS-1-AA) and Single Residential (BL/RS-20M)
North	Single-family and Institutional uses	Very Low Density Residential (VLDR) and Public Facility (PF)	Single Residential (BL/RS-1-AA) and Institution (IN)
South	West Valley Logistics Center, and Bloomington Recreation and Park	City of Fontana, Public Facility (PF)	City of Fontana and Institution (BL/IN)
East	Industrial and single-family uses	Limited Industrial and Low Density Residential (LDR)	Community Industrial LI) and Single Residential (BL/RS-1-AA)
West	Single-family uses	Very Low Density Residential (VLDR) and Low Density Residential (LDR)	Single Residential (BL/RS-1-AA) and Single Residential (BL/RS-1-AA)

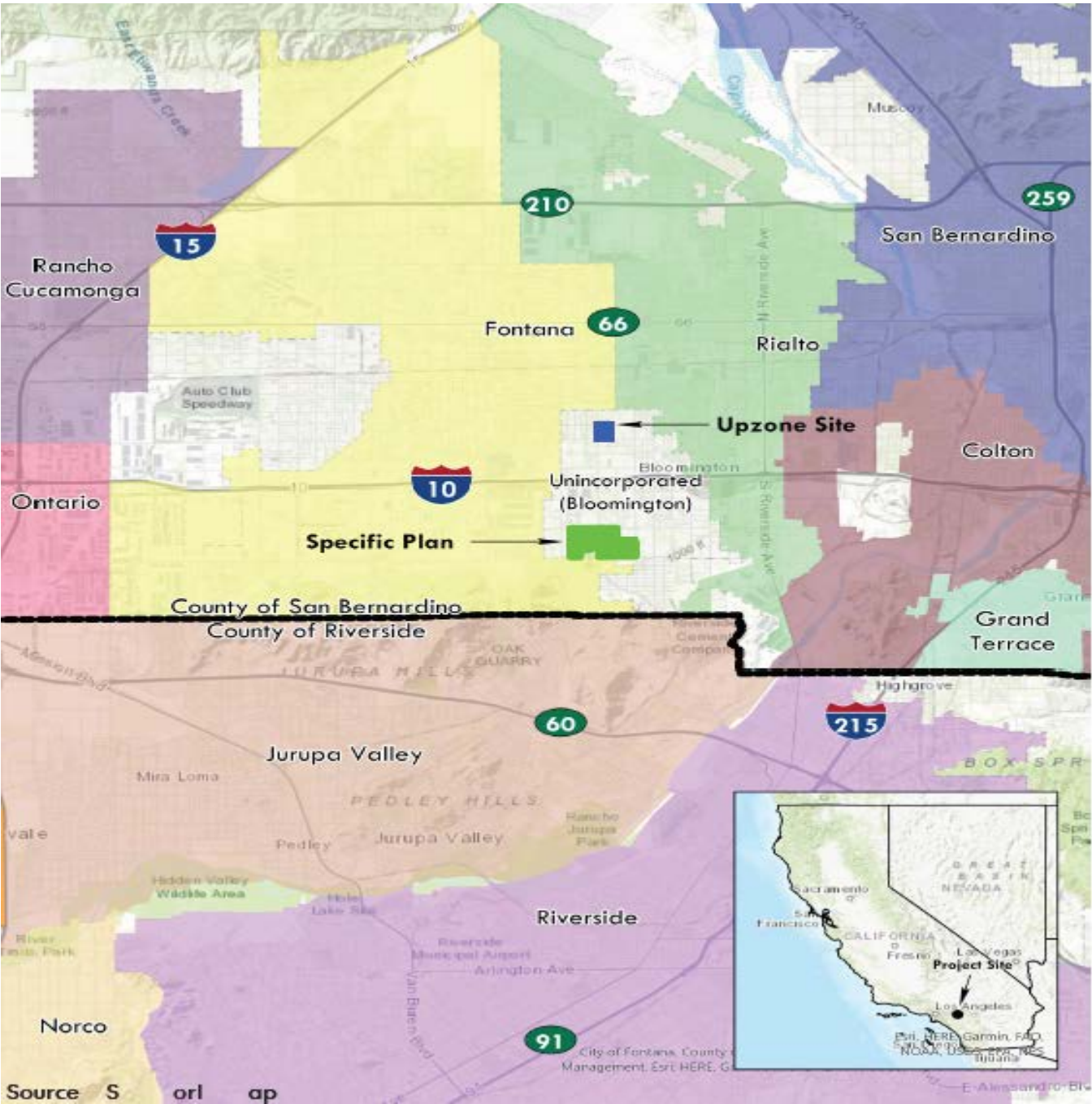
	<u>Agency</u>	<u>Comment</u>
City Sphere of Influence:	City of Rialto	None
Water Service:	West Valley District	Will Serve Letter Received
Sewer Service:	City of Rialto	Will Serve Letter Received

**STAFF RECOMMENDATION:** That the Planning Commission **RECOMMEND** that the Board of Supervisors: **CERTIFY** the Environmental Impact Report; **ADOPT** the CEQA Findings, Statement of Overriding Considerations and MMRP; **ADOPT** the Findings for approval of the Specific Plan, Policy Plan Amendment, Zoning Amendment, Vesting Tentative Parcel Maps and Conditional Use Permits; **ADOPT** the Bloomington Business Park Specific Plan; **ADOPT** the Policy Plan and Zoning Amendments; **ADOPT** the Development Code Amendment; **APPROVE** Vesting Tentative Parcel Map No. 20300 and Conditional Use Permit to construct a 383,000-square foot warehouse building on 17.67 acres, subject to the Conditions of Approval; **APPROVE** Vesting Tentative Parcel Map No. 19973 and Conditional Use Permit to construct a 1.25-Million square foot warehouse on 57.60 acres, subject to the Conditions of Approval; **APPROVE** Vesting Tentative Parcel Map No. 20340 and Conditional Use Permit to construct a 479,000-square foot warehouse on 30.52 acres, **APPROVE** Conditional Use Permit to construct a truck/trailer parking lot on 9.55 acres, and **DIRECT** the Clerk of the Board to file a Notice of Determination.

1. This is a recommendation item. A disapproval recommendation by the Planning Commission shall terminate the application unless appealed in compliance with Chapter 86.08



REGIONAL LOCATION



## AERIAL VICINITY MAP:

Aerial view of the Upzone Site Project Site

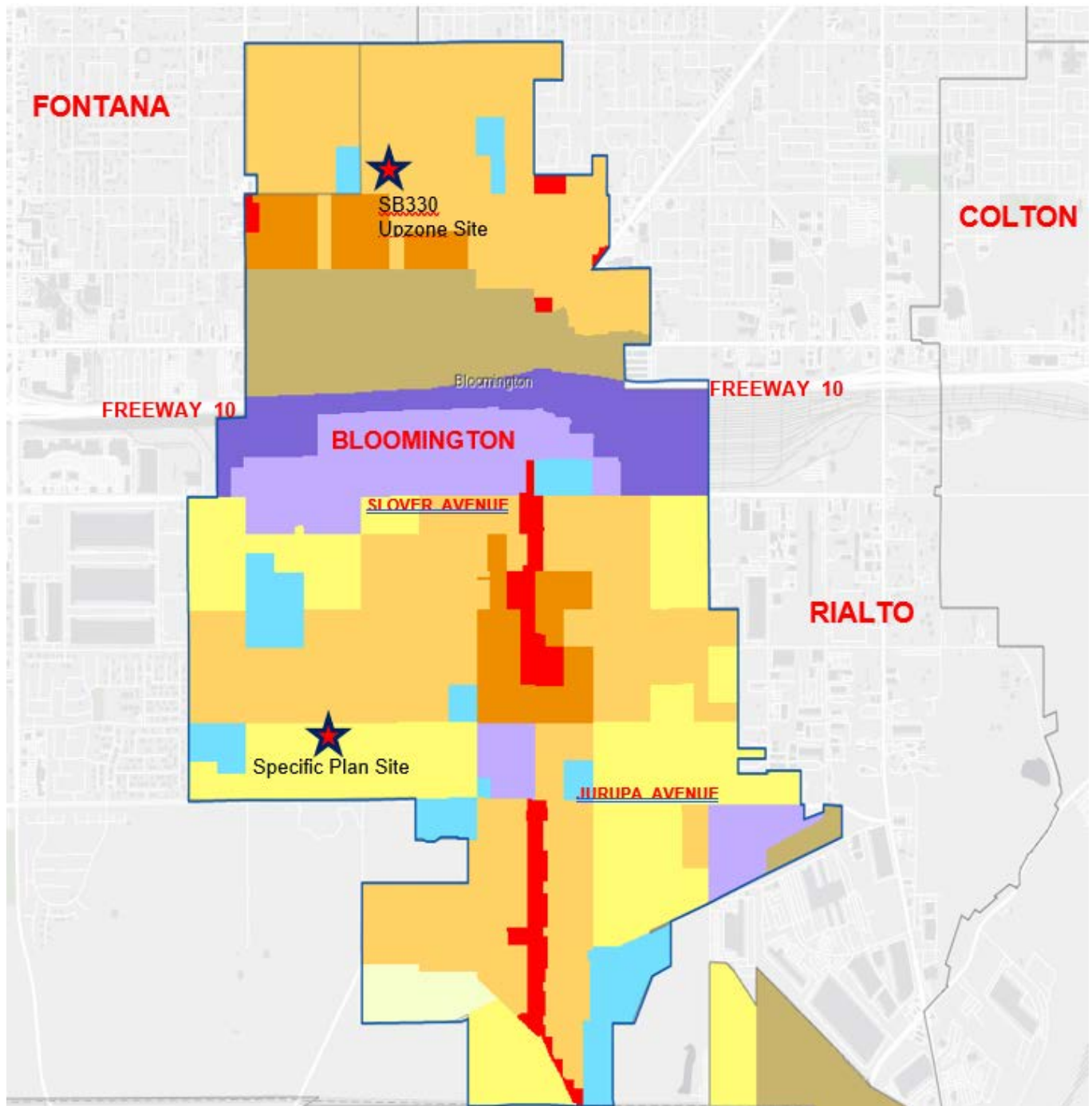


Aerial view of the Specific Plan Project Site





**LAND USE CATEGORY: BLOOMINGTON**



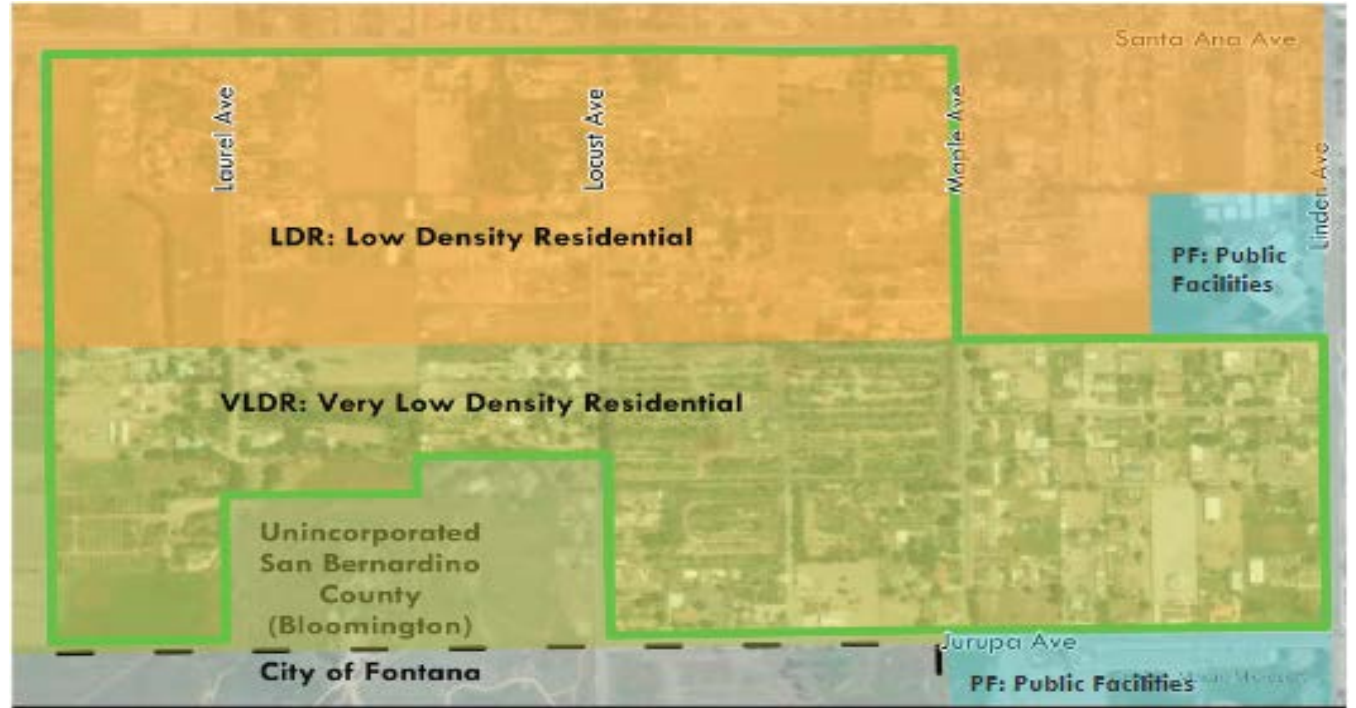


POLICY PLAN LAND USE CATEGORY

EXISTING LAND USE CATEGORY DESIGNATION – UPZONE SITE (SB330)



EXISTING LAND USE CATEGORY DESIGNATION – SPECIFIC PLAN SITE

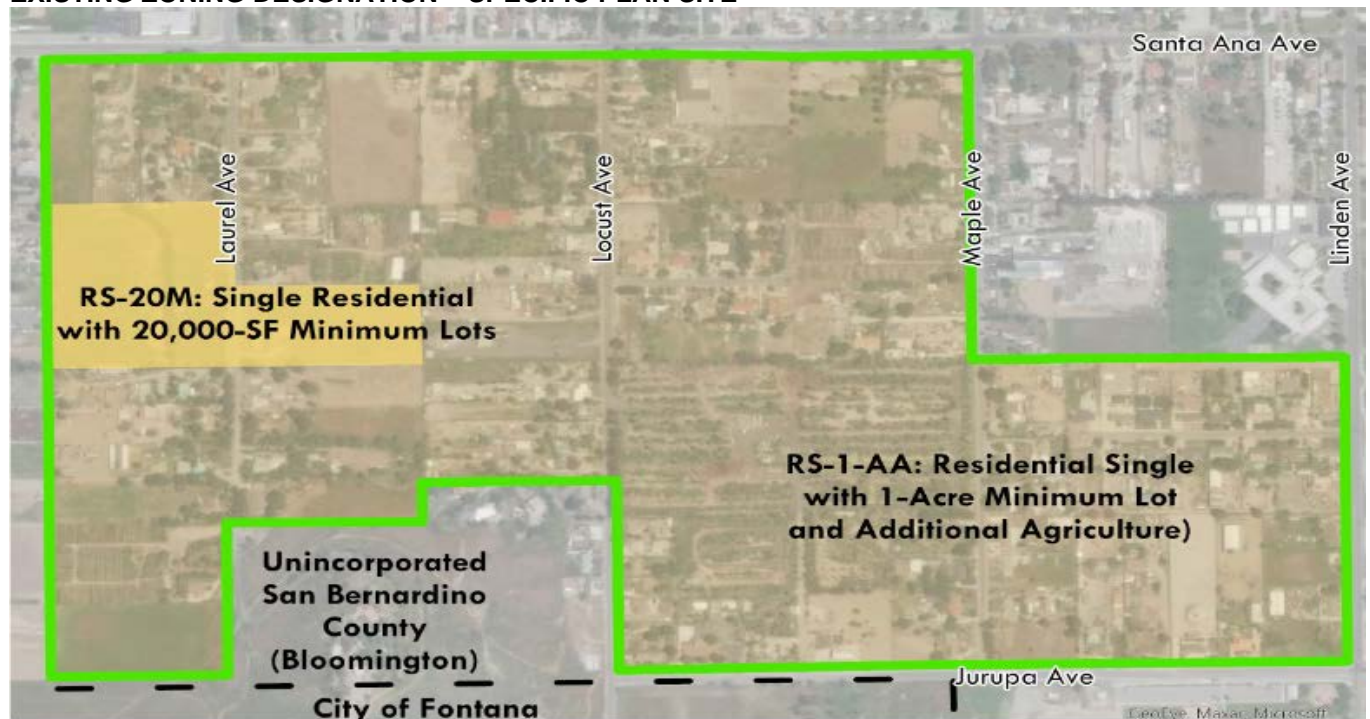


## ZONING DESIGNATION

### EXISTING ZONING DESIGNATION – UPZONE SITE (SB330)



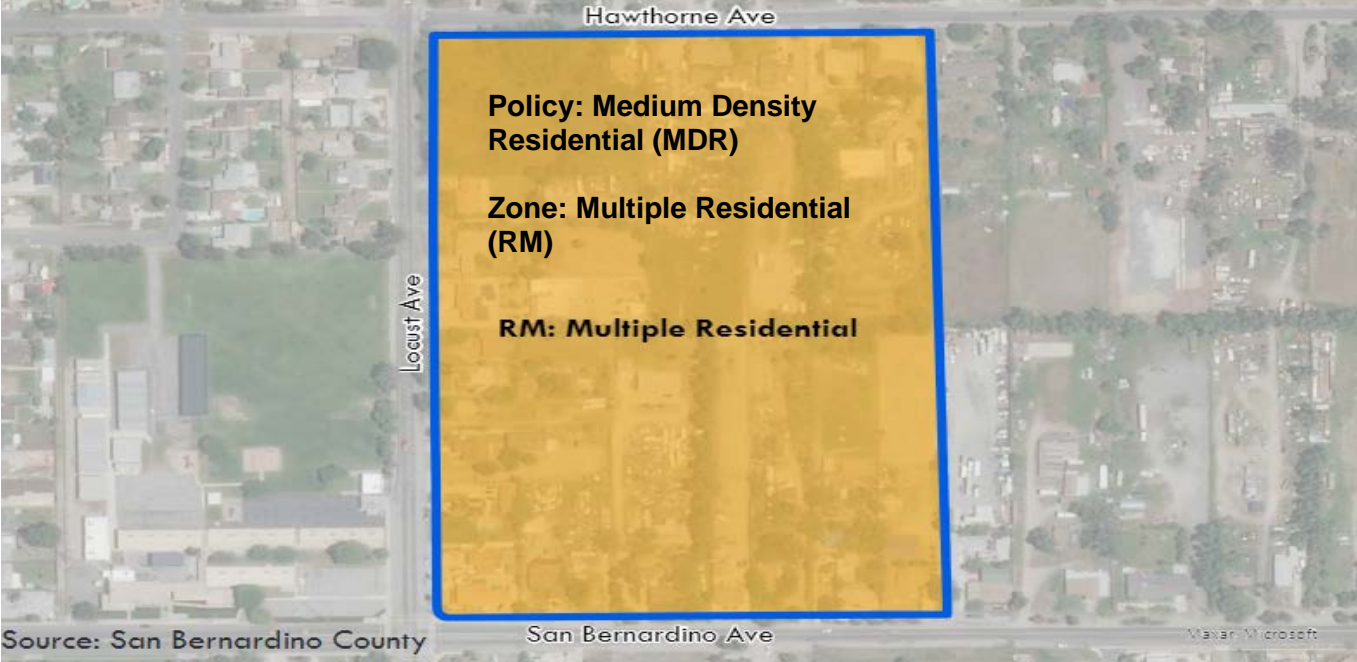
### EXISTING ZONING DESIGNATION – SPECIFIC PLAN SITE



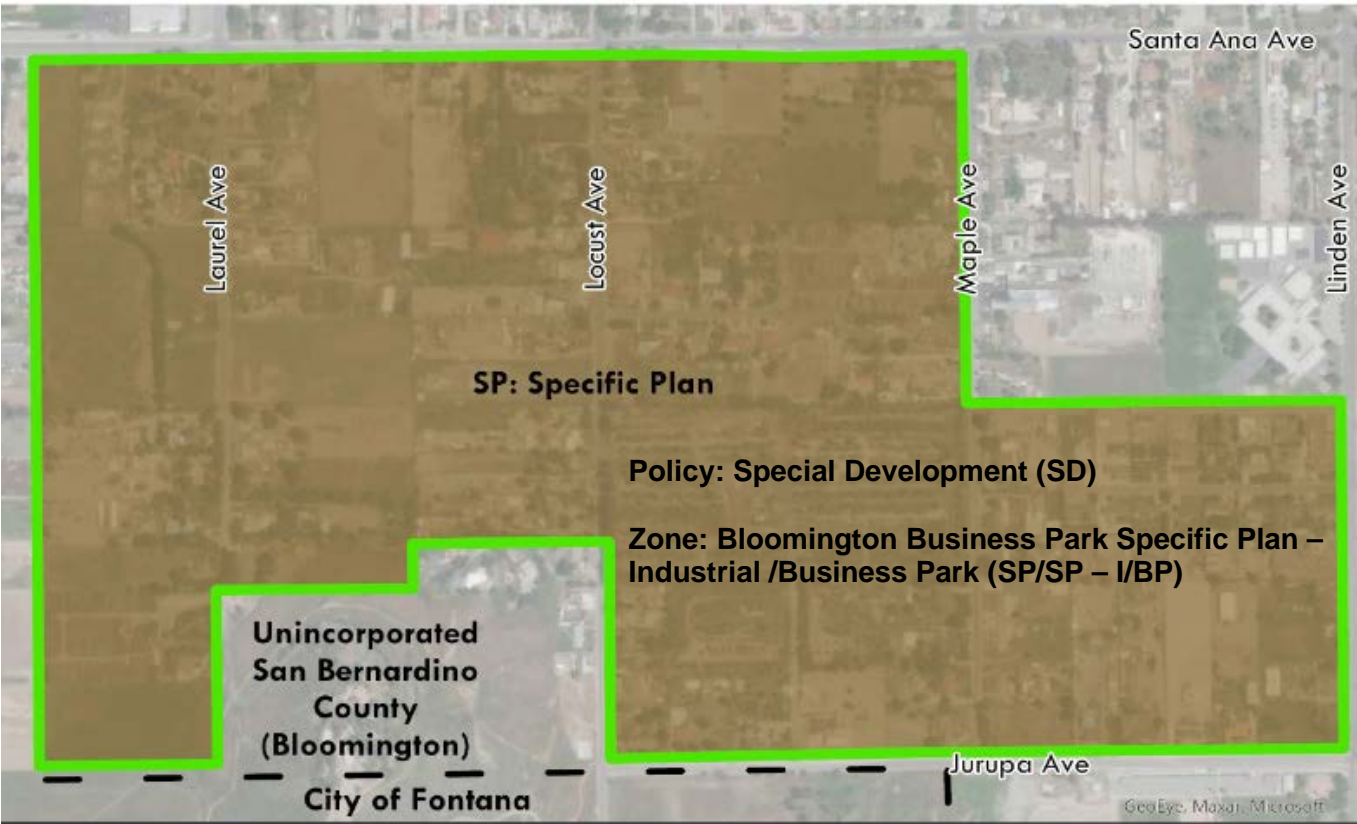


POLICY PLAN AND ZONING AMENDMENTS

Proposed Policy Plan and Zoning Designations – Upzone Site (SB330)



Proposed Policy Plan and Zoning Designation – Specific Plan Site





**AERIAL MAP**

**UPZONE SITE:**



**SPECIFIC PLAN SITE:**



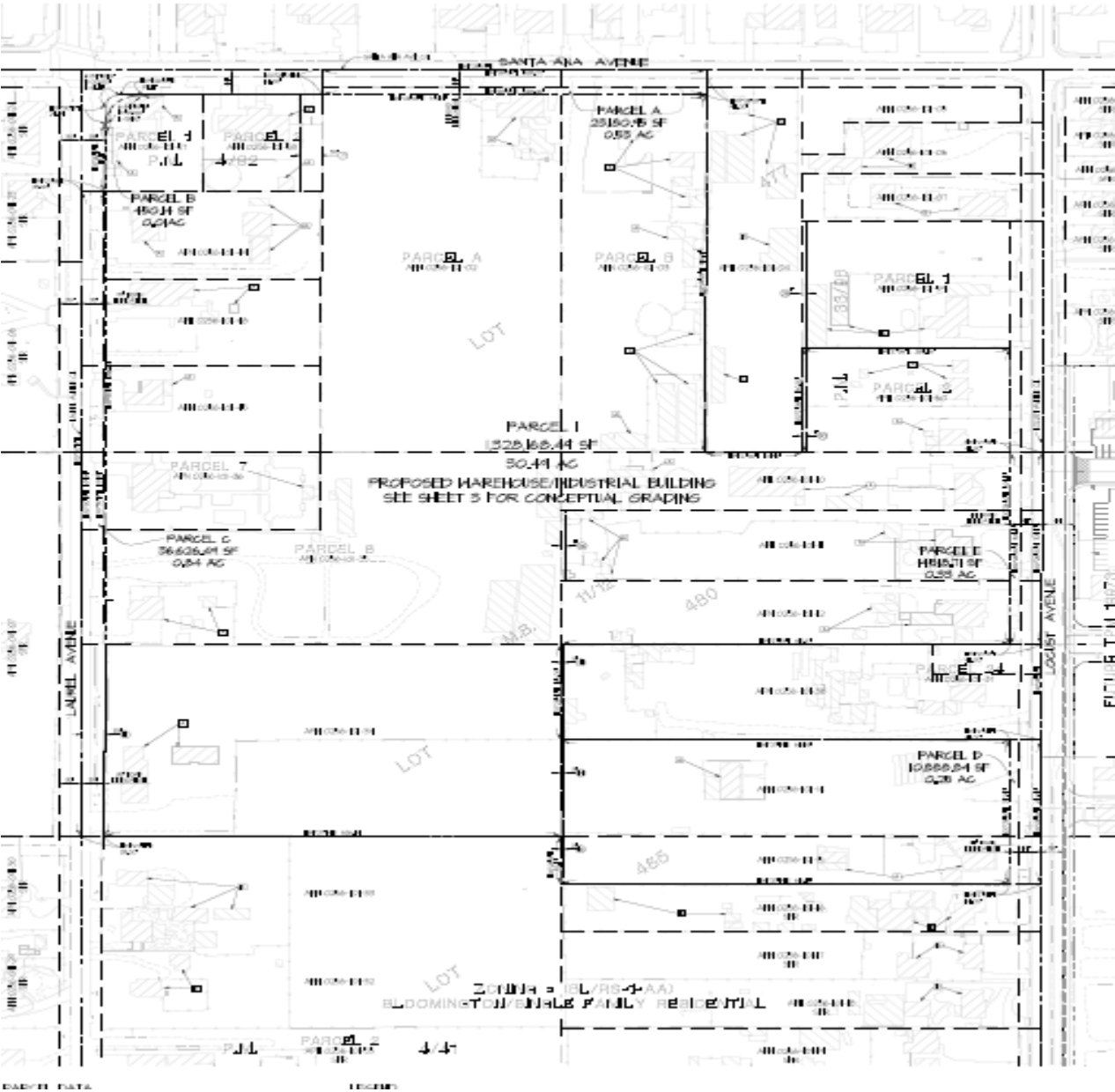




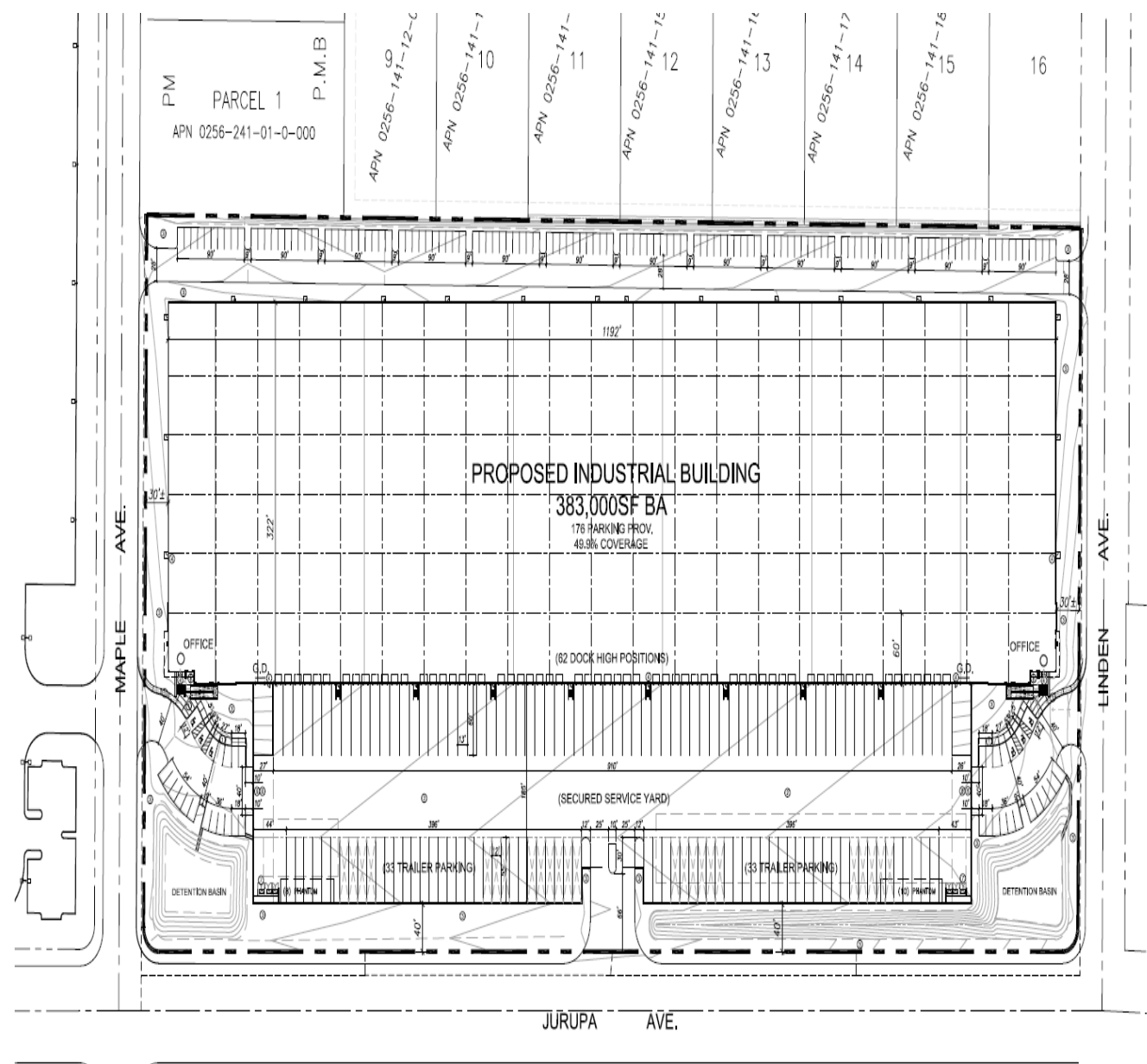


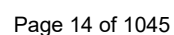
VESTING TENTATIVE PARCEL MAP 20340

VESTING TENTATIVE PARCEL MAP NO. 20340



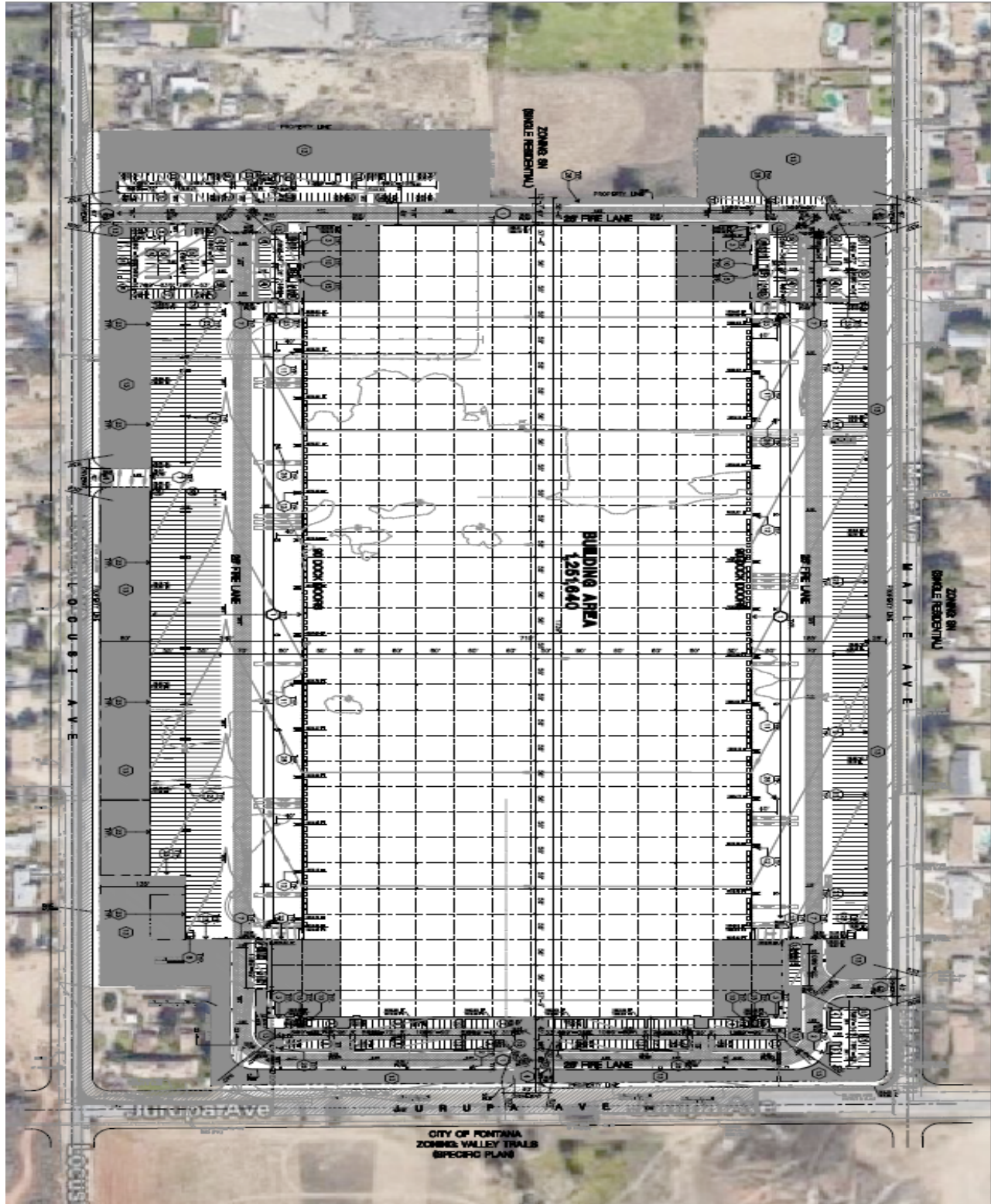
CUP SITE PLAN – SITE 1 (383,000-Sq.ft. Warehouse)



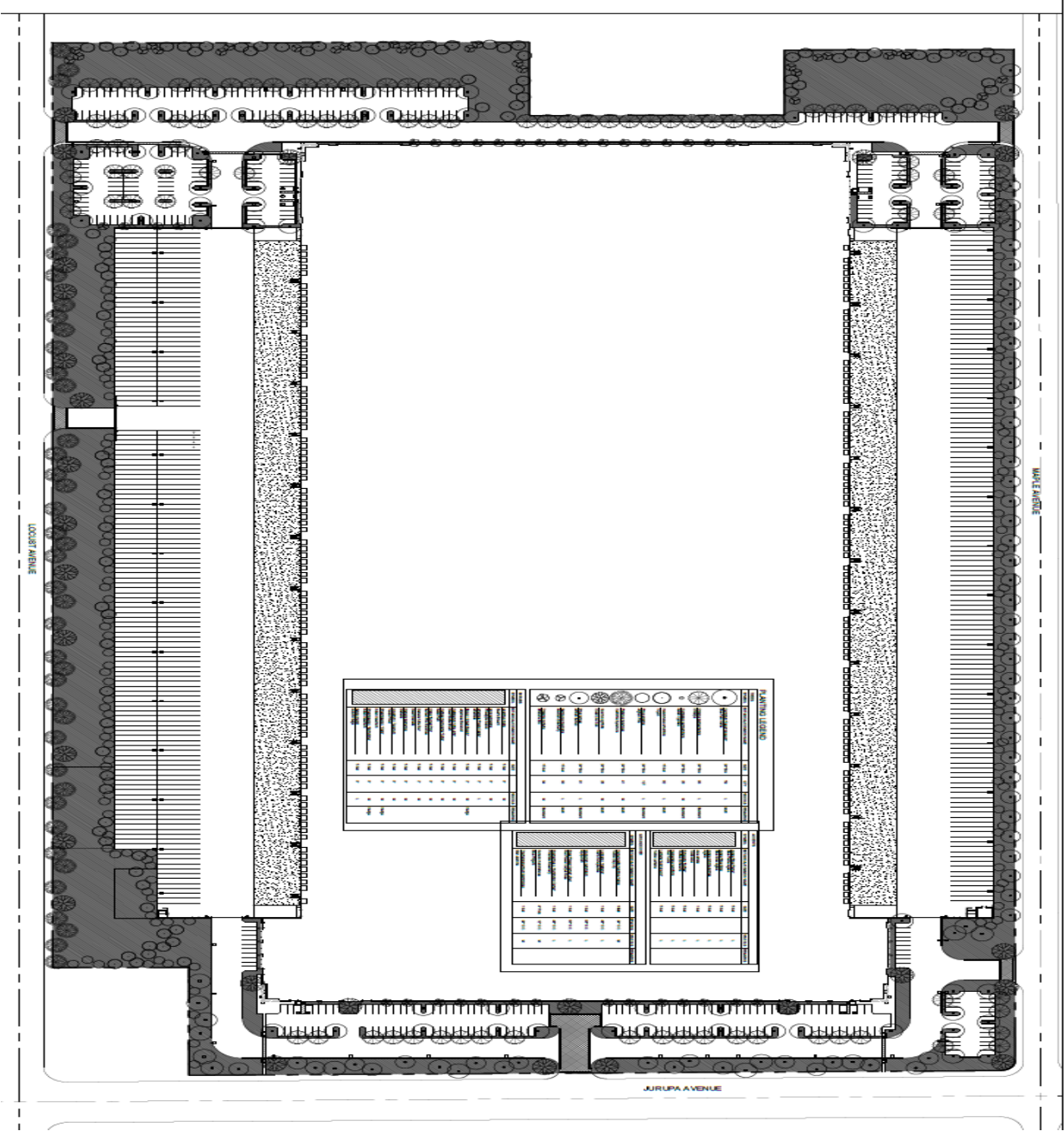




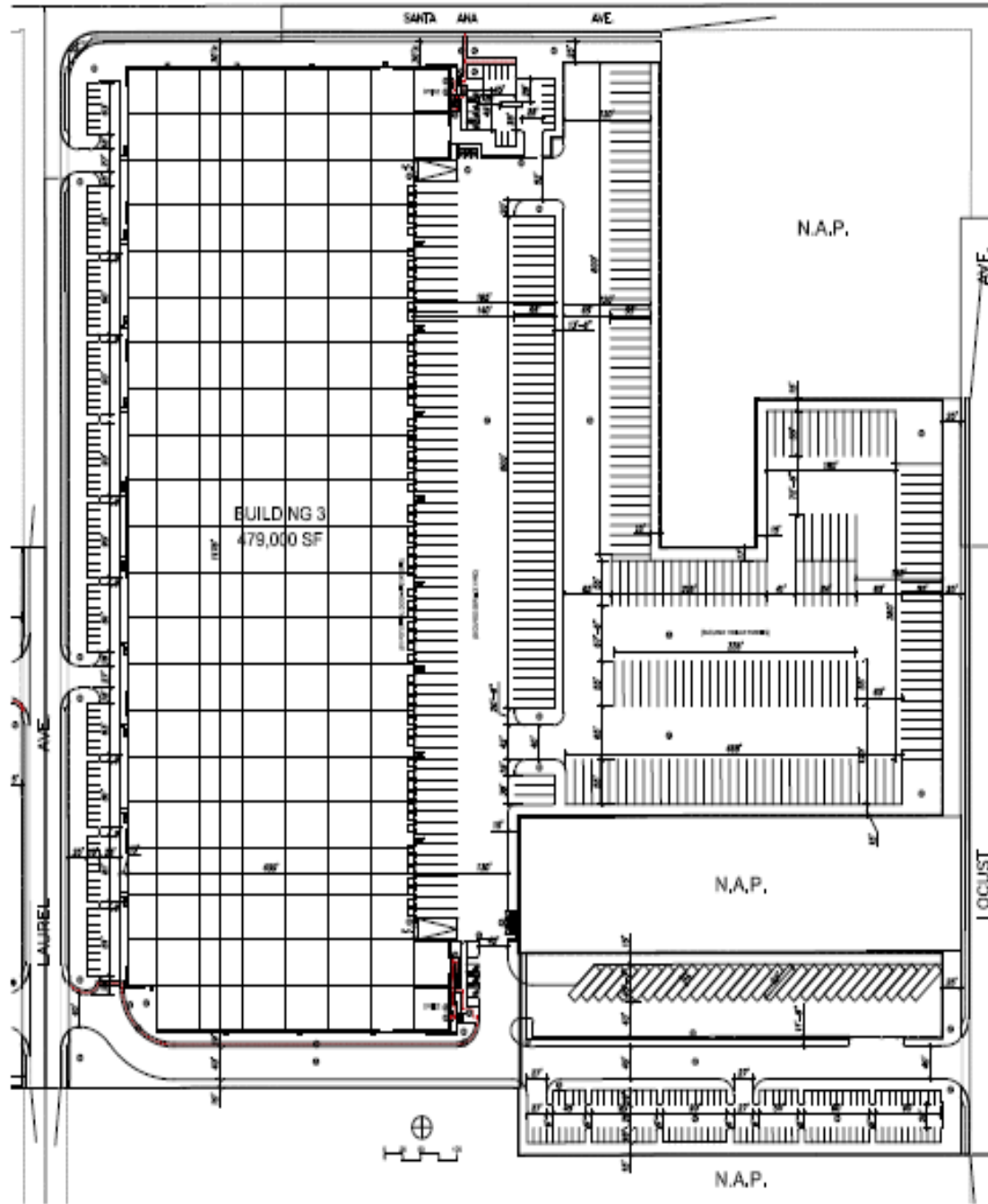
## CUP SITE PLAN – SITE 2 (1.25-Million Sq.ft. Warehouse)



CUP SITE PLAN – SITE 2 (1.25-Million Sq.ft. Warehouse)  
Conceptual Landscape Plan – 605 Trees

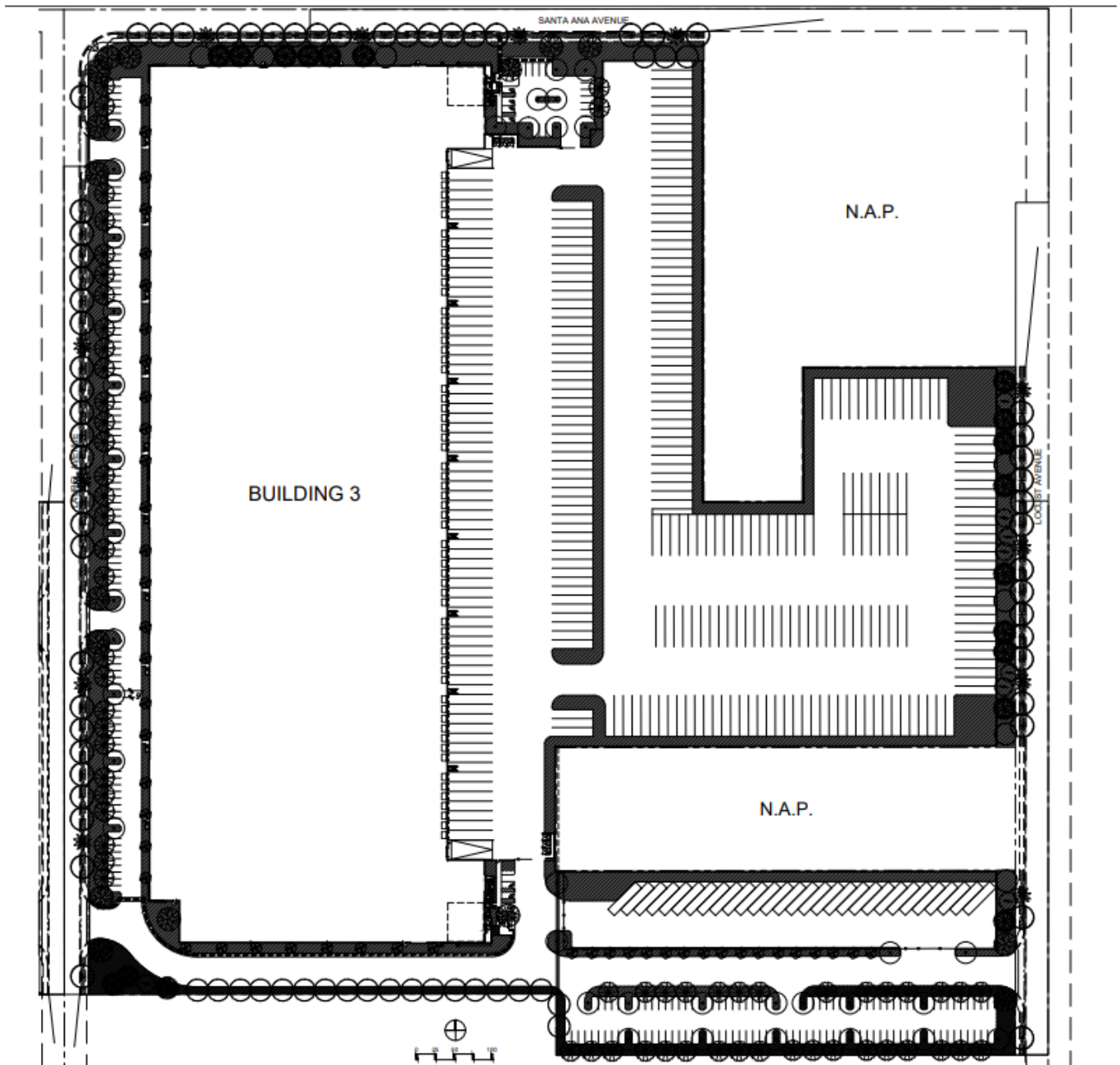


**CUP SITE PLAN – SITE 3 (479,000 Sq.ft Warehouse)**



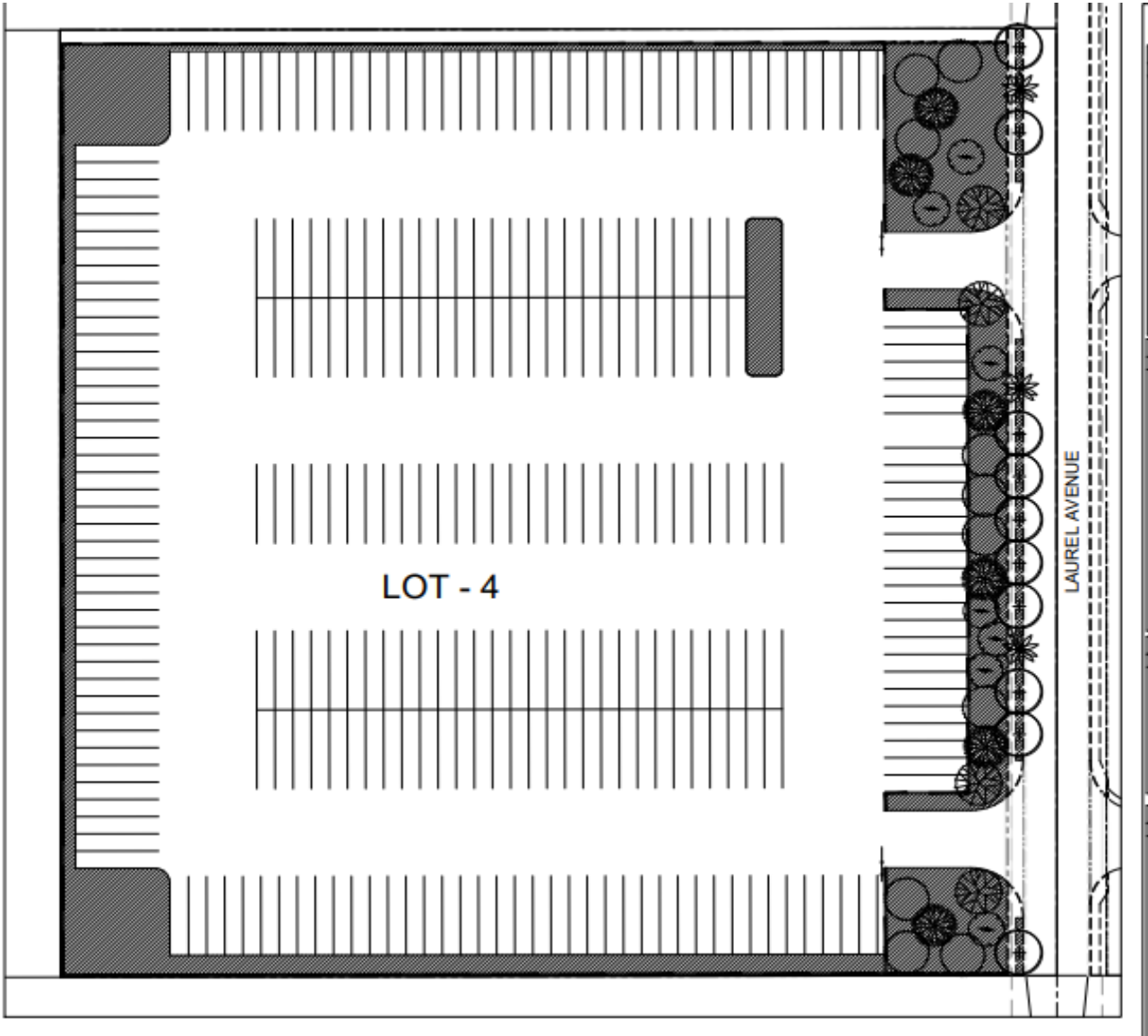


**CUP SITE PLAN – SITE 3 (479,000Sq.ft. Warehouse)  
Conceptual Landscape Plan – 292 Trees**





**CUP SITE PLAN – SITE 4 (Truck/Trailer Parking Lot)**  
**Conceptual Landscape Plan – 40 Trees**





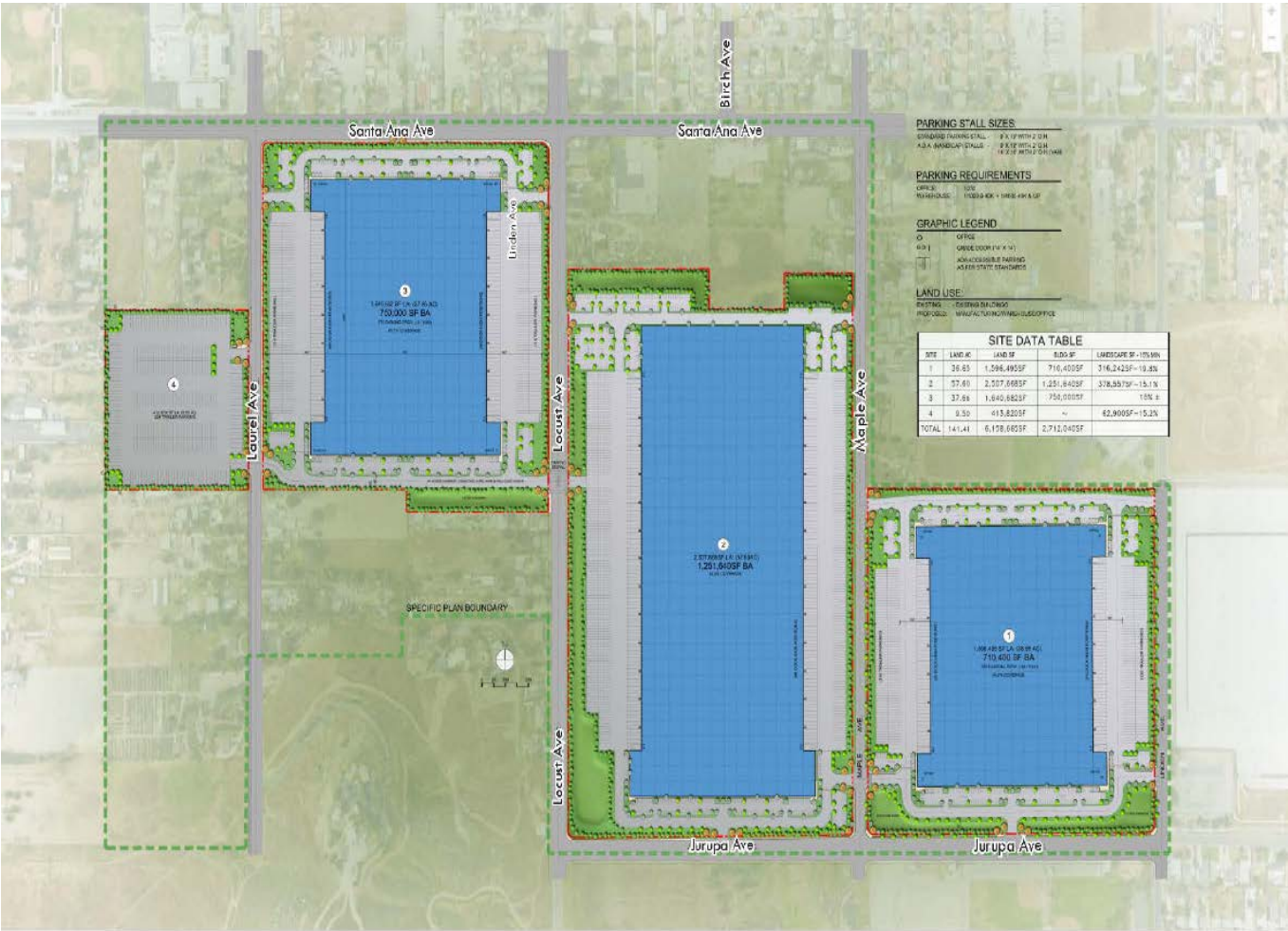
OVERALL CONCEPTUAL SITE PLAN – OPTION 1



 Specific Plan

 Planning Area A

OVERALL CONCEPTUAL SITE PLAN – OPTION 2





CUP SITE 1 – BUILDING ELEVATIONS





CUP SITE 2 – BUILDING ELEVATIONS





**CUP SITE 3 – BUILDING ELEVATIONS**



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION

EAST SCREEN WALL, COURT AVENUE ELEVATION



METAL CLAD VERTICAL  
FIN ELEMENT

MECHANICAL EQUIPMENT  
SHALL BE SCREENED  
FROM PUBLIC VIEW

CONCRETE "PLY-UP"  
PANEL WITH REINFORCING

METAL "SHLUSSED" AWNING  
(SUN SHADE DEVICE)

METAL "SHLUSSED" AWNING  
(SUN SHADE DEVICE)

MEDIUM REFLECTIVE GLASS  
IN CLEAR ANODIZED ALUM.  
MULCHION SYSTEM

T.O.A.

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## **PROJECT DESCRIPTION:**

Tim Howard/Howard Industrial Partners (Applicant) requests approval of a specific plan, which will be referred to hereafter as the Bloomington Business Park Specific Plan, BBPSP or Specific Plan, setting forth a land use development plan, circulation/access plan, and supporting infrastructure plans for approximately 213 acres generally 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 (Specific Plan Area). The purpose of the Specific Plan is to guide future development and land use change within the Specific Plan Area in a coordinated manner that will initiate a responsible and sustainable pattern of land use transition in this portion of the Bloomington community. The Specific Plan provides long and short-term goals, a land use plan, regulatory standards, and administration and implementation programs to carry out the vision of the Specific Plan consistent with Policy Plan (general plan) land use goals and policies and the Bloomington Community Action Guide policies for the area.

The Applicant is also requesting the following entitlements to implement the future buildout of a portion of the land uses contemplated by the Specific Plan:

Specific Plan Entitlements: 1) Vesting Tentative Parcel Map (VTPM) No. 20300, to consolidate 31 parcels into one large parcel, and Conditional Use Permit (CUP) No. PROJ-2020-00238 to construct a 383,000 square foot high cube warehouse on 17.67 acres within the Specific Plan Site, located at the northeast corner of Jurupa Avenue and Maple Avenue, (CUP Site 1); 2) VTPM No. 19973 to consolidate 32 parcels and CUP No. PROJ-2020-00034 to construct a 1.25-Million square foot high cube warehouse on 57.60 acres within the Specific Plan Site, located at the northeast corner of Jurupa Avenue and Locust Avenue (CUP Site 2); 3) VTPM No. 20340 to consolidate 23 parcels and CUP No. PROJ-2020-00241 to construct a 479,000-square foot high cube warehouse on 30.52 acres within the Specific Plan Site, located at the northeast corner of Jurupa Avenue and Locust Avenue (CUP Site 3); and 4) CUP No. PROJ-2020-00242 to construct a trailer/truck parking lot on 9.55 acres within the Specific Plan Site, located on the west side of Laurel Avenue, approximately 637 feet south of Santa Avenue Avenue (CUP Site 4).

Due to the existing Policy Plan Land Use Category designation and the Land Use Zoning District designation for the Specific Plan Area, and in order to comply with the requirements of Senate Bill 330 (SB 330), adoption of the Specific Plan would require land use amendments to the following two sites, 1) the Specific Plan Area, and 2) Approximately 24 acres located at the northeast corner of San Bernardino Avenue and Locust Avenue (Upzone Site). The proposed land use amendments include the following:

### Policy Plan and Zoning Amendments:

Upzone Site: 1) Policy Plan Amendment from Low Density Residential (LDR) to Medium Density Residential (MDR), and 2) Zoning Amendment from Single Residential with 20,000-square foot Minimum Lot Size (BL/RS-20M) to Multiple Residential (BL/RM) for the Upzone Site.

Specific Plan Site: 1) Policy Plan Amendment from Very Low Density Residential (VLDR) and Low Density Residential (LDR) to Special Development (SD); and 2) Zoning Amendment from Single Residential with 1-Acre Minimum Lot Size Additional Agriculture (BL/RS-1-AA) and Single Residential 20,000-square foot Minimum Lot Lot Size (BL/RS-20M) to Bloomington Business Park Specific Plan – Industrial/Business Park (SP/SP – I/BP) for the Specific Plan Site.

Development Code Amendment: The adoption of the Specific Plan would also necessitate amendments to Subsections 82.23.030(b) and 86.14.090(b) of the Development Code to add the “Bloomington Business Park Specific Plan” to the list of adopted plans and to identify the prefix of “BP” that will appear on the land use zoning district map for the Specific Plan Area. A copy of the redline amendments to Subsections 82.23.030(b) and 86.14.090(b) that will be presented to the Board of Supervisors in the form of an ordinance is attached as Exhibit I and copied below.

**Subsection 82.23.030(b) Adopted Plans.** The following symbols appear as a prefix on the land use zoning district maps to identify the various specific plan areas that have been adopted by the Board:

- (1) Agua Mansa Industrial Corridor Specific Plan - AM
- (2) Bloomington Business Park Specific Plan – BP
- ~~(2)~~ (3) Glen Helen Specific Plan - GH
- ~~(3)~~ (4) Kaiser Commerce Center Specific Plan - KC
- ~~(4)~~ (5) Hacienda at Fairview Valley Specific Plan - HF
- ~~(5)~~ (6) Speedway Commerce Center II Specific Plan - SC
- ~~(6)~~ (7) Valley Corridor Specific Plan - VC

**Subsection 86.14.090(b) Adopted Plans.** The following specific plans would have been adopted by the Board:

- (1) Agua Mansa Industrial Corridor Specific Plan
- (2) Bloomington Business Park Specific Plan
- ~~(2)~~ (3) Glen Helen Specific Plan
- ~~(3)~~ (4) Kaiser Commerce Center Specific Plan
- ~~(4)~~ (5) Hacienda at Fairview Valley Specific Plan
- ~~(5)~~ (6) Speedway Commerce Center II Specific Plan
- ~~(6)~~ (7) Valley Corridor Specific Plan

The Specific Plan, Policy Plan Amendments, Zoning Amendments, Specific Plan Entitlements and Development Code Amendment is collectively referred to herein as the Project.

## **UPZONE SITE - SB 330 COMPLIANCE**

On January 1, 2020, SB 330, entitled the Housing Crisis Act of 2019, became effective, which declared a housing crisis in California and imposed requirements designed to streamline the construction of new housing and prevent the loss of existing housing and land available for future residential use. Among other things, SB 330 added Government Code Section 66300, which prevents an affected county from changing the general plan land use designation or zoning of a parcel to a less intensive use or reducing the intensity of land use for residential development capacity below what was allowed by the affected county's general plan or zoning in effect as of January 1, 2018. (Government Code Section 66300(b)(1)(A).) As an exception, SB 330 "... does not prohibit an affected county ... from changing a land use designation or zoning ordinance or a less intensive use if the ... county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity." (Government Code Section 66300(h)(2)(i)(1).)

The Project proposes a Policy Plan and Zoning Amendments to change the Project Site's Land Use Category and Zone Map designation from a residential classification to a non-residential classification, thereby resulting in a reduction of up to 213 planned housing units that could have been developed within the Specific Plan Area under its current land use and zoning classification. Under the no net loss exception, SB 330 requires the County to make concurrent land use amendments to another parcel (or parcels) within the County to offset the loss of potential housing capacity.

The Upzone Site, which has been identified for compliance with SB 330, is located at the northeast corner of San Bernardino Avenue and Locust Avenue, 1.8 miles north of the Specific Plan Site in an area of the Bloomington Community. The area surrounding the Upzone Site has an established residential land use pattern integrated with a variety of lot sizes consisting of older constructed single-family residences. Immediately adjacent and to the west of the Upzone Site is Mary B. Lewis Elementary School. Infrastructure, in particular sewer lines, are not currently available in this area of the community as private septic tanks are utilized to comply with sanitary sewer requirements. These septic systems are an impact to water quality throughout the region. With the eventual development of the Upzone Site, extensions of

sewer mains, water mains, and other infrastructure would occur, thereby inducing and supporting continued residential growth in this area of the Bloomington Community as contemplated in the Countywide Plan and enhancing residential neighborhoods. The continued growth and development of residential units would support the overall housing policies within the County and encourage future development of commercial retail businesses that would add to the local job market and potential added revenue sources within the community.

The Upzone Site consists of 23 parcels of approximately 24 acres and is located in the Single Residential 20,000-square foot Minimum Lot (RS-20M). The RS-20M zoning would allow the development of up to 53 residential units on the 24-acre Upzone Site. The proposed Multiple Residential (RM) zoning designation would allow the development of up to 480 dwelling units, thereby offsetting the housing capacity that would be lost from rezoning of the 213-acre Specific Plan Site to a non-residential zone and an increase of 198 additional units. The no net loss exception is satisfied and illustrated below:

### **Unit Density Calculations:**

#### Specific Plan Site:

Current Zoning: RS-1-AA (1-acre Lot Minimum) and RS-20M

RS-1-AA (1-acre Lot Minimum) at 198 acres + RS-20M at 14.3 acres = 213 acres.

RS-1-AA at 198.7 acres x 43,560 sq. ft./1-acre Minimum Lot Size = 8,655,372 sq.ft.

8,655,372 sq.ft. / 43,560 (1-acre Minimum Lot Size) = 198.7 units

RS-20M at 14.3 acres x 43,560 sq.ft. = 622,908 sq.ft.

622,908 sq.ft. / 20,000 sq.ft Minimum Lot Size = 31.14 units

198.7 units + 31.14 units = 229.8 units (potential net loss)

#### Upzone Site:

Current Zoning: RS-20M (20,000 sq. ft. Minimum Lot Size)

RS-20M at 24 acres

24 acres x 43,560 sq.ft. = 1,045,440 sq.ft.

1,045,440 sq. ft. / 20,000 sq.ft (RM Minimum Lot Size) = 52.2 units.

Proposed Zoning: RM (20 units per acre)

24 acres x 20 units per acre (RM density) = 480 units.

480 units – 52.2 units = 427.8 units (parcel net gain)

427.8 units – 229.8 units = 198 (total net gain)

### **BLOOMINGTON BUSINESS PARK SPECIFIC PLAN SITE - PRIMARY COMPONENTS**

The Bloomington Business Park Specific Plan would be developed in three phases. Phase I would include CUP Sites 1 and 2 and Phase 2 would include CUP Sites 3 and 4. The balance of the Specific Plan would be developed in a future phase(s); however, the Specific Plan Site does not require the Project to be developed in three phases. CUP Sites 1 - 4 may be developed as a single phase, encompassing approximately 115 acres. Additionally, The Specific Plan Site contemplates to develop Phases 1 and 2 with two options:



Option 1: the warehouse footprints for CUP Sites 1 and 3 would remain, as proposed. CUP Site 1 would be constructed with a 383,000-square foot high cube warehouse building, and CUP Site 3 would be constructed with a 479,000-square foot high cube warehouse building.

Option 2: the warehouse footprints for CUP Sites 1 and 3 would be expanded. CUP Site 1 would be constructed with a 710,400-square foot high cube warehouse building, and CUP Site 3 would be constructed with a 750,000-square foot high cube warehouse building.

The following goals, generated and established through public outreach and feedback, direct the plans, standards, guidelines, and recommended implementation in the BBPSP. Their combined effects are designed to shape future development proposals within the Specific Plan area:

**The Specific Plan Goals:** To ensure the functional integrity, economic viability, positive aesthetic appearance, and community benefit of the Specific Plan, it has been developed with the following goals, including but not limited to:

- Create a comprehensive master plan for the project area to provide a mix of industrial and business park uses with supporting infrastructure facilities.
- Provide economic opportunities and job growth within the Bloomington community by enhancing the community's available range of industrial and business park employment generating uses.
- Provide for a master-planned, job-producing development near the I-10 corridor to accommodate uses that benefit from access to the regional transportation network.
- Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.
- Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan area.
- Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan area.
- Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.

## **Development Plan (Chapter 2)**

The Development Plan includes land use, infrastructure, and circulation plans. The circulation plan for the Specific Plan provides a roadway network to meet the vehicular and non-vehicular needs of employees and visitors, as well as for the transportation of goods to and from the businesses located within the Specific Plan Site, pages 9 – 18. Commercial vehicle parking would be prohibited on all public roads with the Specific Plan.

## **Development Standards (Chapter 3)**

The BBPSP Standards found in Chapter 3 are designed to supersede the County Development Code within the Specific Plan Site. Land use changes under the BBPSP are adopted by ordinance and would therefore replace the current conventional zoning districts with BP/SP – Industrial/Business Park. This designation is intended to accommodate a variety of warehousing and distribution facilities, assembly, e-commerce, processing and manufacturing of goods and materials, outdoor truck trailer parking, including facilities for outdoor storage of trucks and trailers utilized by businesses within the Specific Plan. Moreover, commercial vehicle parking would be prohibited on all public roads within the Specific Plan. Allowable Land Uses, Parking and Loading Standards, Screening and Outdoor Storage, and Lighting are described on pages 31 – 36.

**Design Guidelines (Chapter 4)**

Quality development is achieved through attention to detail implemented from the initial conception of a project to the final construction of buildings, pathways, entry features, signage, and other design elements. Chapter 4 presents design guidelines that encourage cohesive, quality design consistent with the overall vision for the Specific Plan area yet allowing flexibility for creative and innovative ideas. The chapter is divided into seven sections: site design, building form/massing, materials colors, and textures, functional elements, buffering and screening, landscape design, and sustainability are described on pages 38 – 42.

**Implementation (Chapter 5)**

The BBPSP acts as a bridge between the County General Plan, the Bloomington Community Action Guide, and individual development proposals. The BBPSP implements policy direction by combining land use, mobility, and infrastructure plans, development standards, and guidelines into a single document, tailored to meet the needs of the BBPSP. County Development Code standards will remain in effect for regulations not covered on pages 43 – 48.

The BBPSP establishes a land use plan, development standards, design guidelines, and implementation guidance for promoting an economic environment with the Specific Plan Site. The BBPSP encourages business development within Phase 3, to promote overall growth in the Bloomington community. Adoption of the BBPSP would require a Development Code Amendment to incorporate references to the BBPSP.

**PROJECT ANALYSIS**

**SITE PLANNING – CUP SITE 1**

Site Planning: The CUP Site 1 would include the construction of a 383,000-square foot high cube warehouse with 10,000 square feet of office space on 17.67-acre vesting parcel map, generally located at the northeast corner of Jurupa Avenue and maple Avenue, with associated facilities and is proposed on a speculative basis, with no tenant identified at this time. The building is designed as a concrete tilt-up cross-dock facility with vertical lift, dock-high roll up doors. There would be a total of 62 dock doors on the south side. The truck loading and staging areas on the south side of the warehouse would be screened from public view from Jurupa Avenue with the combination of the warehouse building and 12-foot block walls along the north, south, west, and east property boundaries. All existing structures on the CUP Site 1 would be demolished prior to construction. CUP Site 1 would demolish approximately 12 residences.

The CUP Site 1 site plan provides adequate area to accommodate all parking, loading areas, access and circulation requirements needed to comply with development standards and requirements of the BBPSP requirements (See Table 2 below).

Specific Plan Compliance Summary: As noted above, the Project satisfies all applicable standards of the Specific Plan, and where applicable the Development Code, for development in the BP/SP – I/BP Land Use District, as illustrated in Table 3:

**Table 3: SPECIFIC PLAN SITE 1 COMPLIANCE**

Project Component	BBPSP Standards	Project Plans
Warehouse Facility	CUP	CUP
Parking	164	176

Project Component	BBPSP Standards		Project Plans
Landscaping	Trees Minimum Landscaping	17 in parking lot 15%	239 15%
Building Setbacks	Front Street Side Rear	25' 25' 20'	225' 30' 48'
Building Height	55 feet maximum		48 feet
Floor Area Ratio	.50:1		.49:1
Drive Aisles	26'		28'

**Landscaping:** The conceptual landscape plan provides 15% site coverage in drought-tolerant landscaping, with a variety of trees, groundcover and shrubs, in compliance with the Specific Plan Landscape Area Requirements. The BBPSP only specifies a minimum number of trees in the parking area (one tree per 10 spaces). CUP Site 1 site plan exceeds that requirement and has ample tree planting in the perimeter landscaping, with a projected total of 239 trees.

**Hours of Operation:** The operator(s)/tenant(s) of the Project have yet to be identified, so the precise nature of the facility operation cannot be specified at this time. Technical studies performed for the environmental analysis assume a relatively intensive warehousing operation of seven days per week in two eight-hour shifts, with an estimate of 50 to 75 employees.

## SITE PLANNING – CUP SITE 2

The CUP Site 2 would include the construction of a 1.25-Million square foot high cube warehouse on 57.60-acre vesting parcel map, generally located at the northeast corner of Jurupa Avenue and Locust Avenue, with associated facilities and is proposed on a speculative basis, with no tenant identified at this time. The building is designed as a concrete tilt-up cross-dock facility with vertical lift, dock-high roll up doors. There would be a total of 180 dock doors on the east and west sides. The truck loading and staging areas on the east and west sides of the warehouse would be screened from public view from Map Avenue and Locust Avenue with a combination of 80-foot and 30-foot landscape buffer setbacks and 14-foot screen walls along the easterly and westerly property boundaries. All existing structures on the CUP Site 2 would be demolished prior to construction. CUP Site 2 would demolish approximately 31 residences.

**Specific Plan Compliance Summary:** As noted above, the Project satisfies all applicable standards of the Specific Plan, and where applicable the Development Code, for development in the BP/SP – I/BP Land Use District, as illustrated in Table 4:

**Table 4: SPECIFIC PLAN SITE 2 COMPLIANCE**

Project Component	BBPSP Standards		Project Plans
Warehouse Facility	CUP		CUP
Parking	127		179
Landscaping	Trees Minimum Landscaping	13 in parking lot 15%	605 trees 15%
Building Setbacks	Front Street Side Rear	25' 25' 20'	145' 213' (east) and 320' (west) 173'



Project Component	BBPSP Standards	Project Plans
Building Height	50 feet maximum	45 feet
Floor Area Ratio	.50:1	.50:1
Drive Aisles	26'	28'

**Landscaping:** The conceptual landscape plan provides 15% site coverage in drought-tolerant landscaping, with a variety of trees, groundcover and shrubs, in compliance with the BBP Specific Plan Landscape Area Requirements. The BBPSP only specifies a minimum number of trees in the parking area (one tree per 10 spaces). CUP Site 2 site plan exceeds that requirement and has ample tree planting in the perimeter landscaping, with a projected total of 605 trees.

**Hours of Operation:** The operator(s)/tenant(s) of the Project have yet to be identified, so the precise nature of the facility operation cannot be specified at this time. Technical studies performed for the environmental analysis assume a relatively intensive warehousing operation of seven days per week in two eight-hour shifts, with an estimate of 50 to 75 employees.

### SITE PLANNING – CUP SITE 3

The CUP Site 3 would include the construction of a 479,000-square foot high cube warehouse on 30.52-acre vesting parcel map, generally located at the southeast corner of Laurel Avenue and Santa Ana Avenue, with associated facilities and is proposed on a speculative basis, with no tenant identified at this time. The building is designed as a concrete tilt-up cross-dock facility with vertical lift, dock-high roll up doors. There would be a total of 61 dock doors on the east side. The truck loading and staging areas on the east side of the warehouse would be screened from public view from Laurel Avenue with the combination of the warehouse building and 14-foot block walls along the north, south, west, and south property boundaries. All existing structures on the CUP Site 3 would be demolished prior to construction. In all, CUP Site 3 would demolish approximately 22 residences.

**Specific Plan Compliance Summary:** As noted above, the Project satisfies all applicable standards of the Specific Plan, and where applicable the Development Code, for development in the BP/SP – I/BP Land Use District, as illustrated in Table 5:

**Table 5: SPECIFIC PLAN SITE 3 COMPLIANCE**

Project Component	BBPSP Standards		Project Plans
Warehouse Facility	CUP		CUP
Parking	127		179
Landscaping	Trees Minimum Landscaping	13 in parking lot 15%	292 15%
Building Setbacks	Front Street Side Rear	25' 25' 20'	30' 76" (east) and 649' (west) 69'
Building Height	50 feet maximum		45 feet
Floor Area Ratio	.50:1		.36:1
Drive Aisles	26'		28'

**Landscaping:** The conceptual landscape plan provides 15% site coverage in drought-tolerant landscaping, with a variety of trees, groundcover and shrubs, in compliance with the BBP Specific Plan Landscape Area Requirements. The BBPSP only specifies a minimum number of trees in the parking area (one tree per 10 spaces). CUP Site 3 exceeds that requirement and has ample tree planting in the perimeter landscaping, with a projected total of 292 trees.

**Hours of Operation:** The operator(s)/tenant(s) of the Project have yet to be identified, so the precise nature of the facility operation cannot be specified at this time. Technical studies performed for the environmental analysis assume a relatively intensive warehousing operation of seven days per week in two eight-hour shifts, with an estimate of 50 to 75 employees.

#### **SITE PLANNING – CUP SITE 4**

**Site Planning:** The CUP Site 4 is proposed on a speculative basis, with no tenant identified at this time. The CUP Site 4 is designed as a truck/trailer parking lot to accommodate 287 stalls and is generally located at the west side of Laurel Avenue, approximately 627 feet south of Santa Ana Avenue. The truck loading and staging areas on the project site would be screened from public view from Laurel Avenue with the 14-foot block walls along the east, south, north, and west, property boundaries. The CUP Site 4 site plan accommodate all parking access and circulation requirements needed to comply with BBPSP requirements. No existing structures would be demolished, as the site is currently vacant.

**Specific Plan Compliance Summary:** As noted above, the Project satisfies all applicable standards of the Specific Plan, and where applicable the Development Code, for development in the BP/SP – I/BP Land Use District, as illustrated in Table 6:

**Table 6: PROJECT CODE COMPLIANCE**

<b>Project Component</b>	<b>BBPSP Standards</b>		<b>Project Plans</b>
Truck/Trailer Facility	CUP		CUP
Parking	289		289
Landscaping	Trees Minimum Landscaping	29 trees in parking lot 15%	40 trees 15%
Drive Aisles	26'		60' to 67'

**Landscaping:** The conceptual landscape plan provides 15% site coverage in drought-tolerant landscaping, with a variety of trees, groundcover and shrubs, in compliance with the Specific Plan Landscape Area Requirements. The BBPSP only specifies a minimum number of trees in the parking area (one tree per 10 spaces). CUP Site 4 site plan exceeds that requirement and has ample tree planting in the perimeter landscaping, with a projected total of 40 trees

**Hours of Operation:** The operator(s)/tenant(s) of the Project have yet to be identified, so the precise nature of the facility operation cannot be specified at this time. Technical studies performed for the environmental analysis assume a relatively intensive warehousing operation of seven days per week in two eight-hour shifts, with an estimate of 50 to 75 employees.

## **COMMUNITY AND PUBLIC OUTREACH:**

- January 14, 2021, the Applicant conducted a virtual public scoping meeting in bilingual, to present the Specific Plan Site and engage with residents, property owners, and key community stakeholders, to obtain community input on the proposal.
- August 5, 2021 – the Applicant conducted a community meeting at the Ayala Park, to engage and receive input from residents, property owners, and key community stakeholders, to obtain community input on the proposal.
- August 12, 2021, the Applicant met with Colton Joint Unified School District to engage and receive input from the Colton Joint Unified School District.
- September 24, 2021, the Applicant sent bilingual public notification mailers to property owners, residents in a 1,300-foot radius, as well as to key community stakeholders to solicit comments and public input. The bilingual mailers were also sent to the People's Collective for Environmental Justice (PCEJ) and Center for Community Action, Environmental Justice (CCA EJ), Concerned Neighbor Bloomington, and other interested groups and organizations.
- October 6, 2021, the Applicant held a community meeting with the Bloomington Municipal Advisory Council (MAC) to obtain input on the proposal. No comments of concern were expressed by the Bloomington MAC for the Project.
- The Applicant has continuously reached out and met with property owners for parcels directly within the Specific Plan Site to inform and advise them about status of the proposal.

## **CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE**

A Draft Environmental Impact Report (Draft EIR) has been completed in compliance with the California Environmental Quality Act, Public Resources Code §21000 et seq. (CEQA) (Exhibit H). The Notice of Preparation (NOP) for the Draft EIR requesting input from interested parties and was submitted to the State Clearinghouse for distribution to State agencies on December 30, 2020. The Notice of Availability (NOA) was distributed to all agencies and published in the San Bernardino Sun beginning on September 29, 2021. The comment period ended on November 15, 2021; however, an extension of the review period was extended to February 15, 2022. The NOA was sent to governmental agencies, neighboring cities, as well as non-governmental agencies/interested parties. The NOA and Notice of Completion were mailed to the State Clearinghouse for distribution to State agencies. Notification was also submitted to local Native American Tribal Governments, in accordance with CEQA.

The Draft EIR identified potentially significant impacts of the Project and discussed numerous mitigation measures proposed to address impacts identified as significant. Mitigation measures presented in the Draft EIR have been included in the Mitigation Monitoring and Reporting Program (MMRP), which is attached as Exhibit C, and also incorporated by reference in the Conditions of Approval (Exhibit D). The mitigation measures presented in the MMRP will reduce potentially significant impacts, which can be mitigated below a level of significance related to the following resource areas: Air Quality, Biological Resources, Cultural Resources, Greenhouse Gases, and Tribal Cultural Resources. However, the Draft EIR concluded that even with the incorporation of all feasible mitigation measures, the Project could result in significant, unavoidable impacts to Air Quality, as identified below:



#### Air Quality

- Conflict with Applicable Air Quality Plan. Land use changes of the Project would not result in an exceedance of SCAG's growth projections, but the Project would result in an increase of criteria pollutants that would exceed regional thresholds after implementation of mitigation measures. Therefore, the Project would result in a conflict with, or obstruct, implementation of the applicable Air Quality Management Plan (Impact AQ-1).
- Project-Related Construction and Operational Emissions. Emissions from operation of the Project would exceed SCAQMD's regional thresholds for VOC and NOx after implementation of regulatory requirements and mitigation measures. Because a majority of operational-source NOx emissions (by weight) would be generated by Project vehicles, and the VOC emissions would be generated by consumer products. Neither the Project applicant nor the County have the ability to reduce these emissions. Implementation of MM AQ-3 through MM AQ-7 would reduce impacts; however, a significant and unavoidable impact would remain. Therefore, operational-source VOC and NOx emissions would be significant on a project-level (Impact AQ-2).
- Cumulative Emissions. As stated above, operational activities would create a significant and unavoidable impact due to exceedances of SCAQMD regional thresholds. Implementation of MM AQ-3 through MM AQ-7 would reduce impacts; however, a significant and unavoidable impact would remain. Therefore, operational source VOC and NOx emissions would be significant on a cumulative basis.

#### CEQA Findings & Statement of Overriding Considerations

Pursuant to Section 15093 of the CEQA Guidelines, decision-makers are required to balance the benefits of a project against its unavoidable environmental risks in determining whether to approve a project. In the event the benefits of a project outweigh the unavoidable adverse effects, the adverse effects may be considered acceptable. Because the Project's impacts discussed above cannot be reduced to a level that is less than significant, Findings of Fact and a Statement of Overriding Considerations must be adopted to approve the Project as proposed. The CEQA Findings and Statement of Overriding Considerations (Exhibit G) discuss the mitigation measures for the Project's significant impacts and the rationale for making the Statement of Overriding Considerations for those impacts that are significant and unavoidable.

The following factors and public benefits were considered as overriding considerations to the identified unavoidable significant adverse impacts of the proposed Project:

- The Project diversifies the local economy. The Project enhances the local economy by providing for diversification, additional jobs, and business development opportunities commensurate with forecasted growth.
- The Project facilitates economic development. The Project is intended to facilitate the economic development of the County by creating an expanded employment base, providing new employment opportunities and attracting new businesses.
- The Project would provide ordered development of the Specific Plan Area pursuant to the Specific Plan standards. The Project would follow the design standards set forth in the Bloomington Business Park Specific Plan to provide for orderly development of the Specific Plan Area with industrial and manufacturing uses.
- The Project provides both traditional and alternative transportation mode benefits. The Project would implement roadway, pedestrian, and infrastructure improvements that would provide social and other benefits to the County's residents.

- The Project creates a high quality and master planned development. The Project proposes a high quality, master planned light industrial business park that will attract an array of businesses and provide a variety of employment opportunities in the community of Bloomington thereby reducing the need for members of the local workforce to commute outside the area for employment.
- The Project provides multiple community benefits. The Project would include a Community Benefits Agreement, which would provide needed funding for multiple community facilities, services, and infrastructure. The Community Benefits Agreement would ensure that proper funding stays within the Community of Bloomington. The Community Benefits Agreement will include a Community Enhancement Fee that includes, but is not limited to, a lump sum payment of \$2.00 per net usable square foot of each of the Buildings and an annual payment of \$0.34 per net usable square foot of each of the Buildings, which will include funding for law and code enforcement, recreational programming, park operations and maintenance and enhanced public safety specifically for Bloomington.

### **Public Comments:**

A total of 27 written comment letters to the NOP were received. These comments provide input on the scope and content of environmental impacts that should be included in the EIR. These comments are summarized within the Draft EIR, which is attached as Exhibit H.

In addition, six comment letters were received in response to the Draft EIR from agencies including: (1) SCAQMD, (2) CARB, (3) Colton Joint Unified School District, (4) City of Fontana, (5) Caltrans, and (6) City of Riverside. The comment letter from Colton Joint Unified School District was later retracted. Eleven comment letters were received in response to the Draft EIR from organizations including: (1) Concerned Neighbors of Bloomington, (2) Peoples Collective for Environmental Justice, (3) Blum Collins & Ho, LLP on behalf of Golden State Environmental Justice Alliance, (4) Robert Redford Conservancy for California Sustainability, (5) Center for Biological Diversity, (6) Earthjustice, (7) Sierra Club, (8) Public Interest Law Project, (9) Concerned Neighbors of Bloomington, (10) Center for Community Action and Environmental Justice, and (11) Concerned Neighbors of Bloomington. In addition, 315 comment letters were received in response to the Draft EIR from individuals including residents and interested parties. These comments, which are attached collectively as Exhibit F, relate to:

- Regulatory agency guidance regarding the consideration and analysis of impacts (air quality, greenhouse gas emissions, traffic).
- Requests to be included on the circulation list for all Project notices, public review documents or public hearings.
- Concerns regarding environmental impacts discussed in the Draft EIR
- Requests for extension of the public review period for the Draft EIR.
- Concerns regarding environmental justice.
- Requests for additional or revised mitigation measures or project design features.

The Final EIR (Exhibit G) includes all written correspondence received and written responses to all comments. An errata sheet was also prepared as part of the Final EIR to document changes to the Draft EIR. The changes to the Draft EIR do not affect the overall conclusions of the environmental document, and instead represent changes to the Draft EIR that provide clarification, amplification and/or insignificant modifications, as needed as a result of public comments on the Draft EIR, or due to additional information received during the public review period. These clarifications and corrections do not warrant Draft EIR recirculation pursuant to CEQA Guidelines Section 15088.5.

**RECOMMENDATION:** That the Planning Commission recommend that the Board of Supervisors:

- 1) **CERTIFY** the Environmental Impact Report (SCH No. 2020120545) (Exhibits C and H);
- 2) **ADOPT** the recommended CEQA Findings, Statement of Overriding Considerations and MMRP (Exhibits D and G);
- 3) **ADOPT** the recommended Findings in support of the Bloomington Business Park Specific Plan, Policy Plan Amendment, Zoning Amendment, Development Code Amendment, Conditional Use Permits, and Vesting Tentative Parcel Maps (Exhibit A);
- 4) **ADOPT** the Bloomington Business Park Specific Plan (Exhibit E);
- 5) **ADOPT** the Policy Plan Amendment from Low Density Residential (LDR) to Medium Density Residential (MDR) for approximately 24 acres located at the northeast corner of San Bernardino Avenue and Locust Avenue for the Upzone Site;
- 6) **ADOPT** the Policy Plan Amendment from Very Low Density Residential (VLDR) and Low Density Residential (LDR) for approximately 213 acres, generally 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 of the Specific Plan Site;
- 7) **ADOPT** the Zoning Amendment from Single Residential with 20,000-square foot Minimum Lot Size (RS-20M) to Multiple Residential (RM) for the Upzone Site;
- 8) **ADOPT** the Zoning Amendment from from Single Residential with 1-Acre Minimum Lot Size Additional Agriculture (BL/RS-1-AA) and Single Residential 20,000-square foot Minimum Lot Lot Size (BL/RS-20M) to Bloomington Business Park Specific Plan – Industrial/Business Park (BP/SP – I/BP) for the Specific Plan Site;
- 9) **ADOPT** the Development Code Amendment to amend Subsections 82.23.030(b) and 86.14.090(b) of the San Bernardino County Code adding Bloomington Business Park Specific Plan to the list of adopted specific plans (Exhibit I);
- 10) **APPROVE** Vesting Tentative Parcel Map No. 20300 to consolidate 31 parcels into one parcel of approximately 17.67-acre parcel and Conditional Use Permit to construct a 383,000-square foot high cube warehouse on 17.67 acres within the Specific Plan Site, located at the northeast corner of Jurupa Avenue and Maple Avenue, subject to the Conditions of Approval;
- 11) **APPROVE** Vesting Tentative Parcel Map No. 19973 to consolidate 32 parcels into one parcel of approximately 57.60-acre parcel and Conditional Use Permit to construct a 1.25-Million-square foot high cube warehouse on 57.60 acres within the Specific Plan Site, located at the northeast corner of Jurupa Avenue and Locust Avenue, subject to the Conditions of Approval;
- 12) **APPROVE** Vesting Tentative Parcel Map No. 20340 to consolidate 23 parcels into one parcel of approximately 30.52-acre parcel and Conditional Use Permit to construct a 479,000-Square Foot high cube warehouse on 30.52 acres within the Specific Plan Site, located at the southeast corner of Santa Avenue Avenue and Laurel Avenue, subject to the Conditions of Approval;
- 13) **APPROVE** Conditional Use Permit to construct a truck/trailer parking lot on 9.55 acres within the Specific Plan Site, located on the west side of Laurel Avenue, approximately 637 feet south of Santa Avenue Avenue, subject to the Conditions of Approval;



14) **DIRECT** the Clerk of the Board of Supervisors to file a Notice of Determination.

**ATTACHMENTS:**

- Exhibit A: Findings  
Exhibit B: Conditions of Approval  
Exhibit C: Final EIR, link:  
[http://www.sbcounty.gov/uploads/LUS/Environmental/Bloomington\\_Business\\_Park\\_Specific\\_Plan/BPSP%20final%20draft%20EIR%209.9.2022.pdf](http://www.sbcounty.gov/uploads/LUS/Environmental/Bloomington_Business_Park_Specific_Plan/BPSP%20final%20draft%20EIR%209.9.2022.pdf)  
Exhibit D: Mitigation Monitoring and Reporting Program  
Exhibit E: Bloomington Business Park Specific Plan, link:  
<https://lus.sbcounty.gov/wp-content/uploads/sites/48/2022/09/Public-Review-Draft-Bloomington-Specific-Plan-updated-9.9.2022.pdf>  
Exhibit F: Conditional Use Permit Site Plans Sites 1 – 4 and Vesting Tentative Parcel Map No. 20300, No. 19973, and No. 20340  
Exhibit G: CEQA Findings and Statement of Overriding Consideration  
Exhibit H: Bloomington Business Park Specific Plan Draft EIR, link:  
[http://www.sbcounty.gov/uploads/LUS/Environmental/Bloomington\\_Business\\_Park\\_Specific\\_Plan/3.%20%20Draft%20EIR%20Bloomington%20Business%20Park%20SPecific%20Plan.pdf](http://www.sbcounty.gov/uploads/LUS/Environmental/Bloomington_Business_Park_Specific_Plan/3.%20%20Draft%20EIR%20Bloomington%20Business%20Park%20SPecific%20Plan.pdf)  
Exhibit I: Development Code Amendment  
Exhibit J: Comment Letters

# EXHIBIT A

## Findings

The Findings are in support of the following actions:

**BLOOMINGTON BUSINESS PARK SPECIFIC PLAN ADOPTION:** The proposed 213-acre Bloomington Business Park Specific Plan (Specific Plan) sets forth a land use, building design, landscape design, a circulation and access plan, parking standards, infrastructure plan, and sustainability features for the development of industrial business park uses. The Specific Plan includes all required elements specified in Government Code section 65451, including text and diagrams specifying in detail the distribution, location and extent of the uses of land, including open space; the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewer, water, drainage, solid waste disposal, energy and other essential facilities needed to support the Specific Plan's land uses; standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable; a program of implementation measures including regulations, programs, public works projects and financing measures; and a statement of the relationship of the Bloomington Business Park Specific Plan to the San Bernardino Policy Plan.

**UPZONE SITE:** 1) Policy Plan Amendment from Low Density Residential (LDR) to Medium Density Residential (MDR) and 2) Zoning Amendment from Single Residential with 20,000-square foot Minimum Lot Size (BL/RS-20M) to Multiple Residential (RM), on approximately 24 acres located at the northeast corner of Locust Avenue and San Bernardino Avenue for the Upzone Site.

**BLOOMINGTON BUSINESS PARK SPECIFIC PLAN SITE:** 1) Policy Plan Amendment from Very Low Density Residential (VLDR) and Low Density Residential (LDR) to Special Development (SD), and 2) Zoning Amendment from Single Residential with 1-Acre Minimum Lot Size Additional Agricultural (BL/RS-1-AA) and Single Residential 20,000-square foot Minimum Lot Size (BL/RS-20M), to Bloomington Business Park Specific Plan – Industrial/Business Park (BP/SP-I/BP), on approximately 213 acres, generally 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, for the Specific Plan Site, proposed in conjunction with 3) Conditional Use Permit/PROJ-2020-00238 to construct a 383,000-square foot industrial warehouse building with 10,000 square feet of office space on 17.67 acres, and Vesting Parcel Map No. 20300 to consolidate 31 parcels into one parcel of approximately 17.67 acres, 4) Conditional Use Permit/PROJ-2020-00034 to construct a 1.25-million square foot high-cube warehouse building with 10,000 square feet of office space, on 57.60 acres, and Vesting Parcel Map No. 19973 to consolidate 32 parcels into one parcel of approximately 57.60 acres, 5) Conditional Use Permit/PROJ-2020-00241 to construct a 479,000-square foot high-cube warehouse building with 10,000 square feet of office space on 30.52 acres, and Vesting Parcel Map No. 20340 to consolidate 23 parcels into one parcel of approximately 32.46 acres, and 6) Conditional Use Permit/PROJ-2020-00242 for the construction of a parking lot to accommodate 289 parking spaces for truck trailers on 9.55 acres.

**FINDINGS: BLOOMINGTON BUSINESS PARK SPECIFIC PLAN** [Development Code Section 86.14.070]

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 86.14.070 and supporting facts for adoption of the Bloomington Business Park Specific Plan.

**1. The proposed development is generally in compliance with the actions, goals, objectives, and policies of the San Bernardino County Policy Plan.**

The Bloomington Business Park Specific Plan reflects the actions, goals, objectives, and policies of the Policy Plan and the Bloomington Community Action Guide in its vision, land use designations, infrastructure and facility plans, development standards and design guidelines. The Bloomington Business Park Specific Plan is consistent with the policies set forth in the Policy Plan as described in the Bloomington Business Park Specific Plan Project Environmental Impact Report (SCH No. 2020120545), Table 5.11-2 which is incorporated herein by reference as substantial evidence in support of this finding. Further, the Bloomington Business Park Specific Plan plans for new industrial development in an area of the County, and adjacent cities, which are also planned for and developed with industrial uses, including multiple surrounding warehouse and light industrial developments. Specifically, the proposed Bloomington Business Park

Specific Plan is in an area that abuts a large industrial warehouse to the east and a planned industrial development to the south. Development and operation of the Bloomington Business Park Specific Plan Project will generate the addition of jobs to the region and further a countywide balance of jobs and housing, which will reduce vehicle miles traveled and increase job opportunities, in line with Countywide Plan Policy LU-2.7. In addition, the Bloomington Business Park Specific Plan will improve quality of life in the area through planned infrastructure improvements such as providing stormwater infrastructure improvements that will help alleviate the flooding and stormwater capacity issues in the area, in line with Countywide Plan Policy LU-1.3. Finally, the Project would provide economic benefits pursuant to Countywide Plan Policy LU-1.4 as the Bloomington Business Park Specific Plan will bring significant economic benefits for the County and Bloomington Community as detailed in the Economic Impact Study for the Proposed Bloomington Business Park Project dated March 21, 2021, and due to the annual contributions by the Project applicant to the County through perpetual payment of a Community Enhancement Fee, a contribution to an infrastructure improvement fund, and funding or installation of storm drain improvements pursuant to a Memorandum of Understanding Regarding Public Benefit Contributions. The Community Enhancement Fee shall be used by the County to fund service enhancement activities for the Bloomington Community area, including but not limited to code enforcement, recreational programming, park operations and maintenance and enhanced public safety specifically for Bloomington.

**2. The design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle access and public services and utilities (e.g., drainage, fire protection, sewers, water, etc.), would ensure that the proposed development would not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the vicinity and land use zoning district in which the property is located.**

The Bloomington Business Park Specific Plan has been analyzed, and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the Bloomington Business Park Specific Plan will not have a significant impact on public and emergency vehicle access, public services, or utilities and the proposed Bloomington Business Park Specific Plan would not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the proposed plan area and its vicinity. The proposed Bloomington Business Park Specific Plan will not jeopardize or constitute a hazard to property or improvement in the vicinity given that Project traffic will utilize existing roadways, and the Project applicant is required to install improvements to existing roadways in the surrounding area. A Traffic Impact Analysis (TIA) has been prepared for the Project and reviewed by the Department of Public Works, which has conditioned the Project applicant to construct roadway improvements identified in the TIA. The Environmental Impact Report and TIA is incorporated by reference as substantial evidence in support of this finding. Additionally, future development pursuant to the Bloomington Business Park Specific Plan would be subject to Bloomington Business Park Specific Plan and Countywide development standards designed specifically to protect the public interest, health and safety of the County.

**3. The proposed development would:**

**a. Ensure quality development by encouraging greater flexibility with more creative and aesthetically pleasing designs for major developments.**

The Bloomington Business Park Specific Plan includes development standards and design guidelines which are to be followed which promote creativity and flexibility in the Project's site layouts and building designs, while insuring compatibility with adjacent existing and planned uses. The development standards and design guidelines set forth in the Bloomington Business Park Specific Plan will provide for a well-defined and consistent aesthetic identity for the Bloomington Business Park Specific Plan area. Further, the Bloomington Business Park Specific Plan requires the Project applicant to maintain private and public improvements, and requires the construction of a high-quality development.

**b. Ensure the timely provision of essential public services and facilities consistent with the demand for the services and facilities.**



The Bloomington Business Park Specific Plan includes infrastructure and phasing plans that identifies the required infrastructure to serve the Project and the planned implementation of the public services and facilities concurrently or in advance of the need for such services and facilities. In addition, the TIA prepared for the Bloomington Business Park Specific Plan identifies road improvements required to serve the Project, which have been incorporated into the Project's conditions of approval, with implementation requirements aligning with the phasing of the Project. Regarding public services, the Project will generate recurring annual income as identified in the Economic Impact Study for the Proposed Bloomington Business Park Project dated March 21, 2021, which will provide funding for police and fire services, which would help offset any potential increase in the demand for services. The Project applicant is also required to pay development impact fees and connection fees that fund services and facilities required to serve the Bloomington Business Park Specific Plan. Finally, as detailed in the Economic Impact Study for the Proposed Bloomington Business Park Project dated March 21, 2021, and due to the annual contributions of the Project applicant to the County through perpetual payment of a Community Enhancement Fee, a contribution to an infrastructure improvement fund, and funding or installation of storm drain improvements pursuant to a Memorandum of Understanding Regarding Public Benefit Contributions. The Community Enhancement Fee shall be used by the County to fund service enhancement activities for the Bloomington Community area, including but not limited to code enforcement, recreational programming, park operations and maintenance and enhanced public safety specifically for Bloomington.

**c. Promote a harmonious variety of housing choices and commercial and industrial activities; attain a desirable balance of residential and employment opportunities; and result in a high level of amenities and the preservation of the natural and scenic qualities of open space.**

The Bloomington Business Park Specific Plan provides for a mix of employment opportunities by allowing warehouse, distribution, e-commerce, manufacturing, office, and business park development. These uses will improve the balance of housing and employment in the area by providing a significant source of local jobs. The Bloomington Business Park Specific Plan provides a management tool to guide land use and development within the Specific Plan area and establishes a pattern for land use change as the Bloomington area south of the I-10 corridor transitions from generally low-density residential and industrial uses to a master planned business area. As described in the Bloomington Business Park Specific Plan Project Environmental Impact Report, the Project also includes a Policy Plan Amendment rezoning the Upzone Site with higher density residential development which allows for more attainable housing for current and future residents of the Bloomington Community. By creating a master plan for development of jobs-producing uses in a consistent manner pursuant to Bloomington Business Park Specific Plan, established development standards and design guidelines, a harmonious variety of buildings and site improvements will occur. Through the payment of development impact fees and the Community Benefit Fee and other fees imposed in the Memorandum of Understanding Regarding Public Benefit Contributions, community amenities will be provided and enhanced. Additionally, the Project's planned development is located in an area where existing and planned infrastructure can serve the development and the allowance of higher density residential at the Upzone Site will occur in appropriate areas that may relieve the pressure to build in other undeveloped areas in the County with less infrastructure availability.

**4. The subject property is physically suitable for the proposed land use zoning district designation(s).**

The Bloomington Business Park Specific Plan establishes development standards and design guidelines that will lead to industrial and business park development that will be similar in character (i.e., building massing, floor area ratio (FAR), setbacks, and allowed uses) to other existing or allowed industrial and business park development in the County pursuant to the current County Development Code and Countywide Plan. Physically, the Specific Plan area would be of adequate size to support large industrial developments, as proposed, that would include adequate setbacks and FAR and the Bloomington Business Park Specific Plan area does not include any hazards or sensitive environmental resources that would prohibit development on the site. In addition, the Upzone Site is of adequate size to support a higher density of residential development and does not include any hazards or sensitive environmental resources that would prohibit development on the site. In addition, the Bloomington Business Park Specific Plan Project

EIR, associated technical studies prepared in conjunction with the Draft EIR and the TIA analyzed the Project and the Project site and identified mitigation measures and conditions of approval required to accommodate the Project and ensure the Project site and area are physically suitable for the planned industrial and business park uses.

**5. The proposed Project has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA) and the County's Environmental Review Procedures.**

An Environmental Impact Report (SCH No. 2020120545) was prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.). County staff and an outside independent peer review has occurred for the Project and associated CEQA documents to ensure that the Project approvals comply with CEQA. The findings and conclusions of the Environmental Impact Report will be presented for approval concurrent with the Bloomington Business Park Specific Plan, with a recommendation to the Board of Supervisors to certify the Environmental Impact Report.

**6. There would be no potential significant negative effects upon environmental quality and natural resources that would not be properly mitigated and monitored, unless a Statement of Overriding Considerations is adopted by the Board.**

The Bloomington Business Park Specific Plan Environmental Impact Report has identified two areas of significant impacts related to Air Quality that would not be mitigated to less than significant levels despite implementation of the recommended mitigation measures. Land use change associated with implementation of the Bloomington Business Park Specific Plan would not result in an exceedance of Southern California Association of Governments' growth projections, but the Project would result in an increase of criteria pollutants that would exceed regional thresholds after implementation of mitigation measures. Therefore, the Project would result in a conflict with, or obstruct implementation of the applicable Air Quality Management Plan. Emissions from operation of the Project would exceed the South Coast Air Quality Management District's (SCAQMD) thresholds for VOC and NOx after implementation of regulatory requirements and mitigation measures because a majority of operational-source NOx emissions (by weight) would be generated by Project vehicles, and the VOC emissions would be generated by consumer products that neither the Project applicant, future users or the County have the ability to ensure the reduction of emissions below SCAQMD's thresholds. Therefore, operational-source VOC and NOx emissions would be significant on a Project-level and a cumulative basis. A Statement of Overriding Considerations will be presented for consideration by the Board of Supervisors concurrent with the proposal to certify the Environmental Impact Report and adopt the Bloomington Business Park Specific Plan.

**FINDINGS: POLICY PLAN AMENDMENT – UPZONE SITE**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 86.12.060, and supporting facts for adoption of the Policy Plan Amendment from Low Density Residential (LDR) to Medium Density Residential (MDR) (Proposed Amendment) for approximately 24 acres, located at the northeast corner of Locust Avenue and San Bernardino Avenue (Upzone Site):

**1. The proposed amendment is internally consistent with all other provisions of the Policy Plan.**

The proposed amendment is consistent with the goals and policies set forth in the Policy Plan as described in the Bloomington Business Park Specific Plan Project Environmental Impact Report (SCH No. 2020120545), Table 5.11-2 and Bloomington Business Park Specific Plan Findings No. 1, which are incorporated herein by reference as substantial evidence in support of this finding and as further indicated below:

**Policy LU-1.3 Fiscal Sustainability.** When determining fiscal impacts, we consider initial capital investments, long-term operations and maintenance, desired levels of service for public facilities and

services, capital reserves for replacement, and impacts to existing uses in incorporated and unincorporated areas.

*Consistent.* The proposed amendment will facilitate a Project that would include annual contributions by the Project applicant to the County through perpetual payment of a Community Enhancement Fee, a contribution to an infrastructure improvement fund, and funding or installation of storm drain improvements pursuant to a Memorandum of Understanding Regarding Public Benefit Contributions. The Community Enhancement Fee shall be used by the County to fund service enhancement activities for the Bloomington Community area, including but not limited to code enforcement, recreational programming, park operations and maintenance and enhanced public safety specifically for Bloomington.

**Policy LU-2.7 Countywide jobs-housing balance.** We prioritize growth that furthers a countywide balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life. We also strive for growth that furthers a balance of jobs and housing in the North Desert region and the Valley region.

*Consistent.* The proposed amendment would include upzoning the Upzone Site from LDR to MDR to allow for the development of up to 480 residential units. The allowance of higher density residential at the Upzone Site will occur in appropriate areas that may relieve the pressure to build in other undeveloped areas in the County with less infrastructure availability, thus improving quality of life, reducing vehicle miles traveled and balancing housing within the County. The Upzone Site is also necessary for the adoption of the Bloomington Business Park Specific Plan, which will provide for a mix of employment opportunities by allowing warehouse, distribution, e-commerce, manufacturing, office, and business park development. These uses will improve the balance of housing and employment in the area by providing a significant source of local jobs.

**2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the County.**

The proposed amendment associated with the Upzone Site has been analyzed, and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the proposed amendment will not have a significant impact on public and emergency vehicle access, public services, or utilities and the Project will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the proposed plan area and its vicinity. The public interest will be served in that the Project will generate increased revenue to the community as a result of increased property taxes, payment of development impact fees once future development is constructed on the Upzone Site, and a Community Enhancement Fee, which will result in improved infrastructure and enhanced local public services. The Project will promote significant economic development within the local community, including construction jobs and allowing more attainable housing opportunities with the ability to build higher density residential development, all of which support local businesses and improve the jobs and housing balance and economic diversity in the area. The Environmental Impact Report determined that the Project will not jeopardize or constitute a hazard to property or improvement in the vicinity given that future development will utilize and improve upon existing roadways and services offered to the surrounding area. The Environmental Impact Report is incorporated by reference as substantial evidence in support of this finding. The proposed land use for the Upzone Site would increase the density for the properties to the next higher land use category, which would allow a range of residential density that remains in character to the development allowed under the current land uses applied to the surrounding area.

**3. The proposed amendment is in the public interest, there will be a community benefit, and other existing and allowed uses will not be compromised.**

The proposed amendment associated with the Upzone Site will allow for a higher density of residential development in the future in an area characterized by and planned for residential development by the Countywide Plan. The densities remain compatible with surrounding land uses and creates more opportunities for lower cost, attainable housing for current and future residents in the area.

**4. The proposed amendment will provide a reasonable and logical extension of the existing land use pattern in the surrounding area.**

The proposed amendment associated with the Upzone Site will serve as an extension of existing Medium Density Residential (MDR) land uses to the south of the Upzone Site and will therefore provide a reasonable and logical extension of the existing MDR land uses occurring in the surrounding area.

**5. The proposed amendment does not conflict with provisions of this Development Code.**

The proposed amendment will occur in conjunction with the adoption of a specific plan and design guidelines from the County's Development Code will be applied to future development in the Upzone Site. Future development of the Upzone Site will be required to comply with the Development Code, which will be confirmed by County staff and decision makers during their review of implementing permits. The Development Code will allow for the continued operations of all existing legal non-conforming uses while also allowing the higher density residential uses that are being proposed in conjunction with the proposed amendment associated with the Upzone Site.

**6. The proposed amendment will not have a substantial adverse effect on surrounding property.**

The proposed amendment has been analyzed and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the amendment will not have a significant impact on the public health, safety, convenience, or welfare of the surrounding properties. Approval of the amendment will not result in a reduction of public services to properties in the vicinity. Adequate public services and facilities will be required for future ministerial and discretionary projects and all projects will be required to comply with countywide development standards and Bloomington Business Park Specific Plan Project EIR mitigation measures intended to mitigate adverse effects on surrounding property.

**7. The affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the proposed or anticipated uses and/or development would not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.**

The proposed amendment will not jeopardize or constitute a hazard to property or improvements in the vicinity, given that future development within the Upzone Site will utilize and improve upon existing roadways and services offered to the surrounding area. The proposed amendment will not have a substantial adverse effect on surrounding property and will be compatible with the existing and planned land use character of the surrounding area.

The proposed amendment has been analyzed, and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the amendment is appropriate for the site. Application of the Development Code and Countywide Plan policies to future development proposals will ensure the development will not have a significant impact on public and emergency vehicle access, public services, or utilities or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the proposed Upzone Site and its vicinity. The proposed amendments will not jeopardize or constitute a hazard to property or improvement in the vicinity given that future development will utilize and improve upon existing roadways and services offered to the surrounding area. The Environmental Impact Report is incorporated by reference as substantial evidence in support of this finding.



**FINDINGS: ZONING AMENDMENT- UPZONE SITE**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 86.12.060, and supporting facts for the adopt of a Zoning Amendment from Single Residential with 20,000-square foot Minimum Lot Size (BL/RS-20M) to Multiple Residential (RM) (Proposed Amendment) for approximately 24 acres, located at the northeast corner of Locust Avenue and San Bernardino Avenue for the Upzone Site.

**1. The proposed amendment is internally consistent with all other provisions of the respective plan, the General Plan or an applicable specific plan.**

The proposed amendment is consistent with the goals and policies set forth in the Policy Plan as described in the Bloomington Business Park Specific Plan Project Environmental Impact Report (SCH No. 2020120545), Table 5.11-2 and Bloomington Business Park Specific Plan Findings No. 1, which are incorporated herein by reference as substantial evidence in support of this finding and as further indicated below

**Policy LU-2.1 Compatibility with existing uses.** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.

Consistency: Upon approval of the rezone of the Upzone Site, future developments within the Upzone Site would comply with Policy LU-2.1 and site-specific project-level environmental review for the Upzone Site would also be conducted when future development is proposed. The proposed amendment associated with the Upzone Site will serve as an extension of existing Multiple Residential (RM) land uses to the south of the Upzone Site and will therefore provide a reasonable and logical extension of the surrounding area to ensure future projects are scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. Further development specific review of consistency with Development Code standards would be conducted as future developments are proposed within the Upzone Site.

**Policy LU-2.2 Compatibility with planned uses.** We require that new residential development is located, scaled, buffered, and designed to minimize negative impacts both on and from adjacent areas designated for nonresidential land uses.

Consistency: The Project includes rezoning the Upzone Site with higher density residential development; no residential development is currently proposed. Future residential development in the Upzone Site would comply with Policy LU-2.2 through consistency with applicable Development Code standards and design guidelines.

**2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the County.**

The proposed amendment has been analyzed, and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the proposed amendment will not have a significant impact on the public interest, health, safety, convenience, or welfare of the County. The public interest will be served in that the Project will generate increased revenue to the community as a result of increased property taxes and development impact fees, resulting in enhanced local public services. The Project will promote significant economic development within the local community, including construction jobs and increased housing, all of which support local businesses. The Environmental Impact Report is incorporated by reference as substantial evidence in support of this finding.

**3. The proposed amendment is in the public interest, there will be a community benefit, and other existing and allowed uses will not be compromised.**

The proposed amendment would allow for a higher density of residential development in the future in an area characterized by and planned for similar residential development by the Countywide Plan. The densities remain compatible with surrounding land uses and creates more opportunities for lower cost, attainable housing for current and future residents in the area.

**4. The proposed amendment will provide a reasonable and logical extension of the existing land use pattern in the surrounding area.**

The proposed amendment will serve as an extension of existing RM to the southwest of the Upzone site and will therefore provide a reasonable and logical extension of the existing RM zoning occurring in the surrounding area.

**5. The proposed amendment does not conflict with provisions of this Development Code.**

The proposed amendment will occur in conjunction with the adoption of a specific plan and design guidelines from the County's Development Code will be applied to future development in the Upzone Site. Future development of the Upzone Site will be required to comply with the Development Code, which will be confirmed by County staff and decision makers during their review of implementing permits. The Development Code will allow for the continued operations of all existing legal non-conforming uses while also allowing the higher density residential uses that are being proposed in conjunction with the proposed amendment associated with the Upzone Site.

**6. The proposed amendment will not have a substantial adverse effect on surrounding property.**

The proposed amendment has been analyzed and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the changes will not have a significant impact on the public health, safety, convenience, or welfare of the surrounding properties. Approval of the proposed amendment will not result in a reduction of public services to properties in the vicinity. Adequate public services and facilities will be required for future ministerial and discretionary projects and all projects will be required to comply with countywide development standards intended to mitigate adverse effects on surrounding property.

**7. The affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the proposed or anticipated uses and/or development would not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.**

The proposed amendment will not jeopardize or constitute a hazard to property or improvements in the vicinity, given that future development within the Upzone Site will utilize and improve upon existing roadways and services offered to the surrounding area. The proposed amendment will not have a substantial adverse effect on surrounding property and will be compatible with the existing and planned land use character of the surrounding area.

The proposed amendment has been analyzed, and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the amendment is appropriate for the site. Application of the Development Code to future development proposals will ensure the development will not have a significant impact on public and emergency vehicle access, public services, or utilities or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the Upzone Site and its vicinity. The proposed amendment will not jeopardize or constitute a hazard to property or improvement in the vicinity given that future development will utilize and improve upon existing roadways and services offered to the surrounding area.

The Environmental Impact Report is incorporated by reference as substantial evidence in support of this finding.

#### **FINDINGS: POLICY PLAN AMENDMENT – SPECIFIC PLAN SITE**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 86.12.060, and supporting facts for adoption of the Policy Plan Amendment from Very Low Density Residential (VLDR) and Low Density Residential (LDR) to Special Development (SD) (Proposed Amendment) for 213 acres, generally 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 for the Specific Plan Site.

#### **1. The proposed amendment is internally consistent with all other provisions of the Policy Plan and any applicable specific plan.**

The proposed amendment is intended to facilitate the adoption of the Bloomington Business Park Specific Plan and is consistent with the goals and policies set forth in the Policy Plan as described in the Bloomington Business Park Specific Plan Project Environmental Impact Report (SCH No. 2020120545), Table 5.11-2 and Bloomington Business Park Specific Plan Findings No. 1, which are incorporated herein by reference as substantial evidence in support of this finding and as further indicated below:

**Policy LU-1.3 Fiscal Sustainability.** When determining fiscal impacts, we consider initial capital investments, long-term operations and maintenance, desired levels of service for public facilities and services, capital reserves for replacement, and impacts to existing uses in incorporated and unincorporated areas.

Consistent. The Project would include annual contributions of the Project applicant to the County through perpetual payment of a Community Enhancement Fee, a contribution to an infrastructure improvement fund, and funding or installation of storm drain improvements pursuant to a Memorandum of Understanding Regarding Public Benefit Contributions. The Community Enhancement Fee shall be used by the County to fund service enhancement activities for the Bloomington Community area, including but not limited to code enforcement, recreational programming, park operations and maintenance and enhanced public safety specifically for Bloomington.

**Policy LU-2.7 Countywide jobs-housing balance.** We prioritize growth that furthers a countywide balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life. We also strive for growth that furthers a balance of jobs and housing in the North Desert region and the Valley region.

Consistent. This Project would provide a land use mix of warehouse, distribution, e-commerce, manufacturing, office, and business park. Employment opportunities would increase by generating 525-700 employees, furthering a balance of jobs in the housing-rich Valley region that Bloomington lies within. In addition, the Project will help reduce vehicle miles traveled by providing jobs within an area dominated by housing, which would reduce commuting in the area. Thus, the proposed Project is consistent with Policy LU- 2.7.

**Policy LU-2.10 Unincorporated commercial development.** We intend that new commercial development in the unincorporated areas serve unincorporated residential areas, tourists, and/or freeway travelers. We encourage new commercial development to be concentrated to enhance pedestrian circulation and reduce vehicular congestion and vehicle miles traveled, with new development directed into existing centralized areas when possible.

Consistent. The Bloomington Business Park Specific Plan would provide new industrial and business park uses such as manufacturing, research and development, e-commerce centers, and general warehouse distribution along with limited supporting commercial uses.

**2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the County.**

The proposed amendment has been analyzed, and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) and TIA that the proposed amendment will not have a significant impact on public and emergency vehicle access, public services, or utilities and the Project will not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the proposed plan area and its vicinity. The public interest will be served in that the Project will generate increased revenue to the community as a result of increased property taxes, payment development impact fees, and a Community Enhancement Fee, which will result in improved infrastructure and enhanced local public services. The Project will promote significant economic development within the local community, including construction and permanent jobs and allowing more attainable housing opportunities with the ability to build higher density residential development, all of which support local businesses and improve the jobs and housing balance and economic diversity in the area. The Environmental Impact Report and TIA determined that the Project will not jeopardize or constitute a hazard to property or improvement in the vicinity given that future development will utilize and improve upon existing roadways and services offered to the surrounding area. The Environmental Impact Report and TIA is incorporated by reference as substantial evidence in support of this finding. Additionally, future development pursuant to the Bloomington Business Park Specific Plan would be subject to specific plan and countywide development standards designed specifically to protect the public interest, health and safety of the County.

**3. The proposed amendment is in the public interest, there will be a community benefit, and other existing and allowed uses will not be compromised.**

The proposed amendment is necessary and associated with the adoption of the Bloomington Business Park Specific Plan, which will promote significant economic development within the community, including construction and permanent full-time jobs. The Specific Plan area is currently developed with residential and commercial structures, some of which operate as noncompliant truck yards and auto repair facilities. A variety of existing and proposed warehouse and light industrial land uses exist near the Specific Plan area. Approval of the proposed amendment for the Specific Plan site will allow existing surrounding industrial uses to be more compatible with the proposed land use contemplated by the Specific Plan by providing for development of industrial uses in an industrializing area. As such, the proposed amendment will be a benefit to the community and will not compromise existing development in the area. During the transition of land uses over time, existing uses such as low density residential will continue as legal non-conforming uses. The new uses planned for the Specific Plan Area will attract economic investment in the area that will lead to master planned improvements benefitting the Bloomington community. New development in the Specific Plan Area will result in property tax increases and creation of more jobs. Higher employment will also have a ripple effect of spending that will benefit commercial businesses in the area. Further, the Project would include annual contributions of the Project applicant to the County through perpetual payment of a Community Enhancement Fee, a contribution to an infrastructure improvement fund, and funding or installation of storm drain improvements pursuant to the Memorandum of Understanding Regarding Public Benefit Contributions. The Community Enhancement Fee shall be used by the County to fund service enhancement activities for the Bloomington Community area, including but not limited to code enforcement, recreational programming, park operations and maintenance and enhanced public safety specifically for Bloomington.

**4. The proposed amendment will provide a reasonable and logical extension of the existing land use pattern in the surrounding area.**

The proposed amendment associated with the Specific Plan site will serve as an extension of the existing industrial land uses to the east of the Specific Plan area and will therefore provide a reasonable and logical extension of the existing industrial land uses occurring in the surrounding area and within the Specific Plan Site.



**5. The proposed amendment does not conflict with provisions of this Development Code.**

The proposed amendment will occur in conjunction with the adoption of a Specific Plan that includes development standards and design guidelines that will be applied to future development in the Specific Plan. Future development of the Specific Plan site will be required to comply with the Specific Plan standards and/or the Development Code, which will be confirmed by County staff and decision makers during their review of implementing permits. The Specific Plan and Development Code will allow for the continued operations of all existing legal non-conforming uses while also allowing the industrial uses that are being proposed in conjunction with the proposed amendment associated with the Specific Plan site.

**6. The proposed amendment will not have a substantial adverse effect on surrounding property.**

The proposed amendment associated with the Specific Plan has been analyzed and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the amendment will not have a significant impact on the public health, safety, convenience, or welfare of the surrounding properties. Approval of the amendments will not result in a reduction of public services to properties in the vicinity. Adequate public services and facilities will be required for future ministerial and discretionary projects and all projects will be required to comply with countywide development standards and Bloomington Business Park Specific Plan Project EIR mitigation measures intended to mitigate adverse effects on surrounding property.

**7. The affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the proposed or anticipated uses and/or development would not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.**

The proposed amendment will not jeopardize or constitute a hazard to property or improvements in the vicinity, given that future development within the Specific Plan area will utilize and improve upon existing roadways and services offered to the surrounding area. The proposed amendment will not have a substantial adverse effect on surrounding property and will be compatible with the existing and planned land use character of the surrounding area.

The proposed amendment has been analyzed, and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the amendments are appropriate for the site. The Specific Plan that will be adopted in concert with the amendments will ensure the development will not have a significant impact on public and emergency vehicle access, public services, or utilities or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the proposed plan area and its vicinity. The proposed amendment will not jeopardize or constitute a hazard to property or improvement in the vicinity given that future development will utilize and improve upon existing roadways and services offered to the surrounding area. A Traffic Impact Analysis (TIA) has been prepared for the Project and reviewed by the Department of Public Works, which has conditioned the Project for roadway improvements identified by the TIA. The Environmental Impact Report and TIA is incorporated by reference as substantial evidence in support of this finding.

**FINDINGS: ZONING AMENDMENT – SPECIFIC PLAN SITE**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 86.12.060, and supporting facts for adoption of the Zoning Amendment from Single Residential with 1-Acre Minimum Lot Size Additional Agricultural (RS-1-AA), and Single Residential 20,000-square foot Minimum Lot Size (BL/RS-20M) to Bloomington Business Park Specific Plan-Industrial/Business Park (BP/SP-I/BP) (Proposed Amendment), on parcels totaling 213 acres, generally

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 for the Specific Plan Site.

**1. The proposed amendment is internally consistent with all other provisions of the respective plan, the Policy Plan or an applicable specific plan.**

The proposed amendment is intended to facilitate the adoption of the Bloomington Business Park Specific Plan and is consistent with the goals and policies set forth in the Policy Plan as described in the Bloomington Business Park Specific Plan Project Environmental Impact Report (SCH No. 2020120545), Table 5.11-2 and Bloomington Business Park Specific Plan Findings No. 1, which are incorporated herein by reference as substantial evidence in support of this finding and as further indicated below:

**Policy LU-2.1 Compatibility with existing uses.** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.

Consistency: Upon approval of the Specific Plan, future developments within the Project sites, including the Opening Year Development – Options 1 and 2, would comply with Policy LU-2.1. Proposed developments would be properly buffered from surrounding residential uses and would include multiple design features, such as Project Design Feature NOI-2 requiring 12-foot to 14-foot-high walls, to screen proposed industrial uses from surrounding residences. The Project would also include landscaping to buffer and screen the proposed industrial buildings.

**2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the County.**

The proposed amendment has been analyzed, and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the proposed amendment will not have a significant impact on the public interest, health, safety, convenience, or welfare of the County. The public interest will be served in that the Project will generate increased revenue to the community as a result of increased property taxes and development impact fees, resulting in enhanced local public services. The Project will promote significant economic development within the local community, including construction and permanent full-time jobs, all of which support local businesses. The Environmental Impact Report is incorporated by reference as substantial evidence in support of this finding.

**3. The proposed amendment is in the public interest, there will be a community benefit, and other existing and allowed uses will not be compromised.**

The proposed amendment is necessary for the adoption of Bloomington Business Park Specific Plan, which will promote significant economic development within the community, including construction jobs. The Specific Plan area is currently developed with residential and commercial structures, some of which operate noncompliant truck yards and auto repair facilities. A variety of existing and proposed warehouse and light industrial land uses exist near the Specific Plan area. Approval of the proposed amendment for the Specific Plan site will allow existing surrounding uses to be more compatible with the proposed land use and Specific Plan. As such, the proposed amendment will be a benefit to the community and will not compromise existing development in the area. During the transition of land uses over time, existing uses such as low density residential will continue as legal non-conforming uses. The new uses planned for the Specific Plan Area will attract economic investment in the area that will lead to master planned improvements benefitting the Bloomington community. New development in the Specific Plan Area will result in property tax increases and creation of more jobs. Higher employment will also have a ripple effect of spending that will benefit commercial businesses in the area. Further, infrastructure improvements will improve utility service and reduce flooding. Finally, a Memorandum of Understanding Regarding Public Benefit Contributions for the Project will bring funding to the local area for additional public safety officers, road improvements and enhanced maintenance.

**4. The proposed amendment will provide a reasonable and logical extension of the existing land use pattern in the surrounding area.**

The proposed amendment is in conjunction with the adoption and implementation of the Bloomington Business Park Specific Plan which will serve as an extension of the existing industrial land uses to the east of the Specific Plan area and will therefore provide a reasonable and logical extension of the existing and planned industrial land uses occurring in the surrounding area.

**5. The proposed amendment does not conflict with provisions of this Development Code.**

The proposed amendment will occur in conjunction with the adoption of the Bloomington Business Park Specific Plan that includes development standards and design guidelines that will be applied to future development in the Specific Plan Area. Future development within the Specific Plan Area will be required to comply with the Specific Plan standards and/or the Development Code, which will be confirmed by County staff and decision makers during their review of implementing permits. The Specific Plan and Development Code will allow for the continued operations of all existing legal non-conforming uses and will authorize the approval of the proposed industrial uses that are being proposed in conjunction with the proposed amendment associated with the Specific Plan site.

**6. The proposed amendment will not have a substantial adverse effect on surrounding property.**

The proposed amendment has been analyzed and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the change will not have a significant impact on the public health, safety, convenience, or welfare of the surrounding properties. Approval of the proposed amendment will not result in a reduction of public services to properties in the vicinity. Adequate public services and facilities will be required for future ministerial and discretionary projects and all projects will be required to comply with countywide development standards intended to mitigate adverse effects on surrounding property.

**7. The affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the proposed or anticipated uses and/or development would not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.**

The proposed amendment will not jeopardize or constitute a hazard to property or improvements in the vicinity, given that future development within the Specific Plan area will utilize and improve upon existing roadways and services offered to the surrounding area. The proposed amendment will not have a substantial adverse effect on surrounding property and will be compatible with the existing and planned land use character of the surrounding area.

The proposed amendment has been analyzed, and it has been determined through the preparation of an Environmental Impact Report (SCH No. 2020120545) that the amendment is appropriate for the site. The Specific Plan that will be adopted in concert with the amendments will ensure the development will not have a significant impact on public and emergency vehicle access, public services, or utilities or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or welfare, or injurious to the property or improvements in the proposed plan area and its vicinity. The proposed amendments will not jeopardize or constitute a hazard to property or improvement in the vicinity given that future development will utilize and improve upon existing roadways and services offered to the surrounding area. A Traffic Impact Analysis (TIA) has been prepared for the Project and reviewed by the Department of Public Works, which has conditioned the Project for roadway improvements identified by the TIA. The Environmental Impact Report and TIA are incorporated by reference as substantial evidence in support of this finding.

### **CONDITIONAL USE PERMIT FINDINGS -Site 1**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 85.06.040 and supporting facts for adoption of the Conditional Use Permit to construct a 383,000 square-foot (SF) industrial warehouse building with 10,000 square feet of office space for a high-cube warehouse facility (Project), in conjunction with Vesting Tentative Parcel Map No. 20300 to consolidate 31 parcels into one parcel of approximately 17.67 acres (Project Site 1), located at the northeast corner of Jurupa Avenue and Maple Avenue.

**1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features pertaining to the application.**

Site 1: Project Site 1 is adequate in size and shape to accommodate the proposed 383,000 SF industrial warehouse building associated with the Project. The proposed site plan is in compliance with the Bloomington Business Park Specific Plan and applicable Development Code standards in terms of setbacks, parking, landscaping, walls, and fences.

**2. The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use.**

The site plan for the Project has been reviewed by the County Planning and Public Works departments and determined to have adequate access to the abutting roadways with the proposed and roadway improvements which must be constructed in connection with Project development. Additionally, a Traffic Impact Analysis (TIA) has been prepared for the Project and reviewed by the Department of Public Works, which has conditioned the Project for roadway improvements identified by the TIA.

Vehicular access to Project Site 1 will be provided via five driveways. Two driveways, one on Linden Avenue and the other on Maple Avenue, will provide access to the northern non-trailer back lot. Three driveways from Linden Avenue, Jurupa Avenue, and Maple Avenue will provide access to the truck trailer and visitor parking lots on the south side of the proposed warehouse structure.

**3. The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property, which means that the use will not generate excessive noise, traffic, vibration, or other disturbance. In addition, the use will not substantially interfere with the present or future ability to use solar energy systems.**

The proposed uses set forth for Project Site 1 are consistent with the development allowed in the Industrial/Business Park (I/BP) land use designation and the Bloomington Business Park Specific Plan. The proposed industrial warehouse building and Project improvements have been designed to incorporate sufficient road improvements and to conform to industrial performance standards, including those for noise and vibration. The surrounding properties will be protected under specific plan and countywide development standards for noise vibration and lighting. Per Specific Plan design guidelines, the industrial development within Project Site 1 would be required to provide an adequate level of separation, landscaping, and appropriate screen walls. The industrial development on Project Site 1 would include a 12-foot-high screen wall along the entire northern perimeter of the site. In addition, the uses will not interfere with the present or future ability to use solar energy systems.

**4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the Policy Plan and any applicable community or specific plan.**

The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the Countywide Plan and the Bloomington Business Park Specific Plan. The proposed Conditional Use Permit's site plan, together with the provisions for its design and improvement are consistent with the Countywide Plan. The Project specifically implements the following goals and policies:



**Policy LU-2.1 Compatibility with existing uses.** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.

*Implementation:* Project Site 1 development would be consistent with the development standards of the Specific Plan, which includes setbacks from adjacent roadways and residential uses, screening features such as walls and fencing, decorative block walls, and landscape within buffer areas, and variation and articulation of wall treatments to minimize long block walls. Thus, as the Project would not conflict with the policy and includes design standards that account for offsite uses, the Project is therefore consistent with Policy LU-2.1.

**Policy LU-2.4 Land Use Map consistency.** We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity

*Implementation:* According to the Bloomington Business Park Specific Plan Project EIR, Bloomington has a transitional character and appearance due to its mix of residential, commercial, light industrial development mixed with vacant parcels. Upon approval of the Specific Plan, the development within Site 1 would be compatible with the amended Land Use Map. Future developments within the Specific Plan Area—including the maximum reasonable development—and would be required to comply with Policy LU-2.4. The Project complies with the development standards, including building design and landscape design treatments, and screening requirements of the Specific Plan. Its development would be compatible with the surrounding mixed land uses and community identity.

**5. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development without significantly lowering service levels.**

There is supporting infrastructure, existing or available, consistent with the intensity of the development to accommodate the proposed development in Site 1 without significantly lowering service levels. The developer will be required to construct roadway and sidewalk improvements, as well as water, sewer, drainage and dry utility improvements pursuant to Specific Plan and countywide standards.

**6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the public health, safety, and general welfare.**

Conditions of approval include measures to protect neighboring residences, businesses, and property owners to minimize noise, vibration, lighting, air quality, hazardous material, greenhouse gas emission and traffic impacts and enforce performance standards to protect the overall public health, safety and general welfare. Also, mandatory compliance with the Bloomington Business Park Specific Plan Project EIR mitigation measures will facilitate the protection of the public health, safety and general welfare.

**7. The design of the site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities.**

The design of the Site 1 has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities, through the orientation and design with adequate building setbacks and the future ability to construct rooftop solar facilities, as required by the California Building Code.

### **VESTING TENTATIVE PARCEL MAP FINDINGS - Site 1**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 87.02.060, and supporting facts for adoption of Vesting Tentative Parcel Map No. 20300 to consolidate 31 parcels into one parcel of approximately 17.67 acres (Project Site 1), located at the northeast corner of Jurupa Avenue and Maple Avenue:

**1. The proposed map, subdivision design, and improvements are consistent with the Policy Plan, any applicable community plan, and any applicable specific plan.**

Site 1: The Vesting Tentative Parcel Map will consolidate 17.67-Project Site 1 to allow for construction of a 383,000 SF industrial warehouse building associated with the Project. The proposed map is consistent with the Countywide Plan, the Bloomington Business Park Specific Plan, and Development Code standards and guidelines. There is adequate room to construct and locate the building pad on and operate the proposed use on the site. The Project's proposed site plan is in compliance with the Bloomington Business Park Specific Plan and Development Code standards in terms of setbacks, parking, landscaping, walls, and fences.

**2. The site is physically suitable for the type and proposed density of development.**

Project Site 1 can be legally subdivided and will provide adequate access, water service and utilities to serve the development for Project Site 1. The site is physically suitable for industrial development and proposed intensity of the 383,000 SF industrial warehouse building associated with the Project.

**3. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**

The environmental impacts of the proposed Vesting Tentative Parcel Map for Site 1 (PROJ-2020-00245) have been considered in the Environmental Impact Report (SCH No. 2020120545). As discussed in the Environmental Impact Report, there is no suitable habitat for special-status plant species within Site 1. Five special-status animal species have the potential to occur in Site 1, burrowing owl, Dehli Sands Flower-Loving Fly, San Diego Black-tailed jackrabbit, Pocketed free-tailed bat, and Western Yellow Bat. There is no suitable habitat for Dehli Sands Flower-Loving Fly or San Diego Black-tailed Jackrabbit within Sites 1 or offsite infrastructure areas. Mitigation is included to require take avoidance surveys for burrowing owl prior to ground disturbance and to require construction and demolition activities to occur outside of bat maternity season.

**4. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems.**

The design of the subdivision follows a logical and orderly progression of industrial development pursuant to the Bloomington Business Park Specific Plan. The proposed subdivision has been reviewed by all agencies with jurisdiction over the Project and has been found to not cause significant public health or safety problems, as further discussed in the Bloomington Business Park Environmental Impact Report, either through design, or through the adoption of Conditions of Approval.

**5. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision.**

The recorded maps will require all necessary public rights of easements to be shown. The development will provide legal and physical access to the site with proper documentation of those access rights. The Conditions of Approval shall require that any easement conflicts be resolved and that statements of concurrence be provided from utility companies, whose easements may be affected by the proposed development prior to recordation.

**6. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board.**

The Project applicant is required to construct sewer lines and sewer lift station facilities. As wastewater service would be provided by the City of Rialto, the proposed wastewater infrastructure is required to be designed and constructed in accordance with City of Rialto standards. Pursuant to the requirements of the Santa Ana Regional Water Quality Control Board and San Bernardino County, the Project will be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all Projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area.

**7. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities.**

The design of the subdivision allows for future structures to be designed in any alignment to take advantage of passive or natural heating and cooling opportunities that exist on the Project site.

**8. The proposed subdivision, its design, density, and type of development and improvements conforms to the regulations of this Development Code and the regulations of any public agency having jurisdiction by law.**

The size and shape of Project Site 1 is adequate for the type of development proposed, and the appropriate agencies (including County Surveyor, County Public Works, County Fire, County Environmental Health Services, and County Building and Safety) have all reviewed and approved the Project design, the proposed Conditions of Approval, and the mitigation measures. The proposed Project conforms to the regulations of the Development Code as well as the Subdivision Map Act.

**CONDITIONAL USE PERMIT FINDINGS - Site 2**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 85.06.040 and supporting facts for the adoption of Conditional Use Permit to construct a 1.25-million square foot industrial warehouse building with 10,000 square feet of office space for a high-cube warehouse (Project), in conjunction with Vesting Tentative Parcel Map No. 19973 to consolidate 32 parcels into one parcel of approximately 57.60 acres (Project Site 2), located at the northeast corner of Jurupa Avenue and Locust Avenue.

**1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features pertaining to the application.**

Site 2: Project Site 2 is of adequate size and shape to accommodate the proposed 1,251,640 SF industrial warehouse building associated with the Project. The proposed site plan is in compliance with the Bloomington Business Park Specific Plan and applicable Development Code standards in terms of setbacks, parking, landscaping, walls, and fences.

**2. The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use.**

The site plan for Project Site 2 has been reviewed by the County Planning and Public Works departments and determined to have adequate access to the abutting roadways with the proposed and roadway improvements which must be constructed in connection with Project development. Additionally, a Traffic Impact Analysis (TIA) has been prepared for the Project and reviewed by the Department of Public Works, which has conditioned the Project for roadway improvements identified by the TIA. Vehicular access will be via five driveways, two from Locust Avenue, one on Jurupa Avenue, and two from Maple Avenue.

**3. The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property, which means that the use will not generate excessive noise, traffic, vibration, or other disturbance. In addition, the use will not substantially interfere with the present or future ability to use solar energy systems.**

The Project is consistent with the land uses and development allowed in the Industrial/Business Park (I/BP) land use designation and Bloomington Business Park Specific Plan. The proposed industrial warehouse building and Project improvements have been designed to incorporate sufficient road improvements and to conform to industrial performance standards, including those for noise and vibration. The surrounding properties will be protected under specific plan and countywide development standards for noise vibration and lighting. Per Specific Plan design guidelines, the Site 2 development would be required to provide an adequate level of separation, landscaping, and appropriate screen walls. The industrial development on Site 2 would include a 12-foot-tall masonry wall along the entire northern perimeter and 14-foot-high masonry walls along Locust Avenue and Maple Avenue to screen the truck trailer parking and loading dock areas. In addition, the uses will not interfere with the present or future ability to use solar energy systems.

**4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the General Plan and any applicable community or specific plan.**

The Project's site plan, together with the provisions for its design and improvements are consistent with the Countywide Plan and Bloomington Business Park Specific Plan. The Project specifically implements the following goals and policies:

**Policy LU-2.1 Compatibility with existing uses.** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.

Implementation: The proposed buildout of Site 2 would be consistent with the development standards of the Specific Plan, which includes setbacks from adjacent roadways and residential uses, screening features such as walls and fencing, decorative block walls, and landscape within buffer areas, and variation and articulation of wall treatments to minimize long block walls.

**Policy LU-2.4 - Land Use Map consistency.** We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity

Implementation: The Project is proposed in the Bloomington Community Planning Area. According to the Bloomington Business Park Specific Plan Project EIR, Bloomington has a transitional character and appearance due to its mix of residential, commercial, light industrial development mixed with vacant parcels. Upon approval of the Specific Plan, the development within Site 2 would be compatible with the amended Land Use Map. The proposed development in Site 2 complies with the development standards, including building design and landscape design treatments, and screening requirements of the Specific Plan. Its development would be compatible with the surrounding mixed land uses and community identity.

**5. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development without significantly lowering service levels.**

The developer will be required to construct roadway and sidewalk improvements, as well as water, sewer, drainage and dry utility improvements pursuant to Specific Plan and countywide standards to accommodate the Project and will not significantly lower service levels.

**6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the public health, safety, and general welfare.**

Conditions of approval include measures to protect neighboring residences, businesses, and property owners to minimize noise, vibration, lighting, air quality, hazardous material, greenhouse gas emission and traffic impacts and enforce performance standards to protect the overall public health, safety and general welfare. Also, mandatory compliance with the Bloomington Business Park Specific Plan Project EIR mitigation measures will facilitate the protection of the public health, safety and general welfare.

**7. The design of the site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities.**

The design of the Site 2 development has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities, through the orientation and design with adequate building setbacks and the future ability to construct rooftop solar facilities, as required by the California Building Code.

**VESTING TENTATIVE PARCEL MAP FINDINGS - Site 2**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 87.02.060, and supporting facts for the adoption of Vesting Tentative Parcel Map No 19973 to consolidate 32 parcels into one parcel of approximately 57.60 acres (Project Site 2), located at the northeast corner of Jurupa Avenue and Locust Avenue.:

**1. The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable community plan, and any applicable specific plan.**

Site 2: The Vesting Tentative Parcel Map will consolidate the parcels within Project Site 2 to allow for construction of a 1,251,640 SF industrial warehouse building. The proposed map is consistent with the Countywide Plan, the Bloomington Business Park Specific Plan, and Development Code standards and guidelines. There is adequate room to construct and locate the building pad on the site. The Project's proposed site plan is in compliance with the Bloomington Business Park Specific Plan and Development Code standards in terms of setbacks, parking, landscaping, walls, and fences.

**2. The site is physically suitable for the type and proposed density of development.**

Project Site 2 can be legally subdivided and will provide adequate access, water service and utilities to serve the Project. The site is physically suitable for industrial development and proposed intensity of development.

**3. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**

The environmental impacts of the proposed Vesting Tentative Parcel Map (PROJ-2020-00246) have been considered in the Environmental Impact Report (SCH No. 2020120545). As discussed in the Environmental Impact Report, there is no suitable habitat for special-status plant species within Site 2. Five special-status animal species have the potential to occur in the Specific Plan area, burrowing owl, Dehli Sands Flower-Loving Fly, San Diego Black-tailed jackrabbit, Pocketed free-tailed bat, and Western Yellow Bat. There is no suitable habitat for Dehli Sands Flower-Loving Fly or San Diego Black-tailed Jackrabbit within Site 2 or offsite infrastructure areas. Mitigation is included to require take avoidance surveys for burrowing owl prior to ground disturbance and to require construction and demolition activities to occur outside of bat maternity season.

**4. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems.**



The design of the subdivision follows a logical and orderly progression of industrial development pursuant to the Bloomington Business Park Specific Plan. The proposed subdivision has been reviewed by all agencies with jurisdiction over the Project and has been found to not cause significant public health or safety problems, as further discussed in the Bloomington Business Park Environmental Impact Report, either through design, or through the adoption of Conditions of Approval.

**5. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision.**

The recorded maps will require all necessary public rights of easements to be shown. The development will provide legal and physical access to the site with proper documentation of those access rights. The Conditions of Approval shall require that any easement conflicts be resolved and that statements of concurrence be provided from utility companies, whose easements may be affected by the proposed development prior to recordation.

**6. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board.**

The Project applicant is required to construct sewer lines and sewer lift station facilities. As wastewater service would be provided by the City of Rialto, the proposed wastewater infrastructure is required to be designed and constructed in accordance with City of Rialto standards. Pursuant to the requirements of the Santa Ana Regional Water Quality Control Board and the County of San Bernardino, the Project will be required to obtain a National Pollutant Discharge Elimination System permit for construction activities. The National Pollutant Discharge Elimination System permit is required for all Projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area.

**7. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities.**

The design of the subdivision allows for future structures to be designed in any alignment to take advantage of passive or natural heating and cooling opportunities that exist on Site 2.

**8. The proposed subdivision, its design, density, and type of development and improvements conforms to the regulations of this Development Code and the regulations of any public agency having jurisdiction by law.**

The size and shape of Site 2 is adequate for the type of development proposed, and the appropriate agencies (including County Surveyor, County Public Works, County Fire, County Environmental Health Services, and County Building and Safety) have all reviewed and approved the Project design, the proposed Conditions of Approval, and the mitigation measures. The proposed Project conforms to the regulations of the Development Code as well as the Subdivision Map Act.

**CONDITIONAL USE PERMIT FINDINGS-Site 3**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 85.06.040 and supporting facts for adoption of the Conditional Use Permit to construct a 479,000-square foot industrial warehouse building with 10,000 square feet of office space for a high-cube warehouse facility (Project), in conjunction with Vesting Tentative Parcel Map No. 20340 to consolidate 23 parcels into one parcel of approximately 32.46 acres (Project Site 3), located at the southeast corner of Laurel Avenue and Santa Ana Avenue.

**1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features pertaining to the application.**

Site 3: Project Site 3 is of adequate size and shape to accommodate the proposed 479,000 SF industrial warehouse building associated with the Project. The proposed site plan is in compliance with the Bloomington Business Park Specific Plan and applicable Development Code standards in terms of setbacks, parking, landscaping, walls, and fences.

**2. The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use.**

The Site 3 site plan has been reviewed by the County Planning and Public Works departments and determined to have adequate access to the abutting roadways with the proposed and roadway improvements which must be constructed in connection with Project development. Additionally, a Traffic Impact Analysis (TIA) has been prepared for the Project and reviewed by the Department of Public Works, which has conditioned the Project for roadway improvements identified by the TIA.

Vehicular access will be provided from five driveways. Non-trailer access will be from Santa Ana Avenue into the northeast visitor parking and northern two driveways on Laurel Avenue into the employee parking area. Truck trailer access will be provided from the southernmost driveway on Laurel Avenue and driveway on Locust Avenue.

**3. The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property, which means that the use will not generate excessive noise, traffic, vibration, or other disturbance. In addition, the use will not substantially interfere with the present or future ability to use solar energy systems.**

The proposed Site 3 development is consistent with the development allowed in the Industrial/Business Park (I/BP) land use designation and Specific Plan. The proposed industrial warehouse building and Project improvements have been designed to incorporate sufficient road improvements and to conform to industrial performance standards, including those for noise and vibration. The surrounding properties will be protected under specific plan and countywide development standards for noise vibration and lighting. Per Specific Plan design guidelines, industrial developments would be required to provide an adequate level of separation, landscaping, and appropriate screen walls. In addition, the uses will not interfere with the present or future ability to use solar energy systems.

**4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the General Plan and any applicable community or specific plan.**

The proposed Site 3 development and manner of development are consistent with the goals, maps, policies, and standards of the Countywide Plan and the Bloomington Business Park Specific Plan. The Project's site plans, together with the provisions for its design and improvement are consistent with the Countywide Plan. The Project specifically implements the following goals and policies:

**Policy LU-2.1 Compatibility with existing uses.** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.

Implementation: The proposed Site 3 development would be consistent with the development standards of the Specific Plan, which includes setbacks from adjacent roadways and residential uses, screening features such as walls and fencing, decorative block walls, and landscape within buffer areas, and variation and articulation of wall treatments to minimize long block walls.

**Policy LU-2.4 Land Use Map consistency.** We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the

Development Code, may be required to maximize compatibility with surrounding land uses and community identity

Implementation: The Project is proposed in the Bloomington Community Planning Area. According to the Bloomington Business Park Specific Plan Project EIR, Bloomington has a transitional character and appearance due to its mix of residential, commercial, light industrial development mixed with vacant parcels. Upon approval of the Specific Plan, the Site 3 development would be compatible with the amended Land Use Map. The proposed development within Site 3 complies with the development standards, including building design and landscape design treatments, and screening requirements of the Specific Plan. Its development would be compatible with the surrounding mixed land uses and community identity.

**5. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development without significantly lowering service levels.**

The developer will be required to construct roadway and sidewalk improvements, as well as water, sewer, drainage and dry utility improvements pursuant to Specific Plan and countywide standards to accommodate the Project without significantly lowering services.

**6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the public health, safety, and general welfare.**

Conditions of approval include measures to protect neighboring residences, businesses, and property owners to minimize noise, vibration, lighting, air quality, hazardous material, greenhouse gas emission and traffic impacts and enforce performance standards to protect the overall public health, safety and general welfare. Also, mandatory compliance with the Bloomington Business Park Specific Plan Project EIR mitigation measures will facilitate the protection of the public health, safety and general welfare.

**7. The design of the site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities.**

The design of Site 3 has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities, through the orientation and design with adequate building setbacks and the future ability to construct rooftop solar facilities, as required by the California Building Code.

**VESTING TENTATIVE PARCEL MAP FINDINGS - Site 3**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 87.02.060, and supporting facts for adoption of Vesting Tentative Parcel Map No. 20340 to consolidate 23 parcels into one parcel of approximately 32.46 acres (Project Site 3), located at the southeast corner of Laurel Avenue and Santa Ana Avenue:

**1. The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable community plan, and any applicable specific plan.**

Site 3: The Vesting Tentative Parcel Map will consolidate the existing parcels within Project Site 3 to allow for construction of a 479,000 SF industrial warehouse building. The proposed map is consistent with the Countywide Plan, the Bloomington Business Park Specific Plan, and Development Code standards and guidelines. There is adequate room to construct and locate the building pad on the site. The proposed site plan is in compliance with Development Code standards in terms of setbacks, parking, landscaping, walls, and fences.

**2. The site is physically suitable for the type and proposed density of development.**

Project Site 3 can be legally subdivided and provide adequate access, water service and utilities to serve the Project. The site is physically suitable for industrial development and the proposed intensity of development.

**3. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**

The environmental impacts of the proposed Vesting Tentative Parcel Map (PROJ-2021-00004) have been considered in the Environmental Impact Report (SCH No. 2020120545). As discussed in the Environmental Impact Report, there is no suitable habitat for special-status plant species within Site 3. Five special-status animal species have the potential to occur in the Specific Plan area, burrowing owl, Dehli Sands Flower-Loving Fly, San Diego Black-tailed jackrabbit, Pocketed free-tailed bat, and Western Yellow Bat. There is no suitable habitat for Dehli Sands Flower-Loving Fly or San Diego Black-tailed Jackrabbit within Site 3 or offsite infrastructure areas. Mitigation is included to require take avoidance surveys for burrowing owl prior to ground disturbance and to require construction and demolition activities to occur outside of bat maternity season.

**4. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems.**

The design of the subdivision follows a logical and orderly progression of industrial development pursuant to the Bloomington Business Park Specific Plan. The proposed subdivision has been reviewed by all agencies with jurisdiction over the Project and has been found to not cause significant public health or safety problems, as further discussed in the Bloomington Business Park Environmental Impact Report, either through design, or through the adoption of Conditions of Approval.

**5. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision.**

The recorded maps will require all necessary public rights of easements to be shown. The development will provide legal and physical access to the site with proper documentation of those access rights. The Conditions of Approval shall require that any easement conflicts be resolved and that statements of concurrence be provided from utility companies, whose easements may be affected by the proposed development prior to recordation.

**6. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board.**

The Project applicant is required to construct sewer lines and sewer lift station facilities. As wastewater service would be provided by the City of Rialto, the proposed wastewater infrastructure is required to be designed and constructed in accordance with City of Rialto standards. Pursuant to the requirements of the Santa Ana Regional Water Quality Control Board and the County of San Bernardino, the Project will be required to obtain a National Pollutant Discharge Elimination System Municipal Stormwater Permit for construction activities. The National Pollutant Discharge Elimination System permit is required for all Projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area.

**7. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities.**

The design of the subdivision allows for future structures to be designed in any alignment to take advantage of passive or natural heating and cooling opportunities that exist on Site 3.

**8. The proposed subdivision, its design, density, and type of development and improvements conforms to the regulations of this Development Code and the regulations of any public agency having jurisdiction by law.**

The size and shape of Site 3 is adequate for the type of development proposed, and the appropriate agencies (including County Surveyor, County Public Works, County Fire, County Environmental Health Services, and County Building and Safety) have all reviewed and approved the Project design, the proposed Conditions of Approval, and the mitigation measures. The proposed Project conforms to the regulations of the Development Code as well as the Subdivision Map Act.

**CONDITIONAL USE PERMIT FINDINGS - Site 4**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 85.06.040 and supporting facts for adoption of the Conditional Use Permit to construct a parking lot to accommodate 289 parking spaces for truck trailers (Project) on approximately 9.55 acres, located on the west side of Laurel Avenue, approximately 627 feet south of Santa Ana Avenue (Project Site 4).

**1. The site for the proposed use is adequate in terms of shape and size to accommodate the proposed use and all landscaping, loading areas, open spaces, parking areas, setbacks, walls and fences, yards, and other required features pertaining to the application.**

Site 4: Project Site 4 is of adequate size and shape to accommodate the proposed trailer parking lot (289 truck trailer stalls). The proposed site plan is in compliance with the Bloomington Business Park Specific Plan and applicable Development Code standards in terms of setbacks, parking, landscaping, walls, and fences.

**2. The site for the proposed use has adequate access, which means that the site design incorporates appropriate street and highway characteristics to serve the proposed use.**

The site plan for Project Site 4 has been reviewed by the County Planning and Public Works departments and determined to have adequate access to the abutting roadways with the proposed and roadway improvements which must be constructed in connection with Project development. Additionally, a Traffic Impact Analysis (TIA) has been prepared for the Project and reviewed by the Department of Public Works, which has conditioned the Project for roadway improvements identified by the TIA. Vehicular access will be provided from two driveways on Laurel Avenue.

**3. The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property, which means that the use will not generate excessive noise, traffic, vibration, or other disturbance. In addition, the use will not substantially interfere with the present or future ability to use solar energy systems.**

The proposed Site 4 development is consistent with the development allowed in the Industrial/Business Park (I/BP) land use designation and Specific Plan. The proposed truck trailer parking lot and Project improvements have been designed to incorporate sufficient road improvements and to conform to industrial performance standards, including those for noise and vibration. The surrounding properties will be protected under specific plan and countywide development standards for noise vibration and lighting. Per Specific Plan design guidelines, industrial developments would be required to provide an adequate level of separation, landscaping, and appropriate screen walls. A 9-foot-high masonry wall will be constructed along the perimeter of the truck trailer lot on Site 4 to screen the truck trailer parking lot. In addition, the uses will not interfere with the present or future ability to use solar energy systems.

**4. The proposed use and manner of development are consistent with the goals, maps, policies, and standards of the General Plan and any applicable community or specific plan.**



The proposed use and manner of development within Site 4 is consistent with the goals, maps, policies, and standards of the Countywide Plan and the Bloomington Business Park Specific Plan. The Project's site plan, together with the provisions for its design and improvement are consistent with the Countywide Plan. The Project specifically implements the following goals and policies:

**Policy LU-2.1 Compatibility with existing uses.** We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.

*Implementation:* The proposed Site 4 development would be consistent with the development standards of the Specific Plan, which includes setbacks from adjacent roadways and residential uses, screening features such as walls and fencing, decorative block walls, and landscape within buffer areas, and variation and articulation of wall treatments to minimize long block walls.

**Policy LU-2.4 Land Use Map consistency.** We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity

*Implementation:* The Project is proposed in the Bloomington Community Planning Area. According to the Bloomington Business Park Specific Plan Project EIR, Bloomington has a transitional character and appearance due to its mix of residential, commercial, light industrial development mixed with vacant parcels. Upon approval of the Specific Plan, the development within Site 4 would be compatible with the amended Land Use Map. The proposed Site 4 development complies with the development standards, including landscape design treatments and screening requirements of the Specific Plan. Its development would be compatible with the surrounding mixed land uses and community identity.

**5. There is supporting infrastructure, existing or available, consistent with the intensity of development, to accommodate the proposed development without significantly lowering service levels.**

The developer will be required to construct roadway and sidewalk improvements, as well as water, sewer, drainage and dry utility improvements pursuant to Specific Plan and countywide standards to accommodate the Project without significantly lowering service levels.

**6. The lawful conditions stated in the approval are deemed reasonable and necessary to protect the public health, safety, and general welfare.**

Conditions of approval include measures to protect neighboring residences, businesses, and property owners to minimize noise, vibration, lighting, air quality, hazardous material, greenhouse gas emission and traffic impacts and enforce performance standards to protect the overall public health, safety and general welfare. Also, mandatory compliance with the Bloomington Business Park Specific Plan Project EIR mitigation measures will facilitate the protection of the public health, safety and general welfare.

**7. The design of the site has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities.**

The design of Site 4 has considered the potential for the use of solar energy systems and passive or natural heating and cooling opportunities, through the orientation and design with adequate building setbacks and the future ability to construct rooftop solar facilities, as required by the California Building Code.

### **DEVELOPMENT CODE AMENDMENT FINDINGS**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 86.12.060 to adopt the amendments to Subsections 82.23.030(b) and 86.14.090(b) to add Bloomington Business Park Specific Plan to the list of adopted specific plans.

**1. THE PROPOSED AMENDMENT IS CONSISTENT WITH THE POLICY PLAN AND ANY APPLICABLE COMMUNITY PLAN OR SPECIFIC PLAN;**

With the adoption of the Bloomington Business Park Specific Plan, the proposed text amendment is an administrative requirement to identify the Bloomington Business Park Specific Plan prefix that will appear on the land use zoning district map and to add the specific plan to the list of adopted specific plans. The proposed amendment is therefore consistent with the Policy Plan.

**2. THE PROPOSED AMENDMENT WOULD NOT BE DETRIMENTAL TO THE PUBLIC INTEREST, HEALTH, SAFETY, CONVENIENCE, OR WELFARE OF THE COUNTY; AND**

With the adoption of the Bloomington Business Park Specific Plan, the proposed text amendment is an administrative requirement to identify the Bloomington Business Park Specific Plan prefix that will appear on the land use zoning district map and to add the specific plan to the list of adopted specific plans. As such, the proposed text amendment will not be detrimental to the public health, safety, or general welfare.

**3. THE PROPOSED AMENDMENT IS INTERNALLY CONSISTENT WITH OTHER APPLICABLE PROVISIONS OF THIS DEVELOPMENT CODE.**

The proposed text amendment is consistent with and is a requirement of the Development Code. With the adoption of the Bloomington Business Park Specific Plan, the proposed text amendment is an administrative requirement to identify the Bloomington Business Park Specific Plan prefix that will appear on the land use zoning district map and to add the specific plan to the list of adopted specific plans.

# EXHIBIT B

## Conditions of Approval

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**CONDITIONS OF APPROVAL**  
Bloomington BPSP Site 1 – PROJ-2020-00238/CUP

**GENERAL REQUIREMENTS**  
Ongoing and Operational Conditions

**LAND USE SERVICES – Planning Division 909.387.8311**

1. Project Description. This Conditional Use Permit approval is for the construction of a 383,000 square-foot high-cube warehouse on approximately 17.67 acres, in the Special Development Land Use Category, and Bloomington Business Park Specific Plan – Industrial/Business Park (BL/SP – I/BP) zoning district, in compliance with the Bloomington Business Park Specific Plan, San Bernardino County Code (SBCC), the Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations and landscape plans).
2. Project Location. The Project site is located at the northeast corner of Jurupa Avenue and Maple Avenue in the Bloomington Business Park Specific Plan.
3. Conditions of Approval: The developer shall provide a copy of the approved conditions and the site plan to every current and future commercial tenant, lessee, and any future property owner to facilitate compliance with these conditions of approval and continuous use requirements for the Project Site with APN: see attached Exhibit A, and Project Number: PROJ-2020-00238.
4. Revisions. Any subsequent changes to approved permits that would modify approved development plan permits, shall be submitted to the Director as specified in Section 5.4 of BBPSP.
5. Continuous Effect/Revocation. All Conditions of Approval applied to this project shall be effective continuously throughout the operative life of the project for the approved use. Failure of the property owner, tenant, applicant, developer or any operator to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.
6. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree to defend, indemnify and hold harmless the County or its “indemnities” (herein collectively the County’s elected officials, appointed officials [including Planning Commissioners], Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action or proceeding against the County or its indemnitees to attack, set aside, void or annul an approval of the County by an indemnitee concerning the map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any Condition of Approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney’s fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer’s indemnification obligation applies to the indemnitee’s “passive” negligence but does not apply to the indemnitee’s “sole” or “active” negligence” or “willful misconduct” within the meaning of Civil Code Section 2782.

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7. **Expiration.** This project permit approval shall expire and become void if it is not “exercised” within three years of the effective date of this approval, unless an extension of time is granted. The permit is deemed exercised when either
- The permittee has commenced actual construction or alteration under a validly issued Building Permit, or
  - The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a Building Permit. [SBCC §86.06.060]

Occupancy of completed structures and operation of the approved exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:

- Building and Safety does not issue construction permits for all or part of the project or the construction permits expire before the completion of the structure and the final inspection approval.
- The County determines the land use to be abandoned or non-conforming.
- The County determines that the land use is not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

**PLEASE NOTE:** This will be the ONLY notice given of the expiration date. The developer is responsible for initiation of any Extension of Time application.

8. **Extension of Time.** County staff may grant extensions of time to the expiration date (listed above or as otherwise extended) in increments each not to exceed an additional three years beyond the current expiration date. The developer may file an application to request consideration of an extension of time with appropriate fees no less than 30 days before the expiration date. County staff may grant extensions of time based on a review of the Time application, which must include a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised Conditions of Approval or site plan modifications. (SBCC §86.06.060)
9. **Development Impact Fees.** Additional fees may be required prior to issuance of development plan permits. Fees shall be paid as specified in adopted fee ordinances.
10. **Project Account.** The Project account number is PROJ-2020-00238. This is an actual cost project with a deposit account to which hourly charges are assessed. The developer shall maintain a positive account balance at all times. A minimum balance of \$1000 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use. There shall be sufficient funds remaining in the account to properly fund file closure and any other required post-occupancy review and inspection (e.g. landscape performance).
11. **Condition Compliance.** In order to obtain construction permits for grading, building, final inspection, and/or tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their holds on each phase of development by providing to County Building and Safety the following:
- Grading Permits:** a copy of the signed CCRF for grading/land disturbance and two “red” stamped and signed approved copies of the grading plans.
  - Building Permits:** a copy of the signed CCRF for building permits and three “red” stamped and signed approved copies of the final approved site plan.
  - Final Occupancy:** a copy of the signed CCRF for final inspection of each respective building or use of the land, after an on-site compliance inspection by County Planning.
12. **Additional Permits.** The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These may include:
- FEDERAL:** None
  - STATE:** Regional Water Quality Control Board (RWQCB) - Santa Ana Region, South Coast Air Quality Management District



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- c) COUNTY: Land Use Services – Planning/Building and Safety/Code Enforcement/Land Development, County Fire, Environmental Health Services, and Public Works.
  - d) LOCAL: City of Rialto.
13. Continuous Maintenance. The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
- a) Annual maintenance and repair. The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
  - b) Graffiti and debris. The developer shall remove graffiti and debris immediately through weekly maintenance.
  - c) Landscaping. The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying.
  - d) Dust control. The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
  - e) Erosion control. The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
  - f) External Storage. The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
  - g) Metal Storage Containers. The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
  - h) Screening. The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
  - i) Signage. The developer shall maintain all on-site signs, including posted area signs (e.g. "No Trespassing") in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
  - j) Lighting. The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
  - k) Parking and on-site circulation. The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires Planning Division review and approval. Markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled parking and path of travel, directional signs, pedestrian crossing, speed humps and "No Parking", "Carpool", and "Fire Lane" designations.
  - l) Fire Lanes. The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including "No Parking" designations and "Fire Lane" designations.
14. Lighting. Exterior lighting on industrial and business park properties shall comply with requirements as specified in Section 3.6 of BBPSP.
15. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.
16. Water Conservation. Structures shall incorporate interior and exterior water conservation measures (low-flow plumbing, water efficient landscaping, drip irrigation, minimization of turf areas, etc.) as required by the SBCC.
17. Construction Hours. Construction will be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday in accordance with the SBCC standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays

18. Underground Utilities. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.
19. AQ/Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
  - a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)
  - b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
  - c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
  - d) On-site electrical power connections shall be provided.
  - e) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
  - f) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
20. Local Hiring. The Developer and future operators of the Project shall make a good faith effort to employ residents of Bloomington and San Bernardino County pursuant to the Memorandum of Understanding (MOU) by and between San Bernardino County and Howard Industrial Partners, LLC.

**LAND USE SERVICES DEPARTMENT – Code Enforcement Division 909.387.8311**

21. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner and “developer” shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and “developer” (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.
22. Weed Abatement. The Applicant shall comply with San Bernardino County weed abatement regulations [SBCC §23.031-23.043] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

23. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off-site/on-site drainage flows around and through the site in a manner that will not adversely affect adjacent or downstream properties at the time the site is developed.
24. Additional Drainage Requirements. In addition to drainage requirements stated herein, other on-site and/or off-site improvements may be required that cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
25. Erosion Control Installation. Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.
26. Continuous BMP Maintenance. The property owner/“developer” is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.
27. BMP Enforcement. In the event the property owner/“developer” (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or “developer”, including administrative costs, attorney’s fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

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**DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961**

28. Franchise Hauler Service Area –This project falls within a County Franchise Area. If subscribing for the collection and removal of construction and demolition waste from the project site, all developers, contractors, and subcontractors shall be required to receive services through the grantee holding a franchise agreement in the corresponding County Franchise Area (Burrtec- dba Jack's Disposal).
29. Recycling Storage Capacity. The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of AB 2176.
30. Mandatory Commercial Recycling. Beginning July 1, 2012, all businesses defined to include a commercial or public entity that generates four or more cubic yards of commercial solid waste a week or is a multi-family residential dwelling of five or more must arrange for recycling services. The County is required to monitor business recycling and will require the business to provide recycling information. This requirement is to assist the County in compliance with the recycling requirements of AB 341.
31. Mandatory Trash Service – This property falls within a Uniform Handling Service area. All owners of a dwelling or a commercial or industrial unit within the uniform handling area shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5, Section 46.0501.
32. Mandatory Commercial Organics Recycling – A business generating organic waste shall arrange for the recycling services in a manner that is consistent with state and local laws and requirements, including a local ordinance or local jurisdiction's franchise agreement, applicable to the collection, handling, or recycling of solid and organic waste or arrange for separate organic waste collection and recycling services, until the local ordinance or local jurisdiction's franchise agreement includes organic waste recycling services. A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. **Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste.** Residential multifamily dwellings of five (5) or more units are required to recycle organics; however, they are not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County on efforts to recycle organics materials once operational. As of January 1, 2019, AB 1826 (Enacted October 2014) requires businesses that generate four (4) cubic yards of solid waste per week to recycle their organic waste.

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

33. Construction Permits. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.
34. Standard A-1 FIRE APPARATUS ACCESS ROAD DESIGN, CONSTRUCTION AND MAINTENANCE. This standard shall apply to the design, construction and maintenance of all new fire apparatus access roads within the jurisdiction, as well as fire apparatus access roads at existing facilities when applied at the discretion of the fire code official.
35. Standard A-3 GATES AND OTHER OBSTRUCTIONS TO FIRE DEPARTMENT ACCESS  
This standard shall apply to all obstructions, access control devices, traffic calming devices, or other similar systems within any roadways that serve as fire access in all new or existing residential, commercial, and industrial development. This standard does not apply to obstructions within parking aisles that do not serve as fire apparatus access roads.

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36. Standard B-1 PREMISE AND BUILDING IDENTIFICATION AND ADDRESSING. This standard applies to the marking of all buildings with address numbers for identification.
  37. Standard B-2 CONSTRUCTION SITE FIRE SAFETY. This standard establishes minimum requirements for fire safety during construction and demolition. This document shall not be construed to be in lieu of any other applicable State or Federal law or regulation related to construction site safety. The general contractor or other designee of the building owner shall be responsible for compliance with these standards.
  38. Standard F-1 FIRE SPRINKLER SYSTEMS IN COMMERCIAL AND INDUSTRIAL BUILDINGS. This standard, in conjunction with the latest edition of NFPA 13, shall apply to the design and installation of, and the modification to, all fire sprinkler systems in commercial and industrial occupancies. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 13 or the California Fire Code.
  39. Standard F-4 POST INDICATOR VALVES AND FIRE DEPARTMENT CONNECTIONS. This standard, in conjunction with the latest edition of NFPA 13, NFPA 13R and NFPA 24, shall apply to the design and installation of, and the modification to, all new and existing fire sprinkler systems in commercial and industrial buildings and multi-family dwellings. This standard and its interpretation shall take NOT precedent where there is any conflict with NFPA standards.
  40. Standard F-5 DESIGN, INSTALLATION AND MAINTENANCE OF FIRE ALARM SYSTEMS. This standard applies to all new installations and modifications of existing fire alarm systems, within new construction as well as building additions and tenant improvements within existing buildings. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 72 or the California Fire Code.
  41. Standard W-2 ONSITE FIRE PROTECTION WATER SYSTEMS. This standard establishes minimum requirements for installation and maintenance of all private fire hydrants and appliances related to an onsite fire protection system.
  42. Standard S-1 HIGH PILE STORAGE/WAREHOUSE BUILDINGS. This standard shall apply to all storage occupancies designated as High Pile Storage as defined by the current California Fire Code (CFC), Chapter 32, the San Bernardino County Fire Code and Standards, and any other nationally applicable standards.

**PUBLIC HEALTH – Environmental Health Services 800.442.2283**

43. Noise. Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call DEHS at 1-800-442-2283.
44. Refuse Storage and Disposal. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least **1** time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least **2** times per week, or as often if necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq. For information, please call DEHS/LEA at: 1-800-442-2283.

**DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

45. Project vehicles shall not back up into the project site nor shall they back out into the public roadway.
46. Access. The access points to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.

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**PRIOR TO ISSUANCE OF GRADING PERMITS OR LAND DISTURBING ACTIVITY**

The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

47. AQ – Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
- a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)]. Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use. All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
  - b) On-site electrical power connections shall be provided.
  - c) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
  - d) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
48. AQ – Dust Control Plan. The developer shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:
- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.
  - b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
  - c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
  - d) Storm water control systems shall be installed to prevent off-site mud deposition.
  - e) All trucks hauling dirt away from the site shall be covered.
  - f) Construction vehicle tires shall be washed, prior to leaving the project site.
  - g) Rumble plates shall be installed at construction exits from dirt driveways.
  - h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
  - i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.
49. AQ – Construction Standards. The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
  - b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
  - c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
  - d) All gasoline-powered equipment shall have catalytic converters.
  - e) Provide onsite electrical power to encourage use of electric tools.
  - f) Minimize concurrent use of equipment through equipment phasing.
  - g) Provide traffic control during construction to reduce wait times.
  - h) Provide on-site food service for construction workers to reduce offsite trips.
  - i) Implement the County approved Dust Control Plan (DCP)
  - j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside Counties).

50. AQ – Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:
- a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
  - b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
  - c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
  - d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
  - e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.
51. Mitigation Measures. Comply with applicable Mitigation Measures contained in the attached Mitigation Monitoring and Reporting Program (MMRP) which is incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

52. Geology Report: If cut slopes steeper than 2:1 (horizontal to vertical) or grading involving 5,000 cubic yards or more are proposed, a geology report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to issuance of grading permits or land disturbance.
53. Geotechnical (Soil) Report: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits or land disturbance.
54. Demolition Permit: Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.
55. Wall Plans. Submit plans and obtain separate building permits for any required retaining walls.
56. Temporary Use Permit. A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

57. Drainage Plan: The proposed overall drainage study (DRNSTY-2021-00056), which includes collection of tributary offsite and mitigated onsite stormwater runoff to be conveyed to an adequate outlet, has been preliminarily approved. The final drainage study incorporating the hydraulic design and final engineering plans must be submitted for review and approval, along with any necessary offsite right-of-way/permissions acquired, prior to the issuance of permits for the project. The drainage plan for the development of this specific plan shall be designed in a manner that will not exacerbate the existing flooding conditions and adversely impact the surrounding properties within the watershed. The proposed design for the drainage improvements shall be reviewed and approved by County staff and be constructed per the approved design and required standards. The design of the improvements shall include, but are not limited to, head/wing walls, energy dissipaters for flow velocities greater than 6 fps, public drainage easements (if needed), access appurtenances related to maintenance of all inlets and outlets for the system and shall be in compliance with all necessary environmental permits. An alternative drainage plan may be implemented if found to be in conformance with conditions of approval for the project, County Development Code, and all applicable County Standards and is approved by the Land Use Services Director.
58. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$750



deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

59. FEMA Flood Zone. The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C8667H dated 08/28/2008. No elevation requirements. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.
60. Grading Plans. Grading and Erosion control plans shall be submitted for review and approval obtained, prior to construction. All Drainage and WQMP improvements shall be shown on the Grading plans according to the approved Drainage study. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.
61. NPDES Permit: An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. [www.swrcb.ca.gov](http://www.swrcb.ca.gov)
62. Regional Board Permit: Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.
63. On-site Flows. On-site flows need to be directed to drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.
64. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,650 deposit for WQMP review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: (<http://cms.sbcounty.gov/dpw/Land/WQMPTemplatesandForms.aspx>)
65. WQMP Inspection Fee. The developer shall provide a \$3,600 deposit to Land Development Division for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

#### **COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

66. Additional Requirements. In addition to the Fire requirements stated herein, other onsite and offsite improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office:
  1. Show Location of the Public Hydrants on the street
  2. Access to be 30' on all roads around the complex per Standard A-1. Side streets to not be more than 30' away from the building per Standard A-1
  3. Deferred submittal required for Sprinklers, Alarms and High Pile Storage.
  4. Mechanical Smoke Removal System may be required for High Pile Storage based on the 2019 CFC Table 3206.2 when plans are submitted for HPS. If the Travel Distance exceeds 250' then it will be required.
67. Water System. Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using Appendix B of the California Fire Code.

#### **DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149**

68. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with

the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.

69. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
- Monuments set to mark property lines or corners;
  - Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
  - Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

#### **PUBLIC HEALTH – Environmental Health Services 800.442.2283**

70. Vector Control Requirement. The project area has a high probability of containing vectors. DEHS Vector Control Section will determine the need for vector survey and any required control programs. A vector clearance letter shall be submitted to DEHS/Land Use. For information, contact Vector Control at (800) 442-2283.
71. Demolition Inspection Required. All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any such premises. For information, contact EHS Vector Section at 1-800-442-2283.

#### **PRIOR TO ISSUANCE OF BUILDING PERMITS**

The Following Shall Be Completed

#### **LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

72. Lighting Plans. Exterior lighting on industrial and business park properties shall comply with requirements as contained in Section 3.6 – Lighting of the BBPSP.
73. Trash/Recyclables Receptacles. All trash and recyclables receptacles shall be in compliance with Public Works, Solid Waste Management standards. They shall be enclosed by six-foot high masonry walls with steel gates. A concrete apron equal to the width of the gate and outward from the enclosure a minimum of six feet shall be provided.
74. Landscape and Irrigation Plan. Landscape design and installation shall comply with requirements as contained in Section 4.7 – Landscape Design of the BBPSP.
75. Energy Efficiency for Commercial/Industrial Development (GHG Reduction Measure R2E7). The developer shall document that the design of the proposed structure exceeds the current Title 24 energy efficiency requirements as indicated below or via other methods that meet the 100 point requirement:

##### Building Envelope:

- Enhanced Insulation – (rigid wall insulation-13, Roof/attic R-38) (11 points).
- Windows – Greatly Enhanced window Insulation (0.28 or less U-factor, 0.22 or less SHGC) (7 points)
- Cool Roof – Greatly Enhanced cool roof (10 points)
- Air Filtration – air barrier HERS Verified Quality Insulation (7 points)
- Enhanced Thermal Mass (4 points)

##### Indoor Space Efficiencies:

- Heating/Cooling Distribution system. Enhanced Duct insulation (6 points)
- Space Heating – High Efficiency HVAC (5 points)
- Water Heaters – High Efficiency Water Heater (10 points)
- Daylighting All peripheral rooms have at least one window (1 point)
- Artificial Lighting – High Efficiency Lights (8 points)

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Miscellaneous Commercial/Industrial Building Efficiencies:

- Building Placement – North/South alignment (4 points)
- Shading – at least 90% south-facing glazing (6 points)

Commercial Irrigation Landscaping:

- Water Efficient Landscaping – Only CA native landscape (5 points).
- Water Efficient irrigation Systems – Weather based irrigation (3 points)

Commercial Potable Water:

- Toilets – Water efficient toilets/Urinals (1.5gpm) (3 points)
- Water efficient Faucets – (2 points).

Preferential Parking:

- Provide reserved preferential and large parking spaces accommodating vanpools, ridesharing (2 points)

Install Electric Vehicle Chargers:

- Installation of 12 electric Vehicle (EV) chargers for passenger EV's - Level 2 fast charger (60 points)

Recycling:

- Provide reserved preferential and large parking spaces accommodating vanpools, ridesharing (2 points)

Recycling:

- Provide separated recycling bins (2 points)
- Recycle construction waste (4 points)

76. Comply with applicable Mitigation Measures in the attached Mitigation Monitoring and Reporting Program (MMRP) which are incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

77. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.
78. Temporary Use Permit: A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

79. Utilities. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.
80. Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the San Bernardino/Rialto/Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is \$1.82 per square foot for High Cube Use/High Cube Use, which includes the 383,000 sq. ft. building per the site plan dated 6/15/2020.

Therefore, the estimated Regional Transportation Fees for the Project is \$697,060. The current Regional Transportation Development Mitigation Plan can be found at the following website:

<http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx>

### **SPECIAL DISTRICTS – (909) 387-5940**

81. This project lies within the district boundary of County Service Area 70, Zone SL-1. Due to your projected use of the property, street lighting may be required. If required, please provide the street lighting plans, plan check fees, and (3) three-year advanced energy charges to the Special Districts Department for review and approval. Development plans are to be submitted to the Special Districts Department at 222 W. Hospitality Lane, 2nd Floor, San Bernardino, CA 92415-0450. For additional information on street light plans, please call Streetlighting Section at (909) 386-8821.

### **PUBLIC HEALTH – Environmental Health Services 800.442.2283**

82. Water Purveyor. Water purveyor shall be West Valley WD or EHS approved.
83. Demolition Inspection Required All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any such premises. For information, contact EHS Vector Section at 1-800-442-2283.
84. Water Letter. The Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. The letter shall reference File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with the project address may suffice. For information, contact the Water Section at 800.442.2283.
85. Water and Sewer Service Verification. Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either: (1) Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or, (2) Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.
86. Sewer Letter. The Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).
87. Sewage Disposal Method of sewage disposal shall be City of Rialto Municipal Agency, or, if not available, EHS approved on-site wastewater treatment system (OWTS).
88. Acoustical Information. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standards, SBCC §83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance with noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 800.442.2283.

### **COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

89. Building Plans. Building plans shall be submitted to the Fire Department for review and approval.
90. Fire Flow Test. Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied. This requirement shall be completed prior to combination inspection by Building and Safety.

91. **Water System.** Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using California Fire Code. The Fire Flow for this project shall be: 4000 GPM for a 4 hour duration at 20 psi residual operating pressure. Fire Flow is based on a 383,000 sq.ft. structure.
92. **Water System Certification.** The applicant shall provide the Fire Department with a letter from the serving water company, certifying that the required water improvements have been made or that the existing fire hydrants and water system will meet distance and fire flow requirements. Fire flow water supply shall be in place prior to placing combustible materials on the job site.

**DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961**

93. **Construction and Demolition Waste Management Plan (CDWMP) Part 1** – The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project. The CWMP shall list the types and weights of solid waste materials expected to be generated from construction. The CWMP shall include options to divert waste materials from landfill disposal, materials for reuse or recycling by a minimum of 65% of total weight or volume. Forms can be found on our website at <http://cms.sbcounty.gov/dpw/solidwastemanagement.aspx>. An approved CDWMP Part 1 is required before a permit can be issued. There is a one time fee of \$150.00 for residential projects/\$530.00 for commercial/non-residential projects.

**DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149**

94. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.
95. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
  - a. Monuments set to mark property lines or corners;
  - b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
  - c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

**PRIOR TO FINAL INSPECTION OR OCCUPANCY**

The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

96. **Installation of Improvements.** All required on-site improvements shall be installed per approved plans.
97. **Shield Lights.** All shield lights shall comply with Section 3.6 – Lighting of BBPSP.
98. **Screen Rooftop.** All roof top mechanical equipment is to be screened from ground vistas.
99. **Construct all applicable screen Walls.** Construct a 12-foot screen walls.
100. **Landscaping/Irrigation.** All landscaping installation shall comply with Section 4.7 – Landscape Design of BBPSP.
101. **Wheel Stops.** All back-in truck trailer parking spaces shall have a wheel stop or other physical barrier twelve feet from any wall, fence or building to prevent damage. All other vehicle spaces shall have wheel stops or curbs installed when adjacent to fences, walls or buildings; these shall be three feet (3') away from such facilities.

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102. Signs. Prior to occupancy, the developer shall provide verification that the one freestanding sign is installed. All signs must comply with and be permitted in accordance with SBCC §83.13, Sign Regulations.
  103. Disabled Access. Disabled access parking spaces shall be clearly marked as disabled spaces and said markings shall be maintained in good condition at all times.
  104. Fees Paid. Prior to final inspection by the Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, all fees required under actual cost job number P201800232 shall be paid in full.
  105. GHG – Installation/Implementation. The developer shall submit for review and obtain approval from County Planning evidence that all applicable GHG reduction measures have been installed, implemented and that specified performance objectives are being met.
  106. Comply with applicable Mitigation Measures contained in the attached Mitigation Monitoring and Reporting Program (MMRP) which is incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

107. Condition Compliance Release Form Sign-off. Prior to occupancy all Department requirements and sign-offs shall be completed.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

108. Implement Drainage Plan: Prior to occupancy of any buildings within the project, the new drainage system shall be constructed by the applicant and inspected/approved by the County, Department of Public Works. Evidence of a viable maintenance mechanism for the drainage facilities shall be submitted to the County for review and approval.
109. Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private registered engineer shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.
110. WQMP Improvements. All required WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

111. LDD Requirements. All LDD requirements shall be completed by the applicant prior to occupancy.
112. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
113. Structural Section Testing. A thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer shall be submitted to County Public Works.
114. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Planning. It shall be maintained by the adjacent property owner or other County-approved entity.

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

115. Fire Sprinkler-NFPA #1. An automatic fire sprinkler system complying with NFPA 13 and the Fire Department standards is required. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit plans to the with hydraulic calculation and manufacturers specification sheets to the Fire Department for approval and approval. The contractor shall submit plans showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal.



116. Fire Alarm. An automatic monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required for 100 heads or more. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.
117. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.
118. Roof Certification. A letter from a licensed structural (or truss) engineer shall be submitted with an original wet stamp at time of fire sprinkler plan review, verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design.
119. Key Box. An approved Fire Department key box is required. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Knox Lock.
120. Inspection by the Fire Department. Permission to occupy or use the building (certificate of Occupancy or shell release) will not be granted until the Fire Department inspects, approves and signs off on the Building and Safety job card for "fire final".
121. Fire Lanes. The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The "No Parking, Fire Lane" signs shall be installed on public/private roads in accordance with the approved plan.

**DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961**

122. Construction and Demolition Waste Management Plan (CDWMP) Part 2 – The developer shall complete SWMD's CDWMP Part 2 for construction and demolition. This summary shall provide documentation of actual diversion of materials including but not limited to receipts, invoices or letters from diversion facilities or certification of reuse of materials on site. The CDWMP Part 2 shall provide evidence to the satisfaction of SWMD that demonstrates that the project has diverted from landfill disposal, material for reuse or recycling by a minimum of 65% of total weight or volume of all construction waste.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

123. Road Dedication/Improvements. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California.

**Jurupa Avenue (Major Highway – 104')**

- Road Dedication. A 2-foot grant of easement is required to provide a half-width right-of-way of 52 feet.
- Street Improvements. Design curb and gutter with match up paving 40 feet from centerline.
- Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per
- County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to ensure sidewalk improvements with Public right-of-way.
- Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130.

**Maple Avenue (Collector – 66')**

- Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "C".
- Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per
- County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to
- ensure sidewalk improvements are within Public right-of-way.
- Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130.

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124. Road Standards and Design. All roads and design shall comply with requirements as specified in Sections 2.3 and 2.4 of BBPS.
  125. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.
  126. Encroachment Permits. Prior to installation of driveways, sidewalks, etc., an encroachment permit is required from the County Department of Public Works, Permits/Operations Support Division, Transportation Permits Section (909) 387-1863 as well as other agencies prior to work within their jurisdiction.
  127. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to the County and a written report shall be submitted to the Permits/Operations Support Division, Transportation Permits Section of the County Department of Public Works prior to any placement of base materials and/or paving.
  128. Slope Easements. Slope rights shall be dedicated where necessary.
  129. Street Type Entrance. Street type entrance(s) with curb returns shall be constructed at the entrance(s) to the development.
  130. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing, shall be required as necessary.
  131. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of the County Department of Public Works confirming the adequacy of the grade.

**DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

132. Concurrent Conditions: The conditions for this project are concurrent with Planning Applications PROJ-2020-00034, PROJ 2020-00241, and PROJ-2020-00242. Pursuant to the traffic study by EPD Solutions dated 05/03/2022, these projects were studied together and not separated into phases. Therefore, all projects are subject to the satisfying the ALL of the following conditions regardless of the sequence they are started or status of completion. Similarly, if one of the listed projects satisfies a concurrent condition, the remaining projects should also be considered to have satisfied it equally.
133. Improvements: Prior to occupancy for this or any concurrent project, the Applicant shall design their street improvement plans and construct, or as allowed by Administrative process, their approved street improvement plans to include the following listed improvements.

If an improvement listed below has been completed by another development, party, or other appropriate means, at the time of occupancy, that same improvement shall be considered as complete for this project and any concurrent project.

If the Applicant is required to install an improvement listed below for this project or the concurrent projects, the Applicant may request reimbursement in the event there are existing ad hoc or Regional Transportation Fees that have been previously designated and identified for the construction of said improvement. Availability of ad hoc funds, if any, shall be limited to fees collected for the specific listed improvement. The amount of funds available, if any, shall be determined by the ad hoc fees collected for a listed improvement at the time certificate of completion is issued (Permit Completion). Availability of funds associated with the Regional Transportation Development Mitigation Plan, if any, shall be governed by that document. The amount of funds available, if any, shall be determined by Regional Transportation Fees collected for a listed improvement at the time certificate of completion is issued (Permit Completion).

- Locust Avenue / Santa Ana Avenue:
  - Add a Northbound left-turn lane and an Eastbound thru lane.
- Linden Avenue / Jurupa Avenue:
  - Convert the Eastbound right-turn lane to a shared Eastbound thru-right lane.
- Cedar Avenue / Slover Avenue:
  - Add a 2<sup>nd</sup> Eastbound left-turn lane.
- Cedar Avenue / Jurupa Avenue:
  - Add an eastbound left-turn lane.

*San Bernardino County, Shared Jurisdiction*

- Cedar Avenue / I-10 WB Ramps:
  - Convert the 3<sup>rd</sup> Southbound thru lane to a Southbound thru-right lane.
- Locust Avenue / Jurupa Avenue:
  - Install a traffic signal and construct southbound left lane and westbound left lane.

The Applicant shall construct, at 100% cost to the applicant all roadway improvements as shown on their approved street improvement plans. This shall include any software and/or hardware to implement approved signal coordination plans if applicable.

*City of Jurupa Valley Jurisdiction*

- Rubidoux Blvd. / Market Street:
  - Add a 2<sup>nd</sup> Southbound left-turn lane.
- Market Street / 24th Street:
  - Add a 2<sup>nd</sup> Westbound left-turn lane.

For those improvements outside the boundary of San Bernardino County, the Applicant shall provide adequate proof of completion by the jurisdictional agency, to the San Bernardino County Traffic Division to demonstrate these conditions have been satisfied.

**Fair Share:** The total fair share contribution for this project is required based on the traffic report dated 05/03/2022 from EPD Solutions, Inc. The fair share breakdown for these improvements and agency jurisdictions are shown below. Fair share contribution amounts shall be provided to the specified agency, or as allowed by Administrative process, prior to occupancy of this or any concurrent project.

**San Bernardino County:**

INTERSECTION	JURISDICTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED FAIR SHARE
<b>Laurel Avenue at Santa Ana Avenue</b> Construct 2nd eastbound thru lane.	SB County	\$306,894	39.72%	<b>\$121,891.37</b>
<b>Maple Avenue at Santa Ana Avenue</b> Construct 2nd eastbound thru lane.	SB County	\$306,894	20.37%	<b>\$62,515.44</b>
<b>Maple Avenue at Jurupa Avenue</b> Construct westbound thru lane and two stage gap acceptance.	SB County	\$306,894	56.32%	<b>\$172,840.52</b>

<b>Cedar Avenue at I-10 WB Ramps</b> Construct 3rd northbound thru lane.	50% SB County 50% Caltrans	\$306,894	33.55%	<b>\$102,962.94</b>
<b>Cedar Avenue at I-10 EB Ramps</b> Construct eastbound right lane.	50% SB County 50% Caltrans	\$596,739	24.08%	<b>\$143,702.14</b>
<b>Cedar Avenue at Orange Street</b> Change EB/WB phasing to split phasing	SB County	\$122,469	31.39%	<b>\$38,445.96</b>
<b>Cedar Avenue at Santa Ana</b> Construct eastbound and westbound left lane	SB County	\$170,497	65.27%	<b>\$111,290.47</b>
<b>Cedar Avenue at 11th Street</b> Construct eastbound left-turn lane	SB County	\$85,248	23.92%	<b>\$20,388.60</b>
<b>Cedar Avenue at 7th Street</b> Construct eastbound left-turn lane	SB County	\$85,248	13.68%	<b>\$11,659.29</b>
<b>Total Fair Share</b>				<b>\$785,696.73</b>

The total fair share contribution will be based on the fair share percentages listed above and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works - Traffic Division. At the present time, the estimated cost is \$785,696.73. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index

**City of Fontana:**

<b>INTERSECTION</b>	<b>JURISDICTION</b>	<b>ESTIMATED COST</b>	<b>FAIR SHARE PERCENTAGE</b>	<b>ESTIMATED FAIR SHARE</b>
<b>Sierra Avenue at I-10 Ramps</b> <b>Sierra Avenue at I-10 Ramps</b> Construct 3 <sup>rd</sup> eastbound left-turn lane.	50% Fontana 50% Caltrans	\$85,248	12.89%	<b>\$10,992.09</b>
<b>Sierra Avenue at Slover Avenue</b> Convert eastbound right-turn lane to shared eastbound thru-right lane.	Fontana	\$42,624	16.14%	<b>\$6,881.23</b>
<b>Sierra Avenue at Santa Ana Avenue</b> Convert northbound right-turn lane to shared northbound thru-right lane.	Fontana	\$42,624	26.89%	<b>\$11,459.84</b>
<b>Total Fair Share</b>				<b>\$29,333.16</b>

The total fair share contribution to the City of Fontana for this project as shown is based on the traffic report from EPD Solutions dated 05/03/2022. The calculated fair share amount is \$29,333.16 as shown in the above table breakdown. The study-identified amounts may be adjusted to reflect actual construction costs incurred, if available, or adjusted to account for future construction costs using the Caltrans Construction Cost Index. Proof of payment (such as written receipt, official acknowledgment letter or email from authorized agency personnel) shall be provided to the San Bernardino County Traffic Division to demonstrate the mitigations outlined in this condition have been satisfied.

**City of Riverside:**

INTERSECTION	JURISDICTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED FAIR SHARE
<b>Market Street at SR-60 EB Ramps</b> Construct southbound left-turn lane	50% City of Riverside 50% Caltrans	\$85,248	100%	<b>\$85,248.00</b>
<b>Total Fair Share</b>				<b>\$85,248.00</b>

The total fair share contribution to the City of Riverside for this project is based on the traffic report from EPD Solutions dated 05/03/2022. The calculated fair share amount is \$85,248.00 as shown in the above table breakdown. The study-identified amount may be adjusted to reflect actual construction costs incurred, if available, or adjusted to account for future construction costs using the Caltrans Construction Cost Index. Proof of payment (such as written receipt, official acknowledgment letter or email from authorized agency personnel) shall be provided to the County of San Bernardino Traffic Division to demonstrate the mitigations outlined in this condition have been satisfied.

**END OF CONDITIONS**

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**CONDITIONS OF APPROVAL**  
Bloomington BPSD Site 2 – PROJ-2020-00034/CUP

**GENERAL REQUIREMENTS**  
Ongoing and Operational Conditions

**LAND USE SERVICES – Planning Division 909.387.8311**

134. Project Description. This Conditional Use Permit approval is for the construction of a 1.25 million square-foot high-cube warehouse on approximately 57.60 acres, in the Special Development Land Use Category, and the Bloomington Business Park Specific Plan – Industrial/Business Park (BL/SP – I/BP) zoning district, in compliance with the Bloomington Business Park Specific Plan, and the Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations and landscape plans).
135. Project Location. The Project site is located at the northeast corner of Jurupa Avenue and Locust Avenue in the Bloomington Business Park Specific Plan.
136. Conditions of Approval: The developer shall provide a copy of the approved conditions and the site plan to every current and future commercial tenant, lessee, and any future property owner to facilitate compliance with these conditions of approval and continuous use requirements for the Project Site with APN: see attached Exhibit A, and Project Number: PROJ-2020-00034.
137. Revisions. Any subsequent changes to approved permits that would modify approved development permits, shall be submitted to the Director as specified in Section 5.4 of BBPSP.
138. Continuous Effect/Revocation. All Conditions of Approval applied to this project shall be effective continuously throughout the operative life of the project for the approved use. Failure of the property owner, tenant, applicant, developer or any operator to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.
139. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree to defend, indemnify and hold harmless the County or its "indemnities" (herein collectively the County's elected officials, appointed officials [including Planning Commissioners], Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action or proceeding against the County or its indemnitees to attack, set aside, void or annul an approval of the County by an indemnitee concerning the map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any Condition of Approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney's fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitee's "passive" negligence but does not apply to the indemnitee's "sole" or "active" negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.



140. Expiration. This project permit approval shall expire and become void if it is not “exercised” within three years of the effective date of this approval, unless an extension of time is granted. The permit is deemed exercised when either
- The permittee has commenced actual construction or alteration under a validly issued Building Permit, or
  - The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a Building Permit. [SBCC §86.06.060]

Occupancy of completed structures and operation of the approved exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:

- Building and Safety does not issue construction permits for all or part of the project or the construction permits expire before the completion of the structure and the final inspection approval.
- The County determines the land use to be abandoned or non-conforming.
- The County determines that the land use is not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

**PLEASE NOTE:** This will be the ONLY notice given of the expiration date. The developer is responsible for initiation of any Extension of Time application.

141. Extension of Time. County staff may grant extensions of time to the expiration date (listed above or as otherwise extended) in increments each not to exceed an additional three years beyond the current expiration date. The developer may file an application to request consideration of an extension of time with appropriate fees no less than 30 days before the expiration date. County staff may grant extensions of time based on a review of the Time application, which must include a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised Conditions of Approval or site plan modifications. (SBCC §86.06.060)
142. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
143. Project Account. The Project account number is PROJ-2020-00238. This is an actual cost project with a deposit account to which hourly charges are assessed. The developer shall maintain a positive account balance at all times. A minimum balance of \$1,000 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use. There shall be sufficient funds remaining in the account to properly fund file closure and any other required post-occupancy review and inspection (e.g. landscape performance).
144. Condition Compliance. In order to obtain construction permits for grading, building, final inspection, and/or tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their holds on each phase of development by providing to County Building and Safety the following:
- Grading Permits: a copy of the signed CCRF for grading/land disturbance and two “red” stamped and signed approved copies of the grading plans.
  - Building Permits: a copy of the signed CCRF for building permits and three “red” stamped and signed approved copies of the final approved site plan.
  - Final Occupancy: a copy of the signed CCRF for final inspection of each respective building or use of the land, after an on-site compliance inspection by County Planning.
145. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These may include:
- FEDERAL: None
  - STATE: Regional Water Quality Control Board (RWQCB) - Santa Ana Region, South Coast Air Quality Management District

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- c) COUNTY: Land Use Services – Planning/Building and Safety/Code Enforcement/Land Development, County Fire, Environmental Health Services, and Public Works.
- d) LOCAL: City of Rialto.
146. Continuous Maintenance. The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
- a) Annual maintenance and repair. The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
  - b) Graffiti and debris. The developer shall remove graffiti and debris immediately through weekly maintenance.
  - c) Landscaping. The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying.
  - d) Dust control. The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
  - e) Erosion control. The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
  - f) External Storage. The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
  - g) Metal Storage Containers. The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
  - h) Screening. The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
  - i) Signage. The developer shall maintain all on-site signs, including posted area signs (e.g. “No Trespassing”) in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
  - j) Lighting. The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
  - k) Parking and on-site circulation. The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires Planning Division review and approval. Markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled parking and path of travel, directional signs, pedestrian crossing, speed humps and “No Parking”, “Carpool”, and “Fire Lane” designations.
  - l) Fire Lanes. The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including “No Parking” designations and “Fire Lane” designations.
147. Lighting. Exterior lighting on industrial and business park properties shall comply with requirements as specified in Section 3.6 of BBPSP.
148. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.
149. Water Conservation. Structures shall incorporate interior and exterior water conservation measures (low-flow plumbing, water efficient landscaping, drip irrigation, minimization of turf areas, etc.) as required by the SBCC.
150. Construction Hours. Construction will be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday in accordance with the SBCC standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.

151. Underground Utilities. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.
152. AQ/Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
  - a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)
  - b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
  - c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
  - d) On-site electrical power connections shall be provided.
  - e) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
  - f) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
153. Local Labor. The Developer and future operators of the Project shall make a good faith effort to employ residents of Bloomington and San Bernardino County pursuant to the Memorandum of Understanding (MOU) by and between San Bernardino County and Howard Industrial Partners, LLC.

**LAND USE SERVICES DEPARTMENT – Code Enforcement Division 909.387.8311**

154. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner and “developer” shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and “developer” (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.
155. Weed Abatement. The Applicant shall comply with San Bernardino County weed abatement regulations [SBCC §23.031-23.043] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

156. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off-site/on-site drainage flows around and through the site in a manner that will not adversely affect adjacent or downstream properties at the time the site is developed.
157. Additional Drainage Requirements. In addition to drainage requirements stated herein, other on-site and/or off-site improvements may be required that cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
158. Erosion Control Installation. Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.
159. Continuous BMP Maintenance. The property owner/“developer” is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.
160. BMP Enforcement. In the event the property owner/“developer” (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or “developer”, including administrative costs, attorney’s fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

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**DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961**

161. Franchise Hauler Service Area –This project falls within a County Franchise Area. If subscribing for the collection and removal of construction and demolition waste from the project site, all developers, contractors, and subcontractors shall be required to receive services through the grantee holding a franchise agreement in the corresponding County Franchise Area (Burrtec- dba Jack's Disposal).
162. Recycling Storage Capacity. The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of AB 2176.
163. Mandatory Commercial Recycling. Beginning July 1, 2012, all businesses defined to include a commercial or public entity that generates four or more cubic yards of commercial solid waste a week or is a multi-family residential dwelling of five or more must arrange for recycling services. The County is required to monitor business recycling and will require the business to provide recycling information. This requirement is to assist the County in compliance with the recycling requirements of AB 341.
164. Mandatory Trash Service – This property falls within a Uniform Handling Service area. All owners of a dwelling or a commercial or industrial unit within the uniform handling area shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5, Section 46.0501.
165. Mandatory Commercial Organics Recycling – A business generating organic waste shall arrange for the recycling services in a manner that is consistent with state and local laws and requirements, including a local ordinance or local jurisdiction's franchise agreement, applicable to the collection, handling, or recycling of solid and organic waste or arrange for separate organic waste collection and recycling services, until the local ordinance or local jurisdiction's franchise agreement includes organic waste recycling services. A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. **Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste.** Residential multifamily dwellings of five (5) or more units are required to recycle organics; however, they are not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County on efforts to recycle organics materials once operational. As of January 1, 2019, AB 1826 (Enacted October 2014) requires businesses that generate four (4) cubic yards of solid waste per week to recycle their organic waste.

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

166. Construction Permits. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.
167. Standard A-1 FIRE APPARATUS ACCESS ROAD DESIGN, CONSTRUCTION AND MAINTENANCE. This standard shall apply to the design, construction and maintenance of all new fire apparatus access roads within the jurisdiction, as well as fire apparatus access roads at existing facilities when applied at the discretion of the fire code official.
168. Standard A-3 GATES AND OTHER OBSTRUCTIONS TO FIRE DEPARTMENT ACCESS. This standard shall apply to all obstructions, access control devices, traffic calming devices, or other similar systems within any roadways that serve as fire access in all new or existing residential, commercial, and industrial development. This standard does not apply to obstructions within parking aisles that do not serve as fire apparatus access roads.

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169. Standard B-1 PREMISE AND BUILDING IDENTIFICATION AND ADDRESSING. This standard applies to the marking of all buildings with address numbers for identification.
170. Standard B-2 CONSTRUCTION SITE FIRE SAFETY  
This standard establishes minimum requirements for fire safety during construction and demolition. This document shall not be construed to be in lieu of any other applicable State or Federal law or regulation related to construction site safety. The general contractor or other designee of the building owner shall be responsible for compliance with these standards.
171. Standard F-1 FIRE SPRINKLER SYSTEMS IN COMMERCIAL AND INDUSTRIAL BUILDINGS  
This standard, in conjunction with the latest edition of NFPA 13, shall apply to the design and installation of, and the modification to, all fire sprinkler systems in commercial and industrial occupancies. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 13 or the California Fire Code.
172. Standard F-4 POST INDICATOR VALVES AND FIRE DEPARTMENT CONNECTIONS  
This standard, in conjunction with the latest edition of NFPA 13, NFPA 13R and NFPA 24, shall apply to the design and installation of, and the modification to, all new and existing fire sprinkler systems in commercial and industrial buildings and multi-family dwellings. This standard and its interpretation shall take NOT precedent where there is any conflict with NFPA standards.
173. Standard F-5 DESIGN, INSTALLATION AND MAINTENANCE OF FIRE ALARM SYSTEMS  
This standard applies to all new installations and modifications of existing fire alarm systems, within new construction as well as building additions and tenant improvements within existing buildings. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 72 or the California Fire Code.
174. Standard W-2 ONSITE FIRE PROTECTION WATER SYSTEMS. This standard establishes minimum requirements for installation and maintenance of all private fire hydrants and appliances related to an onsite fire protection system.
175. Standard S-1 HIGH PILE STORAGE/WAREHOUSE BUILDINGS. This standard shall apply to all storage occupancies designated as High Pile Storage as defined by the current California Fire Code (CFC), Chapter 32, the San Bernardino County Fire Code and Standards, and any other nationally applicable standards.

**PUBLIC HEALTH – Environmental Health Services 800.442.2283**

176. Noise. Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call DEHS at 1-800-442-2283.
177. Refuse Storage and Disposal. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least **1** time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least **2** times per week, or as often if necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq. For information, please call DEHS/LEA at: 1-800-442-2283.

**DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

178. Project vehicles shall not back up into the project site nor shall they back out into the public roadway.
179. Access. The access points to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.

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**PRIOR TO ISSUANCE OF GRADING PERMITS OR LAND DISTURBING ACTIVITY**

The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

180. AQ – Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
- a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)]. Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use. All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
  - b) On-site electrical power connections shall be provided.
  - c) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
  - d) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
181. AQ – Dust Control Plan. The developer shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:
- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.
  - b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
  - c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
  - d) Storm water control systems shall be installed to prevent off-site mud deposition.
  - e) All trucks hauling dirt away from the site shall be covered.
  - f) Construction vehicle tires shall be washed, prior to leaving the project site.
  - g) Rumble plates shall be installed at construction exits from dirt driveways.
  - h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
  - i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.
182. AQ – Construction Standards. The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
  - b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
  - c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
  - d) All gasoline-powered equipment shall have catalytic converters.
  - e) Provide onsite electrical power to encourage use of electric tools.
  - f) Minimize concurrent use of equipment through equipment phasing.
  - g) Provide traffic control during construction to reduce wait times.
  - h) Provide on-site food service for construction workers to reduce offsite trips.
  - i) Implement the County approved Dust Control Plan (DCP)
  - j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside Counties).

183. AQ – Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:
- a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
  - b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
  - c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
  - d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
  - e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.
184. Mitigation Measures. Comply with applicable Development Site Mitigation Measures as contained in the attached MMRP which are incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

185. Geology Report Required Before Grading: If cut slopes steeper than 2:1 (horizontal to vertical) or grading involving 5,000 cubic yards or more are proposed, a geology report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to issuance of grading permits or land disturbance.
186. Geotechnical (Soil) Report Required Before Grading: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits or land disturbance.
187. Demolition Permit: Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.
188. Wall Plans. Submit plans and obtain separate building permits for any required retaining walls.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

189. Drainage Plan: The proposed overall drainage study (DRNSTY-2021-00056), which includes collection of tributary offsite and mitigated onsite stormwater runoff to be conveyed to an adequate outlet, has been preliminarily approved. The final drainage study incorporating the hydraulic design and final engineering plans must be submitted for review and approval, along with any necessary offsite right-of-way/permissions acquired, prior to the issuance of permits for the project. The drainage plan for the development of this specific plan shall be designed in a manner that will not exacerbate the existing flooding conditions and adversely impact the surrounding properties within the watershed. The proposed design for the drainage improvements shall be reviewed and approved by County staff and be constructed per the approved design and required standards. The design of the improvements shall include, but are not limited to, head/wing walls, energy dissipaters for flow velocities greater than 6 fps, public drainage easements (if needed), access appurtenances related to maintenance of all inlets and outlets for the system and shall be in compliance with all necessary environmental permits. An alternative drainage plan may be implemented if found to be in conformance with conditions of approval for the project, County Development Code, and all applicable County Standards and is approved by the Land Use Services Director.
190. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$750 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.
191. FEMA Flood Zone. The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C8667H dated 08/28/2008. No elevation requirements. The requirements may change based on the



recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.

192. Grading Plans. Grading and Erosion control plans shall be submitted for review and approval obtained, prior to construction. All Drainage and WQMP improvements shall be shown on the Grading plans according to the approved Drainage study. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.
193. NPDES Permit: An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. [www.swrcb.ca.gov](http://www.swrcb.ca.gov)
194. Regional Board Permit: Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.
195. On-site Flows. On-site flows need to be directed to drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.
196. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,650 deposit for WQMP review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: (<http://cms.sbcounty.gov/dpw/Land/WQMPTemplatesandForms.aspx>)
197. WQMP Inspection Fee. The developer shall provide a \$3,600 deposit to Land Development Division for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

#### **COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

198. Additional Requirements. In addition to the Fire requirements stated herein, other onsite and offsite improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office:
  1. Show Location of the Public Hydrants on the street
  2. Access to be 30' on all roads around the complex per Standard A-1. Side streets to not be more than 30' away from the building per Standard A-1
  3. Deferred submittal required for Sprinklers, Alarms and High Pile Storage.
  4. Mechanical Smoke Removal System may be required for High Pile Storage based on the 2019 CFC Table 3206.2 when plans are submitted for HPS. If the Travel Distance exceeds 250' then it will be required.
199. Water System. Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using Appendix B of the California Fire Code.

#### **DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149**

200. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.

201. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
- Monuments set to mark property lines or corners;
  - Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
  - Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

**PUBLIC HEALTH – Environmental Health Services 800.442.2283**

202. Vector Control Requirement. The project area has a high probability of containing vectors. DEHS Vector Control Section will determine the need for vector survey and any required control programs. A vector clearance letter shall be submitted to DEHS/Land Use. For information, contact Vector Control at (800) 442-2283.
203. Demolition Inspection Required. All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any such premises. For information, contact EHS Vector Section at 1-800-442-2283.

**PRIOR TO ISSUANCE OF BUILDING PERMITS**  
The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

204. Lighting Plans. Exterior lighting on industrial and business park properties shall comply with requirements as contained in Section 3.6 – Lighting of the BBPSP.
205. Trash/Recyclables Receptacles. All trash and recyclables receptacles shall be in compliance with Public Works, Solid Waste Management standards. They shall be enclosed by six-foot high masonry walls with steel gates. A concrete apron equal to the width of the gate and outward from the enclosure a minimum of six feet shall be provided.
206. Landscape and Irrigation Plan. Landscape design and installation shall comply with requirements as contained in Section 4.7 – Landscape Design of the BBPSP.
207. Energy Efficiency for Commercial/Industrial Development (GHG Reduction Measure R2E7). The developer shall document that the design of the proposed structure exceeds the current Title 24 energy efficiency requirements as indicated below:

Building Envelope:

- Enhanced Insulation – (rigid wall insulation-13, Roof/attic R-38) (11 points).
- Windows – Greatly Enhanced window Insulation (0.28 or less U-factor, 0.22 or less SHGC) (7 points)
- Cool Roof – Greatly Enhanced cool roof (10 points)
- Air Filtration – air barrier HERS Verified Quality Insulation (7 points)
- Enhanced Thermal Mass (4 points)

Indoor Space Efficiencies:

- Heating/Cooling Distribution system. Enhanced Duct insulation (6 points)
- Space Heating – High Efficiency HVAC (5 points)
- Water Heaters – High Efficiency Water Heater (10 points)
- Daylighting All peripheral rooms have at least one window (1 point)
- Artificial Lighting – High Efficiency Lights (8 points)

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Miscellaneous Commercial/Industrial Building Efficiencies:

- Building Placement – North/South alignment (4 points)
- Shading – at least 90% south-facing glazing (6 points)

Commercial Irrigation Landscaping:

- Water Efficient Landscaping – Only CA native landscape (5 points).
- Water Efficient irrigation Systems – Weather based irrigation (3 points)

Commercial Potable Water:

- Toilets – Water efficient toilets/Urinals (1.5gpm) (3 points)
- Water efficient Faucets – (2 points).

Preferential Parking:

- Provide reserved preferential and large parking spaces accommodating vanpools, ridesharing (2 points)

Install Electric Vehicle Chargers:

- Installation of 12 electric Vehicle (EV) chargers for passenger EV's - Level 2 fast charger (60 points)

Recycling:

- Provide reserved preferential and large parking spaces accommodating vanpools, ridesharing (2 points)

Recycling:

- Provide separated recycling bins (2 points)
- Recycle construction waste (4 points)

208. Comply with applicable Mitigation Measures in the attached Mitigation Monitoring and Reporting Program (MMRP) which are incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

209. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.
210. Temporary Use Permit: A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

211. Utilities. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.
212. Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is \$1.82 per square foot for High Cube Use, which includes the 1.25 million sq. ft. building per the site plan dated 6/15/2020.

Therefore, the estimated Regional Transportation Fees for the Project is \$2,277,984.80. The current Regional Transportation Development Mitigation Plan can be found at the following website:

<http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx>

### **SPECIAL DISTRICTS – (909) 387-5940**

213. This project lies within the district boundary of County Service Area 70, Zone SL-1. Due to your projected use of the property, street lighting may be required. If required, please provide the street lighting plans, plan check fees, and (3) three-year advanced energy charges to the Special Districts Department for review and approval. Development plans are to be submitted to the Special Districts Department at 222 W. Hospitality Lane, 2nd Floor, San Bernardino, CA 92415-0450. For additional information on street light plans, please call Streetlighting Section at (909) 386-8821.

### **PUBLIC HEALTH – Environmental Health Services 800.442.2283**

214. Water Purveyor. Water purveyor shall be West Valley WD or EHS approved.
215. Demolition Inspection Required All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any such premises. For information, contact EHS Vector Section at 1-800-442-2283.
216. Water Letter. The Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. The letter shall reference File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with the project address may suffice. For information, contact the Water Section at 800.442.2283.
217. Water and Sewer Service Verification. Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either: (1) Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or, (2) Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.
218. Sewer Letter. The Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).
219. Sewage Disposal Method of sewage disposal shall be City of Rialto Municipal Agency, or, if not available, EHS approved on-site wastewater treatment system (OWTS).
220. Acoustical Information. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standards, SBCC §83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance with noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 800.442.2283.

### **COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

221. Building Plans. Building plans shall be submitted to the Fire Department for review and approval.
222. Fire Flow Test. Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied. This requirement shall be completed prior to combination inspection by Building and Safety.

223. **Water System.** Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using California Fire Code. The Fire Flow for this project shall be: 4000 GPM for a 4 hour duration at 20 psi residual operating pressure. Fire Flow is based on a 383,000 sq.ft. structure.
224. **Water System Certification.** The applicant shall provide the Fire Department with a letter from the serving water company, certifying that the required water improvements have been made or that the existing fire hydrants and water system will meet distance and fire flow requirements. Fire flow water supply shall be in place prior to placing combustible materials on the job site.

**DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961**

225. **Construction and Demolition Waste Management Plan (CDWMP) Part 1** – The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project. The CWMP shall list the types and weights of solid waste materials expected to be generated from construction. The CWMP shall include options to divert waste materials from landfill disposal, materials for reuse or recycling by a minimum of 65% of total weight or volume. Forms can be found on our website at <http://cms.sbcounty.gov/dpw/solidwastemanagement.aspx>. An approved CDWMP Part 1 is required before a permit can be issued. There is a one time fee of \$150.00 for residential projects/\$530.00 for commercial/non-residential projects.

**DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149**

226. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.
227. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
- a. Monuments set to mark property lines or corners;
  - b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
  - c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

**PRIOR TO FINAL INSPECTION OR OCCUPANCY**

The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

228. **Installation of Improvements.** All required on-site improvements shall be installed per approved plans.
229. **Shield Lights.** All shield lights shall comply with Section 3.6 – Lighting of BBPSP.
230. **Screen Rooftop.** All roof top mechanical equipment is to be screened from ground vistas.
231. **Construct all applicable screen Walls.** Construct a 14-foot screen walls.
232. **Landscaping/Irrigation.** All landscaping installation shall comply with Section 4.7 – Landscape Design of BBPSP.

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233. Wheel Stops. All back-in truck trailer parking spaces shall have a wheel stop or other physical barrier twelve feet from any wall, fence or building to prevent damage. All other vehicle spaces shall have wheel stops or curbs installed when adjacent to fences, walls or buildings; these shall be three feet (3') away from such facilities.
234. Signs. Prior to occupancy, the developer shall provide verification that the one freestanding sign is installed. All signs must comply with and be permitted in accordance with SBCC §83.13, Sign Regulations.
235. Disabled Access. Disabled access parking spaces shall be clearly marked as disabled spaces and said markings shall be maintained in good condition at all times.
236. Fees Paid. Prior to final inspection by the Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, all fees required under actual cost job number P201800232 shall be paid in full.
237. GHG – Installation/Implementation. The developer shall submit for review and obtain approval from County Planning evidence that all applicable GHG reduction measures have been installed, implemented and that specified performance objectives are being met.
238. Comply with applicable Mitigation Measures contained in the attached Mitigation Monitoring and Reporting Program (MMRP) which is attached and incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

239. Condition Compliance Release Form Sign-off. Prior to occupancy all Department requirements and sign-offs shall be completed.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

- Implement Drainage Plan: Prior to occupancy of any buildings within the project, the new drainage system shall be constructed by the applicant and inspected/approved by the County, Department of Public Works. Evidence of a viable maintenance mechanism for the drainage facilities shall be submitted to the County for review and approval.
240. Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private registered engineer shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.
241. WQMP Improvements. All required WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

242. LDD Requirements. All LDD requirements shall be completed by the applicant prior to occupancy.
243. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
244. Structural Section Testing. A thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer shall be submitted to County Public Works.
245. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Planning. It shall be maintained by the adjacent property owner or other County-approved entity.

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**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

246. Fire Sprinkler-NFPA #1. An automatic fire sprinkler system complying with NFPA 13 and the Fire Department standards is required. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit plans to the with hydraulic calculation and manufacturers specification sheets to the Fire Department for approval and approval. The contractor shall submit plans showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal.
247. Fire Alarm. An automatic monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required for 100 heads or more. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.
248. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.
249. Roof Certification. A letter from a licensed structural (or truss) engineer shall be submitted with an original wet stamp at time of fire sprinkler plan review, verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design.
250. Key Box. An approved Fire Department key box is required. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Knox Lock.
251. Inspection by the Fire Department. Permission to occupy or use the building (certificate of Occupancy or shell release) will not be granted until the Fire Department inspects, approves and signs off on the Building and Safety job card for "fire final".
252. Fire Lanes. The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The "No Parking, Fire Lane" signs shall be installed on public/private roads in accordance with the approved plan.

**DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961**

253. Construction and Demolition Waste Management Plan (CDWMP) Part 2 – The developer shall complete SWMD's CDWMP Part 2 for construction and demolition. This summary shall provide documentation of actual diversion of materials including but not limited to receipts, invoices or letters from diversion facilities or certification of reuse of materials on site. The CDWMP Part 2 shall provide evidence to the satisfaction of SWMD that demonstrates that the project has diverted from landfill disposal, material for reuse or recycling by a minimum of 65% of total weight or volume of all construction waste.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

254. Road Dedication/Improvements. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California.

**Jurupa Avenue (Major Arterial– 120')**

- Road Dedication. A 8-10-foot grant of easement is required to provide a half-width right-of-way of 60 feet.
- Street Improvements. Design curb and gutter with match up paving 40 feet from centerline.
- Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per
- County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to ensure sidewalk improvements with Public right-of-way.
- Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130.



- **Maple Avenue (Collector – 66')**
- Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "C".
- Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per
- County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to
- ensure sidewalk improvements are within Public right-of-way.
- Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130.

255. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.
256. Encroachment Permits. Prior to installation of driveways, sidewalks, etc., an encroachment permit is required from the County Department of Public Works, Permits/Operations Support Division, Transportation Permits Section (909) 387-1863 as well as other agencies prior to work within their jurisdiction.
257. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to the County and a written report shall be submitted to the Permits/Operations Support Division, Transportation Permits Section of the County Department of Public Works prior to any placement of base materials and/or paving.
258. Slope Easements. Slope rights shall be dedicated where necessary.
259. Street Type Entrance. Street type entrance(s) with curb returns shall be constructed at the entrance(s) to the development.
260. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing, shall be required as necessary.
261. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of the County Department of Public Works confirming the adequacy of the grade.
262. Road Standards and Design. All roads and design shall comply with requirements as specified in Sections 2.3 and 2.4 of BBPS.

**DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

263. Concurrent Conditions: The conditions for this project are concurrent with Planning Applications PROJ-2020-00034, PROJ-2020-00241, and PROJ-2020-00242. Pursuant to the traffic study by EPD Solutions dated 05/03/2022, these projects were studied together and not separated into phases. Therefore, all projects are subject to the satisfying the ALL of the following conditions regardless of the sequence they are started or status of completion. Similarly, if one of the listed projects satisfies a concurrent condition, the remaining projects should also be considered to have satisfied it equally.
264. Improvements: Prior to occupancy for this or any concurrent project, the Applicant shall design their street improvement plans and construct, or as allowed by Administrative process, their approved street improvement plans to include the following listed improvements.

If an improvement listed below has been completed by another development, party, or other appropriate means, at the time of occupancy, that same improvement shall be considered as complete for this project and any concurrent project.

If the Applicant is required to install an improvement listed below for this project or the concurrent projects, the Applicant may request reimbursement in the event there are existing ad hoc or Regional Transportation Fees that have been previously designated and identified for the construction of said improvement. Availability of ad hoc funds, if any, shall be limited to fees collected for the specific listed improvement. The amount of funds available, if any, shall be determined by the ad hoc fees collected for a listed improvement at the time certificate of completion is issued (Permit Completion). Availability of funds associated with the Regional Transportation Development Mitigation Plan, if any, shall be governed by that document. The amount of funds available, if any, shall be determined by Regional Transportation Fees collected for a listed improvement at the time certificate of completion is issued (Permit Completion).

- Locust Avenue / Santa Ana Avenue:
  - Add a Northbound left-turn lane and an Eastbound thru lane.
- Linden Avenue / Jurupa Avenue:
  - Convert the Eastbound right-turn lane to a shared Eastbound thru-right lane.
- Cedar Avenue / Slover Avenue:
  - Add a 2<sup>nd</sup> Eastbound left-turn lane.
- Cedar Avenue / Jurupa Avenue:
  - Add an eastbound left-turn lane.

*San Bernardino County, Shared Jurisdiction*

- Cedar Avenue / I-10 WB Ramps:
  - Convert the 3<sup>rd</sup> Southbound thru lane to a Southbound thru-right lane.
- Locust Avenue / Jurupa Avenue:
  - Install a traffic signal and construct southbound left lane and westbound left lane.

The Applicant shall construct, at 100% cost to the applicant all roadway improvements as shown on their approved street improvement plans. This shall include any software and/or hardware to implement approved signal coordination plans if applicable.

*City of Jurupa Valley Jurisdiction*

- Rubidoux Blvd. / Market Street:
  - Add a 2<sup>nd</sup> Southbound left-turn lane.
- Market Street / 24th Street:
  - Add a 2<sup>nd</sup> Westbound left-turn lane.

For those improvements outside the boundary of San Bernardino County, the Applicant shall provide adequate proof of completion by the jurisdictional agency, to the San Bernardino County Traffic Division to demonstrate these conditions have been satisfied.

Fair Share: The total fair share contribution for this project is required based on the traffic report dated 05/03/2022 from EPD Solutions, Inc. The fair share breakdown for these improvements and agency jurisdictions are shown below. Fair share contribution amounts shall be provided to the specified agency, or as allowed by Administrative process, prior to occupancy of this or any concurrent project.

**San Bernardino County:**

INTERSECTION	JURISDICTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED FAIR SHARE
<b>Laurel Avenue at Santa Ana Avenue</b> Construct 2nd eastbound thru lane.	SB County	\$306,894	39.72%	<b>\$121,891.37</b>

<b>Maple Avenue at Santa Ana Avenue</b> Construct 2nd eastbound thru lane.	SB County	\$306,894	20.37%	<b>\$62,515.44</b>
<b>Maple Avenue at Jurupa Avenue</b> Construct westbound thru lane and two stage gap acceptance.	SB County	\$306,894	56.32%	<b>\$172,840.52</b>
<b>Cedar Avenue at I-10 WB Ramps</b> Construct 3rd northbound thru lane.	50% SB County 50% Caltrans	\$306,894	33.55%	<b>\$102,962.94</b>
<b>Cedar Avenue at I-10 EB Ramps</b> Construct eastbound right lane.	50% SB County 50% Caltrans	\$596,739	24.08%	<b>\$143,702.14</b>
<b>Cedar Avenue at Orange Street</b> Change EB/WB phasing to split phasing	SB County	\$122,469	31.39%	<b>\$38,445.96</b>
<b>Cedar Avenue at Santa Ana</b> Construct eastbound and westbound left lane	SB County	\$170,497	65.27%	<b>\$111,290.47</b>
<b>Cedar Avenue at 11th Street</b> Construct eastbound left-turn lane	SB County	\$85,248	23.92%	<b>\$20,388.60</b>
<b>Cedar Avenue at 7th Street</b> Construct eastbound left-turn lane	SB County	\$85,248	13.68%	<b>\$11,659.29</b>

**Total Fair Share**

**\$785,696.73**

The total fair share contribution will be based on the fair share percentages listed above and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works - Traffic Division. At the present time, the estimated cost is \$785,696.73. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index

**City of Fontana:**

<b>INTERSECTION</b>	<b>JURISDICTION</b>	<b>ESTIMATED COST</b>	<b>FAIR SHARE PERCENTAGE</b>	<b>ESTIMATED FAIR SHARE</b>
<b>Sierra Avenue at I-10 Ramps</b> <b>Sierra Avenue at I-10 Ramps</b> Construct 3 <sup>rd</sup> eastbound left-turn lane.	50% Fontana 50% Caltrans	\$85,248	12.89%	<b>\$10,992.09</b>
<b>Sierra Avenue at Slover Avenue</b>	Fontana	\$42,624	16.14%	<b>\$6,881.23</b>

Convert eastbound right-turn lane to shared eastbound thru-right lane.				
<b>Sierra Avenue at Santa Ana Avenue</b> Convert northbound right-turn lane to shared northbound thru-right lane.	Fontana	\$42,624	26.89%	<b>\$11,459.84</b>

**Total Fair Share                    \$29,333.16**

The total fair share contribution to the City of Fontana for this project as shown is based on the traffic report from EPD Solutions dated 05/03/2022. The calculated fair share amount is \$29,333.16 as shown in the above table breakdown. The study-identified amounts may be adjusted to reflect actual construction costs incurred, if available, or adjusted to account for future construction costs using the Caltrans Construction Cost Index. Proof of payment (such as written receipt, official acknowledgment letter or email from authorized agency personnel) shall be provided to the San Bernardino County Traffic Division to demonstrate the mitigations outlined in this condition have been satisfied.

**City of Riverside:**

<b>INTERSECTION</b>	<b>JURISDICTION</b>	<b>ESTIMATED COST</b>	<b>FAIR SHARE PERCENTAGE</b>	<b>ESTIMATED FAIR SHARE</b>
<b>Market Street at SR-60 EB Ramps</b> Construct southbound left-turn lane	50% City of Riverside 50% Caltrans	\$85,248	100%	<b>\$85,248.00</b>

**Total Fair Share                    \$85,248.00**

The total fair share contribution to the City of Riverside for this project is based on the traffic report from EPD Solutions dated 05/03/2022. The calculated fair share amount is \$85,248.00 as shown in the above table breakdown. The study-identified amount may be adjusted to reflect actual construction costs incurred, if available, or adjusted to account for future construction costs using the Caltrans Construction Cost Index. Proof of payment (such as written receipt, official acknowledgment letter or email from authorized agency personnel) shall be provided to the County of San Bernardino Traffic Division to demonstrate the mitigations outlined in this condition have been satisfied.

**END OF CONDITIONS**

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**CONDITIONS OF APPROVAL**  
Bloomington BPSP Site 3 – PROJ-2020-00241/CUP

**GENERAL REQUIREMENTS**  
Ongoing and Operational Conditions

**LAND USE SERVICES – Planning Division 909.387.8311**

265. Project Description. This Conditional Use Permit approval is for the construction of a 479,000 square-foot high-cube warehouse on approximately 30.49 acres, in the Special Development Land Use Category, and the Bloomington Business Park Specific Plan – Industrial/Business Park (BL/SP – I/BP) zoning district, in compliance with the Bloomington Business Park Specific Plan, the Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations and landscape plans).
266. Project Location. The Project site is located at the southeast corner of Laurel Avenue and Santa Ana Avenue in the Bloomington Business Park Specific Plan.
267. Conditions of Approval: The developer shall provide a copy of the approved conditions and the site plan to every current and future commercial tenant, lessee, and any future property owner to facilitate compliance with these conditions of approval and continuous use requirements for the Project Site with APN: see attached Exhibit A, and Project Number: PROJ-2020-00241.
268. Revisions. Any subsequent changes to approved permits that would modify approved development permits, shall be submitted to the Director as specified in Section 5.4 of BBPSP.
269. Continuous Effect/Revocation. All Conditions of Approval applied to this project shall be effective continuously throughout the operative life of the project for the approved use. Failure of the property owner, tenant, applicant, developer or any operator to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.
270. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree to defend, indemnify and hold harmless the County or its "indemnities" (herein collectively the County's elected officials, appointed officials [including Planning Commissioners], Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action or proceeding against the County or its indemnitees to attack, set aside, void or annul an approval of the County by an indemnitee concerning the map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any Condition of Approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney's fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitee's "passive" negligence but does not apply to the indemnitee's "sole" or "active" negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.

271. Expiration. This project permit approval shall expire and become void if it is not “exercised” within three years of the effective date of this approval, unless an extension of time is granted. The permit is deemed exercised when either
- The permittee has commenced actual construction or alteration under a validly issued Building Permit, or
  - The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a Building Permit. [SBCC §86.06.060]

Occupancy of completed structures and operation of the approved exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:

- Building and Safety does not issue construction permits for all or part of the project or the construction permits expire before the completion of the structure and the final inspection approval.
- The County determines the land use to be abandoned or non-conforming.
- The County determines that the land use is not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

**PLEASE NOTE:** This will be the ONLY notice given of the expiration date. The developer is responsible for initiation of any Extension of Time application.

272. Extension of Time. County staff may grant extensions of time to the expiration date (listed above or as otherwise extended) in increments each not to exceed an additional three years beyond the current expiration date. The developer may file an application to request consideration of an extension of time with appropriate fees no less than 30 days before the expiration date. County staff may grant extensions of time based on a review of the Time application, which must include a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised Conditions of Approval or site plan modifications. (SBCC §86.06.060)

273. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.

274. Project Account. The Project account number is PROJ-2020-00241. This is an actual cost project with a deposit account to which hourly charges are assessed. The developer shall maintain a positive account balance at all times. A minimum balance of \$1000 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use. There shall be sufficient funds remaining in the account to properly fund file closure and any other required post-occupancy review and inspection (e.g. landscape performance).

275. Condition Compliance. In order to obtain construction permits for grading, building, final inspection, and/or tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their holds on each phase of development by providing to County Building and Safety the following:

- Grading Permits: a copy of the signed CCRF for grading/land disturbance and two “red” stamped and signed approved copies of the grading plans.
- Building Permits: a copy of the signed CCRF for building permits and three “red” stamped and signed approved copies of the final approved site plan.
- Final Occupancy: a copy of the signed CCRF for final inspection of each respective building or use of the land, after an on-site compliance inspection by County Planning.

276. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These may include:

- FEDERAL: None
- STATE: Regional Water Quality Control Board (RWQCB) - Santa Ana Region, South Coast Air Quality Management District

- c) COUNTY: Land Use Services – Planning/Building and Safety/Code Enforcement/Land Development, County Fire, Environmental Health Services, and Public Works.
  - d) LOCAL: City of Rialto.
277. Continuous Maintenance. The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
- a) Annual maintenance and repair. The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
  - b) Graffiti and debris. The developer shall remove graffiti and debris immediately through weekly maintenance.
  - c) Landscaping. The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying.
  - d) Dust control. The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
  - e) Erosion control. The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
  - f) External Storage. The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
  - g) Metal Storage Containers. The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
  - h) Screening. The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
  - i) Signage. The developer shall maintain all on-site signs, including posted area signs (e.g. "No Trespassing") in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
  - j) Lighting. The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
  - k) Parking and on-site circulation. The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires Planning Division review and approval. Markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled parking and path of travel, directional signs, pedestrian crossing, speed humps and "No Parking", "Carpool", and "Fire Lane" designations.
  - l) Fire Lanes. The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including "No Parking" designations and "Fire Lane" designations.
278. Lighting. Exterior lighting on industrial and business park properties shall comply with requirements as specified in Section 3.6 of BBPSP.
279. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.
280. Water Conservation. Structures shall incorporate interior and exterior water conservation measures (low-flow plumbing, water efficient landscaping, drip irrigation, minimization of turf areas, etc.) as required by the SBCC.
281. Construction Hours. Construction will be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday in accordance with the SBCC standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.



282. Underground Utilities. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.
283. AQ/Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
- a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)
  - b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
  - c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
  - d) On-site electrical power connections shall be provided.
  - e) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
  - f) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
284. Local Labor. The Developer and future operators of the Project shall make a good faith effort to employ residents of Bloomington and San Bernardino County pursuant to the Memorandum of Understanding (MOU) by and between San Bernardino County and Howard Industrial Partners, LLC.

**LAND USE SERVICES DEPARTMENT – Code Enforcement Division 909.387.8311**

285. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner and “developer” shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and “developer” (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.
286. Weed Abatement. The Applicant shall comply with San Bernardino County weed abatement regulations [SBCC §23.031-23.043] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

287. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off-site/on-site drainage flows around and through the site in a manner that will not adversely affect adjacent or downstream properties at the time the site is developed.
288. Additional Drainage Requirements. In addition to drainage requirements stated herein, other on-site and/or off-site improvements may be required that cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
289. Erosion Control Installation. Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.
290. Continuous BMP Maintenance. The property owner/“developer” is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.
291. BMP Enforcement. In the event the property owner/“developer” (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or “developer”, including administrative costs, attorney’s fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

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**DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961**

292. Franchise Hauler Service Area –This project falls within a County Franchise Area. If subscribing for the collection and removal of construction and demolition waste from the project site, all developers, contractors, and subcontractors shall be required to receive services through the grantee holding a franchise agreement in the corresponding County Franchise Area (Burrtec- dba Jack's Disposal).
293. Recycling Storage Capacity. The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of AB 2176.
294. Mandatory Commercial Recycling. Beginning July 1, 2012, all businesses defined to include a commercial or public entity that generates four or more cubic yards of commercial solid waste a week or is a multi-family residential dwelling of five or more must arrange for recycling services. The County is required to monitor business recycling and will require the business to provide recycling information. This requirement is to assist the County in compliance with the recycling requirements of AB 341.
295. Mandatory Trash Service – This property falls within a Uniform Handling Service area. All owners of a dwelling or a commercial or industrial unit within the uniform handling area shall, upon notice thereof, be required to accept uniform handling service from the grantee holding a franchise agreement and pay the rate of such services. This requirement is a stipulation of County Code Title 4, Division 6, Chapter 5, Section 46.0501.
296. Mandatory Commercial Organics Recycling – A business generating organic waste shall arrange for the recycling services in a manner that is consistent with state and local laws and requirements, including a local ordinance or local jurisdiction's franchise agreement, applicable to the collection, handling, or recycling of solid and organic waste or arrange for separate organic waste collection and recycling services, until the local ordinance or local jurisdiction's franchise agreement includes organic waste recycling services. A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. **Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste.** Residential multifamily dwellings of five (5) or more units are required to recycle organics; however, they are not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County on efforts to recycle organics materials once operational. As of January 1, 2019, AB 1826 (Enacted October 2014) requires businesses that generate four (4) cubic yards of solid waste per week to recycle their organic waste.

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

297. Construction Permits. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.
298. Standard A-1 FIRE APPARATUS ACCESS ROAD DESIGN, CONSTRUCTION AND MAINTENANCE. This standard shall apply to the design, construction and maintenance of all new fire apparatus access roads within the jurisdiction, as well as fire apparatus access roads at existing facilities when applied at the discretion of the fire code official.
299. Standard A-3 GATES AND OTHER OBSTRUCTIONS TO FIRE DEPARTMENT ACCESS. This standard shall apply to all obstructions, access control devices, traffic calming devices, or other similar systems within any roadways that serve as fire access in all new or existing residential, commercial, and industrial development. This standard does not apply to obstructions within parking aisles that do not serve as fire apparatus access roads.

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300. Standard B-1 PREMISE AND BUILDING IDENTIFICATION AND ADDRESSING. This standard applies to the marking of all buildings with address numbers for identification.
301. Standard B-2 CONSTRUCTION SITE FIRE SAFETY  
This standard establishes minimum requirements for fire safety during construction and demolition. This document shall not be construed to be in lieu of any other applicable State or Federal law or regulation related to construction site safety. The general contractor or other designee of the building owner shall be responsible for compliance with these standards.
302. Standard F-1 FIRE SPRINKLER SYSTEMS IN COMMERCIAL AND INDUSTRIAL BUILDINGS  
This standard, in conjunction with the latest edition of NFPA 13, shall apply to the design and installation of, and the modification to, all fire sprinkler systems in commercial and industrial occupancies. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 13 or the California Fire Code.
303. Standard F-4 POST INDICATOR VALVES AND FIRE DEPARTMENT CONNECTIONS  
This standard, in conjunction with the latest edition of NFPA 13, NFPA 13R and NFPA 24, shall apply to the design and installation of, and the modification to, all new and existing fire sprinkler systems in commercial and industrial buildings and multi-family dwellings. This standard and its interpretation shall take NOT precedent where there is any conflict with NFPA standards.
304. Standard F-5 DESIGN, INSTALLATION AND MAINTENANCE OF FIRE ALARM SYSTEMS  
This standard applies to all new installations and modifications of existing fire alarm systems, within new construction as well as building additions and tenant improvements within existing buildings. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 72 or the California Fire Code.
305. Standard W-2 ONSITE FIRE PROTECTION WATER SYSTEMS. This standard establishes minimum requirements for installation and maintenance of all private fire hydrants and appliances related to an onsite fire protection system.
306. Standard S-1 HIGH PILE STORAGE/WAREHOUSE BUILDINGS. This standard shall apply to all storage occupancies designated as High Pile Storage as defined by the current California Fire Code (CFC), Chapter 32, the San Bernardino County Fire Code and Standards, and any other nationally applicable standards.

**PUBLIC HEALTH – Environmental Health Services 800.442.2283**

307. Noise. Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call DEHS at 1-800-442-2283.
308. Refuse Storage and Disposal. All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least **1** time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least **2** times per week, or as often if necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq. For information, please call DEHS/LEA at: 1-800-442-2283.

**DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

309. Project vehicles shall not back up into the project site nor shall they back out into the public roadway.
310. Access. The access points to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.

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**PRIOR TO ISSUANCE OF GRADING PERMITS OR LAND DISTURBING ACTIVITY**

The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

311. AQ – Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
- a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)]. Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use. All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
  - b) On-site electrical power connections shall be provided.
  - c) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
  - d) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
312. AQ – Dust Control Plan. The developer shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:
- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.
  - b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
  - c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
  - d) Storm water control systems shall be installed to prevent off-site mud deposition.
  - e) All trucks hauling dirt away from the site shall be covered.
  - f) Construction vehicle tires shall be washed, prior to leaving the project site.
  - g) Rumble plates shall be installed at construction exits from dirt driveways.
  - h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
  - i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.
313. AQ – Construction Standards. The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
  - b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
  - c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
  - d) All gasoline-powered equipment shall have catalytic converters.
  - e) Provide onsite electrical power to encourage use of electric tools.
  - f) Minimize concurrent use of equipment through equipment phasing.
  - g) Provide traffic control during construction to reduce wait times.
  - h) Provide on-site food service for construction workers to reduce offsite trips.
  - i) Implement the County approved Dust Control Plan (DCP)
  - j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside Counties).

314. AQ – Coating Restriction Plan. The developer shall submit for review and obtain approval from County Planning of a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a condition that the contractors adhere to the requirements of the CRP. The CRP measures shall be following implemented to the satisfaction of County Building and Safety:
- a) Architectural coatings with Reactive Organic Compounds (ROC) shall not have content greater than 100 g/l.
  - b) Architectural coating volume shall not exceed the significance threshold for ROG, which is 75 lbs. /day and the combined daily ROC volume of architectural coatings and asphalt paving shall not exceed the significance threshold for ROC of 75 lbs. per day.
  - c) High-Volume, Low Pressure (HVLP) spray guns shall be used to apply coatings.
  - d) Precoated/natural colored building materials, water-based or low volatile organic compound (VOC) coatings shall be used, if practical.
  - e) Comply with SCAQMD Rule 1113 on the use or architectural coatings.
315. Comply with applicable Mitigation Measures contained in the attached Mitigation Monitoring and Reporting Program (MMRP) which is incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

316. Geology Report: If cut slopes steeper than 2:1 (horizontal to vertical) or grading involving 5,000 cubic yards or more are proposed, a geology report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to issuance of grading permits or land disturbance.
317. Geotechnical (Soil) Report: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits or land disturbance.
318. Demolition Permit: Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering. \
319. Temporary Use Permit. A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.
320. Wall Plans. Submit plans and obtain separate building permits for any required retaining walls.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

321. Drainage Plan: The proposed overall drainage study (DRNSTY-2021-00056), which includes collection of tributary offsite and mitigated onsite stormwater runoff to be conveyed to an adequate outlet, has been preliminarily approved. The final drainage study incorporating the hydraulic design and final engineering plans must be submitted for review and approval, along with any necessary offsite right-of-way/permissions acquired, prior to the issuance of permits for the project. The drainage plan for the development of this specific plan shall be designed in a manner that will not exacerbate the existing flooding conditions and adversely impact the surrounding properties within the watershed. The proposed design for the drainage improvements shall be reviewed and approved by County staff and be constructed per the approved design and required standards. The design of the improvements shall include, but are not limited to, head/wing walls, energy dissipaters for flow velocities greater than 6 fps, public drainage easements (if needed), access appurtenances related to maintenance of all inlets and outlets for the system and shall be in compliance with all necessary environmental permits. An alternative drainage plan may be implemented if found to be in conformance with conditions of approval for the project, County Development Code, and all applicable County Standards and is approved by the Land Use Services Director.
322. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval.

A \$750 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

323. FEMA Flood Zone. The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C8667H dated 08/28/2008. No elevation requirements. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.
324. Grading Plans. Grading and Erosion control plans shall be submitted for review and approval obtained, prior to construction. All Drainage and WQMP improvements shall be shown on the Grading plans according to the approved Drainage study. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.
325. NPDES Permit: An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. [www.swrcb.ca.gov](http://www.swrcb.ca.gov)
326. Regional Board Permit: Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.
327. On-site Flows. On-site flows need to be directed to drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.
328. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,650 deposit for WQMP review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: (<http://cms.sbcounty.gov/dpw/Land/WQMPTemplatesandForms.aspx>)
329. WQMP Inspection Fee. The developer shall provide a \$3,600 deposit to Land Development Division for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

#### **COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

330. Additional Requirements. In addition to the Fire requirements stated herein, other onsite and offsite improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office:
1. Show Location of the Public Hydrants on the street
  2. Access to be 30' on all roads around the complex per Standard A-1. Side streets to not be more than 30' away from the building per Standard A-1
  3. Deferred submittal required for Sprinklers, Alarms and High Pile Storage.
  4. Mechanical Smoke Removal System may be required for High Pile Storage based on the 2019 CFC Table 3206.2 when plans are submitted for HPS. If the Travel Distance exceeds 250' then it will be required.
331. Water System. Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using Appendix B of the California Fire Code.

#### **DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149**

332. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with

the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.

333. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
- Monuments set to mark property lines or corners;
  - Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
  - Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

#### **PUBLIC HEALTH – Environmental Health Services 800.442.2283**

334. Vector Control Requirement. The project area has a high probability of containing vectors. DEHS Vector Control Section will determine the need for vector survey and any required control programs. A vector clearance letter shall be submitted to DEHS/Land Use. For information, contact Vector Control at (800) 442-2283.
335. Demolition Inspection Required. All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any such premises. For information, contact EHS Vector Section at 1-800-442-2283.

#### **PRIOR TO ISSUANCE OF BUILDING PERMITS**

The Following Shall Be Completed

#### **LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

336. Lighting Plans. Exterior lighting on industrial and business park properties shall comply with requirements as contained in Section 3.6 – Lighting of the BBPSP.
337. Trash/Recyclables Receptacles. All trash and recyclables receptacles shall be in compliance with Public Works, Solid Waste Management standards. They shall be enclosed by six-foot high masonry walls with steel gates. A concrete apron equal to the width of the gate and outward from the enclosure a minimum of six feet shall be provided.
338. Landscape and Irrigation Plan. Landscape design and installation shall comply with requirements as contained in Section 4.7 – Landscape Design of the BBPSP.
339. Energy Efficiency for Commercial/Industrial Development (GHG Reduction Measure R2E7). The developer shall document that the design of the proposed structure exceeds the current Title 24 energy efficiency requirements as indicated below or via other methods that meet the 100 point requirement :

##### Building Envelope:

- Enhanced Insulation – (rigid wall insulation-13, Roof/attic R-38) (11 points).
- Windows – Greatly Enhanced window Insulation (0.28 or less U-factor, 0.22 or less SHGC) (7 points)
- Cool Roof – Greatly Enhanced cool roof (10 points)
- Air Filtration – air barrier HERS Verified Quality Insulation (7 points)
- Enhanced Thermal Mass (4 points)

##### Indoor Space Efficiencies:

- Heating/Cooling Distribution system. Enhanced Duct insulation (6 points)
- Space Heating – High Efficiency HVAC (5 points)
- Water Heaters – High Efficiency Water Heater (10 points)
- Daylighting All peripheral rooms have at least one window (1 point)
- Artificial Lighting – High Efficiency Lights (8 points)



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Miscellaneous Commercial/Industrial Building Efficiencies:

- Building Placement – North/South alignment (4 points)
- Shading – at least 90% south-facing glazing (6 points)

Commercial Irrigation Landscaping:

- Water Efficient Landscaping – Only CA native landscape (5 points).
- Water Efficient irrigation Systems – Weather based irrigation (3 points)

Commercial Potable Water:

- Toilets – Water efficient toilets/Urinals (1.5gpm) (3 points)
- Water efficient Faucets – (2 points).

Preferential Parking:

- Provide reserved preferential and large parking spaces accommodating vanpools, ridesharing (2 points)

Install Electric Vehicle Chargers:

- Installation of 12 electric Vehicle (EV) chargers for passenger EV's - Level 2 fast charger (60 points)

Recycling:

- Provide reserved preferential and large parking spaces accommodating vanpools, ridesharing (2 points)

Recycling:

- Provide separated recycling bins (2 points)
- Recycle construction waste (4 points)

340. Comply with applicable Mitigation Measures in the attached Mitigation Monitoring and Reporting Program (MMRP) which are incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

341. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.
342. Temporary Use Permit: A Temporary Use Permit (T.U.P.) for the office trailer will be required or it must be placed on a permanent foundation per State H.C.D. guidelines. A T.U.P. is only valid for a maximum of five (5) years.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

343. Utilities. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.
344. Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid by a cashier's check to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted, and the building permit is applied for. The Plan Fee is subject to change periodically. Currently, the fee is \$1.82 per square foot for High Cube Use, which includes the 479,000 square foot high cube warehouse per the site plan dated November 2021.

Therefore, the estimated Regional Transportation Fees for the Project is \$871,780.00. The current Regional Transportation Development Mitigation Plan can be found at the following website:

<http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx>

### **SPECIAL DISTRICTS – (909) 387-5940**

345. This project lies within the district boundary of County Service Area 70, Zone SL-1. Due to your projected use of the property, street lighting may be required. If required, please provide the street lighting plans, plan check fees, and (3) three-year advanced energy charges to the Special Districts Department for review and approval. Development plans are to be submitted to the Special Districts Department at 222 W. Hospitality Lane, 2nd Floor, San Bernardino, CA 92415-0450. For additional information on street light plans, please call Streetlighting Section at (909) 386-8821.

### **PUBLIC HEALTH – Environmental Health Services 800.442.2283**

346. Water Purveyor. Water purveyor shall be West Valley WD or EHS approved.
347. Water Letter. The Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. The letter shall reference File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with the project address may suffice. For information, contact the Water Section at 800.442.2283.
348. Water and Sewer Service Verification. Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either: (1) Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or, (2) Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.
349. Sewer Letter. The Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).
350. Sewage Disposal Method of sewage disposal shall be City of Rialto Municipal Agency, or, if not available, EHS approved on-site wastewater treatment system (OWTS).
351. Acoustical Information. Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standards, SBCC §83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance with noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 800.442.2283.

### **COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

352. Building Plans. Building plans shall be submitted to the Fire Department for review and approval.
353. Fire Flow Test. Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied. This requirement shall be completed prior to combination inspection by Building and Safety.
354. Water System. Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using California Fire Code. The Fire Flow for this project shall be: 4000 GPM for a 4 hour duration at 20 psi residual operating pressure. Fire Flow is based on a 383,000 sq.ft. structure.

355. **Water System Certification.** The applicant shall provide the Fire Department with a letter from the serving water company, certifying that the required water improvements have been made or that the existing fire hydrants and water system will meet distance and fire flow requirements. Fire flow water supply shall be in place prior to placing combustible materials on the job site.

**DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961**

356. **Construction and Demolition Waste Management Plan (CDWMP) Part 1** – The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project. The CWMP shall list the types and weights of solid waste materials expected to be generated from construction. The CWMP shall include options to divert waste materials from landfill disposal, materials for reuse or recycling by a minimum of 65% of total weight or volume. Forms can be found on our website at <http://cms.sbcounty.gov/dpw/solidwastemanagement.aspx>. An approved CDWMP Part 1 is required before a permit can be issued. There is a one time fee of \$150.00 for residential projects/\$530.00 for commercial/non-residential projects.

**DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149**

357. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.
358. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
- a. Monuments set to mark property lines or corners;
  - b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
  - c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

**PRIOR TO FINAL INSPECTION OR OCCUPANCY**  
The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

359. **Installation of Improvements.** All required on-site improvements shall be installed per approved plans.
360. **Shield Lights.** All shield lights shall comply with Section 3.6 – Lighting of BBPSP.
361. **Screen Rooftop.** All roof top mechanical equipment is to be screened from ground vistas.
362. **Construct all applicable screen Walls.** Construct a 14-foot screen walls
363. **Landscaping/Irrigation.** All landscaping installation shall comply with Section 4.7 – Landscape Design of BBPSP.
364. **Wheel Stops.** All back-in truck trailer parking spaces shall have a wheel stop or other physical barrier twelve feet from any wall, fence or building to prevent damage. All other vehicle spaces shall have wheel stops or curbs installed when adjacent to fences, walls or buildings; these shall be three feet (3') away from such facilities.
365. **Signs.** Prior to occupancy, the developer shall provide verification that the one freestanding sign is installed. All signs must comply with and be permitted in accordance with SBCC §83.13, Sign Regulations.

366. Disabled Access. Disabled access parking spaces shall be clearly marked as disabled spaces and said markings shall be maintained in good condition at all times.
367. Fees Paid. Prior to final inspection by the Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, all fees required under actual cost job number PROJ-2020-00241 shall be paid in full.
368. GHG – Installation/Implementation. The developer shall submit for review and obtain approval from County Planning evidence that all applicable GHG reduction measures have been installed, implemented and that specified performance objectives are being met.
369. Comply with applicable Mitigation Measures contained in the attached. Mitigation Monitoring and Reporting Program (MMRP) which is incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

370. Implement Drainage Plan: Prior to occupancy of any buildings within the project, the new drainage system shall be constructed by the applicant and inspected/approved by the County, Department of Public Works. Evidence of a viable maintenance mechanism for the drainage facilities shall be submitted to the County for review and approval.
371. Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private registered engineer shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.
372. WQMP Improvements. All required WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

373. LDD Requirements. All LDD requirements shall be completed by the applicant prior to occupancy.
374. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
375. Structural Section Testing. A thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer shall be submitted to County Public Works.
376. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Planning. It shall be maintained by the adjacent property owner or other County-approved entity.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

377. Condition Compliance Release Form Sign-off. Prior to occupancy all Department requirements and sign-offs shall be completed.

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

378. Fire Sprinkler-NFPA #1. An automatic fire sprinkler system complying with NFPA 13 and the Fire Department standards is required. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit plans to the with hydraulic calculation and manufacturers specification sheets to the Fire Department for approval and approval. The contractor shall submit plans showing type of storage and use with the applicable protection system. The required fees shall be paid at the time of plan submittal.

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379. Fire Alarm. An automatic monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required for 100 heads or more. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit three (3) sets of detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.
380. Fire Extinguishers. Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.
381. Roof Certification. A letter from a licensed structural (or truss) engineer shall be submitted with an original wet stamp at time of fire sprinkler plan review, verifying the roof is capable of accepting the point loads imposed on the building by the fire sprinkler system design.
382. Key Box. An approved Fire Department key box is required. In commercial, industrial and multi-family complexes, all swing gates shall have an approved fire department Knox Lock.
383. Inspection by the Fire Department. Permission to occupy or use the building (certificate of Occupancy or shell release) will not be granted until the Fire Department inspects, approves and signs off on the Building and Safety job card for "fire final".
384. Fire Lanes. The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The "No Parking, Fire Lane" signs shall be installed on public/private roads in accordance with the approved plan.

#### **DEPARTMENT OF PUBLIC WORKS – Solid Waste Management 909.386.8961**

385. Construction and Demolition Waste Management Plan (CDWMP) Part 2 – The conditions for this project are concurrent with Planning Applications PROJ-2020-00034, PROJ-2020-00241, and PROJ-2020-00242. Pursuant to the traffic study by EPD Solutions dated 05/03/2022, these projects were studied together and not separated into phases. Therefore, all projects are subject to the satisfying the ALL of the following conditions regardless of the sequence they are started or status of completion. Similarly, if one of the listed projects satisfies a concurrent condition, the remaining projects should also be considered to have satisfied it equally.

#### **LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

386. Road Dedication/Improvements. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California.

##### **Santa Ana Avenue (Secondary Highway – 88')**

- Road Dedication. A varied width grant of easement is required to provide a half-width right-of-way of 44 feet. A 50-foot radius return grant of easement is required at the intersection of Santa Ana Ave and Laurel Ave.
- Street Improvements. Design curb and gutter with match up paving 32 feet from centerline.
- Design curb and gutter with match up paving 32 feet from centerline.
- Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within public right-of-way.
- Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130.

##### **Laurel Avenue (Collector – 66')**

- Road Dedication. A varied width grant of easement is required to provide a half-width right of-way of 33 feet.
- Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "C".

- Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within public right-of-way.
- Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130.

387. Road Standards and Design. All roads and design shall comply with requirements as specified in Sections 2.3 and 2.4 of BBPS.

388. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.

389. Encroachment Permits. Prior to installation of driveways, sidewalks, etc., an encroachment permit is required from the County Department of Public Works, Permits/Operations Support Division, Transportation Permits Section (909) 387-1863 as well as other agencies prior to work within their jurisdiction.

390. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to the County and a written report shall be submitted to the Permits/Operations Support Division, Transportation Permits Section of the County Department of Public Works prior to any placement of base materials and/or paving.

391. Slope Easements. Slope rights shall be dedicated where necessary.

392. Street Type Entrance. Street type entrance(s) with curb returns shall be constructed at the entrance(s) to the development.

393. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing, shall be required as necessary.

394. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of the County Department of Public Works confirming the adequacy of the grade.

395. Easement Quit Claim: An easement for pipelines and incidental purposes traverses the westerly boundary of parcel 1 and 2 of parcel map 3652. A Quitclaim deed shall be recorded prior to building permit issuance. -

#### **DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

396. Concurrent Conditions: The conditions for this project are concurrent with Planning Applications PROJ-2020-00034, PROJ-2020-00241, and PROJ-2020-00242. Pursuant to the traffic study by EPD Solutions dated 05/03/2022, these projects were studied together and not separated into phases. Therefore, all projects are subject to the satisfying the ALL of the following conditions regardless of the sequence they are started or status of completion. Similarly, if one of the listed projects satisfies a concurrent condition, the remaining projects should also be considered to have satisfied it equally.

397. Improvements: Prior to occupancy for this or any concurrent project, the Applicant shall design their street improvement plans and construct, or as allowed by Administrative process, their approved street improvement plans to include the following listed improvements.

If an improvement listed below has been completed by another development, party, or other appropriate means, at the time of occupancy, that same improvement shall be considered as complete for this project and any concurrent project.

If the Applicant is required to install an improvement listed below for this project or the concurrent projects, the Applicant may request reimbursement in the event there are existing ad hoc or Regional Transportation Fees that have been previously designated and identified for the construction of said improvement. Availability of ad hoc funds, if any, shall be limited to fees collected for the specific listed improvement. The amount of funds available, if any, shall be determined by the ad hoc fees collected for a listed improvement at the time certificate of completion is issued (Permit Completion). Availability of funds associated with the Regional Transportation Development Mitigation Plan, if any, shall be governed by that document. The amount of funds available, if any, shall be determined by Regional Transportation Fees collected for a listed improvement at the time certificate of completion is issued (Permit Completion).

- Locust Avenue / Santa Ana Avenue:
  - Add a Northbound left-turn lane and an Eastbound thru lane.
- Linden Avenue / Jurupa Avenue:
  - Convert the Eastbound right-turn lane to a shared Eastbound thru-right lane.
- Cedar Avenue / Slover Avenue:
  - Add a 2<sup>nd</sup> Eastbound left-turn lane.
- Cedar Avenue / Jurupa Avenue:
  - Add an eastbound left-turn lane.

*San Bernardino County, Shared Jurisdiction*

- Cedar Avenue / I-10 WB Ramps:
  - Convert the 3<sup>rd</sup> Southbound thru lane to a Southbound thru-right lane.
- Locust Avenue / Jurupa Avenue:
  - Install a traffic signal and construct southbound left lane and westbound left lane.

The Applicant shall construct, at 100% cost to the applicant all roadway improvements as shown on their approved street improvement plans. This shall include any software and/or hardware to implement approved signal coordination plans if applicable.

*City of Jurupa Valley Jurisdiction*

- Rubidoux Blvd. / Market Street:
  - Add a 2<sup>nd</sup> Southbound left-turn lane.
- Market Street / 24th Street:
  - Add a 2<sup>nd</sup> Westbound left-turn lane.

For those improvements outside the boundary of San Bernardino County, the Applicant shall provide adequate proof of completion by the jurisdictional agency, to the San Bernardino County Traffic Division to demonstrate these conditions have been satisfied.

Fair Share: The total fair share contribution for this project is required based on the traffic report dated 05/03/2022 from EPD Solutions, Inc. The fair share breakdown for these improvements and agency jurisdictions are shown below. Fair share contribution amounts shall be provided to the specified agency, or as allowed by Administrative process, prior to occupancy of this or any concurrent project.

**San Bernardino County:**

INTERSECTION	JURISDICTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED FAIR SHARE
<b>Laurel Avenue at Santa Ana Avenue</b> Construct 2nd eastbound thru lane.	SB County	\$306,894	39.72%	<b>\$121,891.37</b>



<b>Maple Avenue at Santa Ana Avenue</b> Construct 2nd eastbound thru lane.	SB County	\$306,894	20.37%	<b>\$62,515.44</b>
<b>Maple Avenue at Jurupa Avenue</b> Construct westbound thru lane and two stage gap acceptance.	SB County	\$306,894	56.32%	<b>\$172,840.52</b>
<b>Cedar Avenue at I-10 WB Ramps</b> Construct 3rd northbound thru lane.	50% SB County 50% Caltrans	\$306,894	33.55%	<b>\$102,962.94</b>
<b>Cedar Avenue at I-10 EB Ramps</b> Construct eastbound right lane.	50% SB County 50% Caltrans	\$596,739	24.08%	<b>\$143,702.14</b>
<b>Cedar Avenue at Orange Street</b> Change EB/WB phasing to split phasing	SB County	\$122,469	31.39%	<b>\$38,445.96</b>
<b>Cedar Avenue at Santa Ana</b> Construct eastbound and westbound left lane	SB County	\$170,497	65.27%	<b>\$111,290.47</b>
<b>Cedar Avenue at 11th Street</b> Construct eastbound left-turn lane	SB County	\$85,248	23.92%	<b>\$20,388.60</b>
<b>Cedar Avenue at 7th Street</b> Construct eastbound left-turn lane	SB County	\$85,248	13.68%	<b>\$11,659.29</b>

**Total Fair Share**

**\$785,696.73**

The total fair share contribution will be based on the fair share percentages listed above and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works - Traffic Division. At the present time, the estimated cost is \$785,696.73. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index

**City of Fontana:**

<b>INTERSECTION</b>	<b>JURISDICTION</b>	<b>ESTIMATED COST</b>	<b>FAIR SHARE PERCENTAGE</b>	<b>ESTIMATED FAIR SHARE</b>
<b>Sierra Avenue at I-10 Ramps</b> <b>Sierra Avenue at I-10 Ramps</b> Construct 3 <sup>rd</sup> eastbound left-turn lane.	50% Fontana 50% Caltrans	\$85,248	12.89%	<b>\$10,992.09</b>
<b>Sierra Avenue at Slover Avenue</b>	Fontana	\$42,624	16.14%	<b>\$6,881.23</b>

Convert eastbound right-turn lane to shared eastbound thru-right lane.				
<b>Sierra Avenue at Santa Ana Avenue</b> Convert northbound right-turn lane to shared northbound thru-right lane.	Fontana	\$42,624	26.89%	<b>\$11,459.84</b>

**Total Fair Share                      \$29,333.16**

The total fair share contribution to the City of Fontana for this project as shown is based on the traffic report from EPD Solutions dated 05/03/2022. The calculated fair share amount is \$29,333.16 as shown in the above table breakdown. The study-identified amounts may be adjusted to reflect actual construction costs incurred, if available, or adjusted to account for future construction costs using the Caltrans Construction Cost Index. Proof of payment (such as written receipt, official acknowledgment letter or email from authorized agency personnel) shall be provided to the San Bernardino County Traffic Division to demonstrate the mitigations outlined in this condition have been satisfied.

**City of Riverside:**

<b>INTERSECTION</b>	<b>JURISDICTION</b>	<b>ESTIMATED COST</b>	<b>FAIR SHARE PERCENTAGE</b>	<b>ESTIMATED FAIR SHARE</b>
<b>Market Street at SR-60 EB Ramps</b> Construct southbound left-turn lane	50% City of Riverside 50% Caltrans	\$85,248	100%	<b>\$85,248.00</b>

**Total Fair Share                      \$85,248.00**

The total fair share contribution to the City of Riverside for this project is based on the traffic report from EPD Solutions dated 05/03/2022. The calculated fair share amount is \$85,248.00 as shown in the above table breakdown. The study-identified amount may be adjusted to reflect actual construction costs incurred, if available, or adjusted to account for future construction costs using the Caltrans Construction Cost Index. Proof of payment (such as written receipt, official acknowledgment letter or email from authorized agency personnel) shall be provided to the County of San Bernardino Traffic Division to demonstrate the mitigations outlined in this condition have been satisfied.

**END OF CONDITIONS**

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## CONDITIONS OF APPROVAL

### Bloomington BPSD Site 4 – PROJ-2020-00242/CUP

## GENERAL REQUIREMENTS

### Ongoing and Operational Conditions

#### **LAND USE SERVICES – Planning Division 909.387.8311**

398. Project Description. This Conditional Use Permit approval is for the construction of a parking lot to accommodate 289 parking spaces for truck trailers, on approximately 9.55 acres, in the Bloomington Business Park Specific Plan – Industrial/Business Park (BL/SP – I/BP) zoning district, in compliance with the San Bernardino County Code (SBCC), California Building Codes, San Bernardino County Fire Code, California Fire Code, the Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations and landscape plans).
399. Project Location. The Project site is located at the west side of Laurel Avenue, approximately 627 feet south of Santa Ana Avenue in the Bloomington Business Park Specific Plan.
400. Conditions of Approval. The developer shall provide a copy of the approved conditions and the site plan to every current and future commercial tenant, lessee, and any future property owner to facilitate compliance with these conditions of approval and continuous use requirements for the Project Site with APN: 0256-091-07, and Project Number: PROJ-2020-00242.
401. Revisions. Any subsequent changes to approved permits that would modify approved development plan permits.
402. Continuous Effect/Revocation. All Conditions of Approval applied to this project shall be effective continuously throughout the operative life of the project for the approved use. Failure of the property owner, tenant, applicant, developer or any operator to comply with any or all of the conditions at any time may result in a public hearing and revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner or other party to correct the non-complying situation.
403. Indemnification. In compliance with SBCC §81.01.070, the developer shall agree to defend, indemnify and hold harmless the County or its "indemnities" (herein collectively the County's elected officials, appointed officials [including Planning Commissioners], Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action or proceeding against the County or its indemnitees to attack, set aside, void or annul an approval of the County by an indemnitee concerning the map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any Condition of Approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney's fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitee's "passive" negligence but does not apply to the indemnitee's "sole" or "active" negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.

404. Expiration. This project permit approval shall expire and become void if it is not “exercised” within three years of the effective date of this approval, unless an extension of time is granted. The permit is deemed exercised when either
- The permittee has commenced actual construction or alteration under a validly issued Building Permit, or
  - The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a Building Permit. [SBCC §86.06.060]

Occupancy of completed structures and operation of the approved exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs:

- Building and Safety does not issue construction permits for all or part of the project or the construction permits expire before the completion of the structure and the final inspection approval.
- The County determines the land use to be abandoned or non-conforming.
- The County determines that the land use is not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

**PLEASE NOTE:** This will be the ONLY notice given of the expiration date. The developer is responsible for initiation of any Extension of Time application.

405. Extension of Time. County staff may grant extensions of time to the expiration date (listed above or as otherwise extended) in increments each not to exceed an additional three years beyond the current expiration date. The developer may file an application to request consideration of an extension of time with appropriate fees no less than 30 days before the expiration date. County staff may grant extensions of time based on a review of the Time application, which must include a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised Conditions of Approval or site plan modifications. (SBCC §86.06.060)
406. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.
407. Project Account. The Project account number is PROJ-2020-00238. This is an actual cost project with a deposit account to which hourly charges are assessed. The developer shall maintain a positive account balance at all times. A minimum balance of \$1000 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use. There shall be sufficient funds remaining in the account to properly fund file closure and any other required post-occupancy review and inspection (e.g. landscape performance).
408. Condition Compliance. In order to obtain construction permits for grading, building, final inspection, and/or tenant occupancy for each approved building, the developer shall process a Condition Compliance Release Form (CCRF) for each respective building and/or phase of the development through the Planning Division in accordance with the directions stated in the Approval letter. The Planning Division shall release their holds on each phase of development by providing to County Building and Safety the following:
- Grading Permits: a copy of the signed CCRF for grading/land disturbance and two “red” stamped and signed approved copies of the grading plans.
  - Building Permits: a copy of the signed CCRF for building permits and three “red” stamped and signed approved copies of the final approved site plan.
  - Final Occupancy: a copy of the signed CCRF for final inspection of each respective building or use of the land, after an on-site compliance inspection by County Planning.
409. Additional Permits. The property owner, developer, and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These may include:
- FEDERAL: None
  - STATE: Regional Water Quality Control Board (RWQCB) - Santa Ana Region, South Coast Air Quality Management District

- c) COUNTY: Land Use Services – Planning/Building and Safety/Code Enforcement/Land Development, County Fire, Environmental Health Services, and Public Works.
  - d) LOCAL: City of Rialto.
410. Continuous Maintenance. The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to:
- a) Annual maintenance and repair. The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety.
  - b) Graffiti and debris. The developer shall remove graffiti and debris immediately through weekly maintenance.
  - c) Landscaping. The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying.
  - d) Dust control. The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided.
  - e) Erosion control. The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability.
  - f) External Storage. The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls.
  - g) Metal Storage Containers. The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals.
  - h) Screening. The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view.
  - i) Signage. The developer shall maintain all on-site signs, including posted area signs (e.g. “No Trespassing”) in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan.
  - j) Lighting. The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules.
  - k) Parking and on-site circulation. The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires Planning Division review and approval. Markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled parking and path of travel, directional signs, pedestrian crossing, speed humps and “No Parking”, “Carpool”, and “Fire Lane” designations.
  - l) Fire Lanes. The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including “No Parking” designations and “Fire Lane” designations.
411. Lighting. The glare from any luminous source shall comply with BBPSP, Section 3.6 – Lighting.
412. Clear Sight Triangle. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic.
413. Construction Hours. Construction will be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday in accordance with the SBCC standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.
414. Underground Utilities. No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.
415. AQ/Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:

- a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)
- b) Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use.
- c) All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
- d) On-site electrical power connections shall be provided.
- e) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
- f) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

416. Local Labor. The Developer and future operators of the Project shall make a good faith effort to employ residents of Bloomington and San Bernardino County pursuant to the Memorandum of Understanding (MOU) by and between San Bernardino County and Howard Industrial Partners, LLC.

**LAND USE SERVICES DEPARTMENT – Code Enforcement Division 909.387.8311**

417. Enforcement. If any County agency is required to enforce compliance with the conditions of approval, the property owner and “developer” shall be charged for such enforcement activities in accordance with the County Code Schedule of Fees. Failure to comply with these conditions of approval or the approved site plan design required for this project approval shall be enforceable against the property owner and “developer” (by both criminal and civil procedures) as provided by the San Bernardino County Code, Title 8 - Development Code; Division 6 - Administration, Chapter 86.09 - Enforcement.

418. Weed Abatement. The Applicant shall comply with San Bernardino County weed abatement regulations [SBCC §23.031-23.043] and periodically clear the site of all non-complying vegetation. This includes removal of all Russian thistle (tumbleweeds).

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

419. Tributary Drainage. Adequate provisions should be made to intercept and conduct the tributary off-site/on-site drainage flows around and through the site in a manner that will not adversely affect adjacent or downstream properties at the time the site is developed.

420. Additional Drainage Requirements. In addition to drainage requirements stated herein, other on-site and/or off-site improvements may be required that cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.

421. Erosion Control Installation. Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.

422. Continuous BMP Maintenance. The property owner/“developer” is required to provide periodic and continuous maintenance of all Best Management Practices (BMP) devices/facilities listed in the County approved Water Quality Management Plan (WQMP) for the project. This includes but is not limited to, filter material replacement and sediment removal, as required to assure peak performance of all BMPs. Furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste disposal methods in effect at the time such maintenance occurs.

423. BMP Enforcement. In the event the property owner/“developer” (including any successors or assigns) fails to accomplish the necessary BMP maintenance within five (5) days of being given written notice by County Public Works, then the County shall cause any required maintenance to be done. The entire cost and expense of the required maintenance shall be charged to the property owner and/or “developer”, including administrative costs, attorney’s fees and interest thereon at the rate authorized by the County Code from the date of the original notice to the date the expense is paid in full.

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**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

424. Standard A-1 FIRE APPARATUS ACCESS ROAD DESIGN, CONSTRUCTION AND MAINTENANCE. This standard shall apply to the design, construction and maintenance of all new fire apparatus access roads within the jurisdiction, as well as fire apparatus access roads at existing facilities when applied at the discretion of the fire code official.
425. Standard A-3 GATES AND OTHER OBSTRUCTIONS TO FIRE DEPARTMENT ACCESS  
This standard shall apply to all obstructions, access control devices, traffic calming devices, or other similar systems within any roadways that serve as fire access in all new or existing residential, commercial, and industrial development. This standard does not apply to obstructions within parking aisles that do not serve as fire apparatus access roads.
426. Standard B-1 PREMISE AND BUILDING IDENTIFICATION AND ADDRESSING. This standard applies to the marking of all buildings with address numbers for identification.
427. Standard B-2 CONSTRUCTION SITE FIRE SAFETY  
This standard establishes minimum requirements for fire safety during construction and demolition. This document shall not be construed to be in lieu of any other applicable State or Federal law or regulation related to construction site safety. The general contractor or other designee of the building owner shall be responsible for compliance with these standards.
428. Standard F-1 FIRE SPRINKLER SYSTEMS IN COMMERCIAL AND INDUSTRIAL BUILDINGS  
This standard, in conjunction with the latest edition of NFPA 13, shall apply to the design and installation of, and the modification to, all fire sprinkler systems in commercial and industrial occupancies. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 13 or the California Fire Code.
429. Standard F-4 POST INDICATOR VALVES AND FIRE DEPARTMENT CONNECTIONS  
This standard, in conjunction with the latest edition of NFPA 13, NFPA 13R and NFPA 24, shall apply to the design and installation of, and the modification to, all new and existing fire sprinkler systems in commercial and industrial buildings and multi-family dwellings. This standard and its interpretation shall take NOT precedent where there is any conflict with NFPA standards.
430. Standard F-5 DESIGN, INSTALLATION AND MAINTENANCE OF FIRE ALARM SYSTEMS  
This standard applies to all new installations and modifications of existing fire alarm systems, within new construction as well as building additions and tenant improvements within existing buildings. This standard and its interpretation is not intended to be applied or enforced where there is any conflict with NFPA 72 or the California Fire Code.
431. Standard W-2 ONSITE FIRE PROTECTION WATER SYSTEMS. This standard establishes minimum requirements for installation and maintenance of all private fire hydrants and appliances related to an onsite fire protection system.
432. Standard S-1 HIGH PILE STORAGE/WAREHOUSE BUILDINGS. This standard shall apply to all storage occupancies designated as High Pile Storage as defined by the current California Fire Code (CFC), Chapter 32, the San Bernardino County Fire Code and Standards, and any other nationally applicable standards.

**PUBLIC HEALTH – Environmental Health Services 800.442.2283**

433. Noise. Noise level shall be maintained at or below County Standards, Development Code Section 83.01.080. For information, please call DEHS at 1-800-442-2283.

**DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

434. Project vehicles shall not back up into the project site nor shall they back out into the public roadway.
435. Access. The access points to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.



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**PRIOR TO ISSUANCE OF GRADING PERMITS OR LAND DISTURBING ACTIVITY**

The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

436. AQ – Operational Standards. The developer shall implement the following air quality measures, during operation of the approved land use: All on-site equipment and vehicles (off-road/ on-road), shall comply with the following:
- a) County Diesel Exhaust Control Measures [SBCC § 83.01.040 (c)]. Signs shall be posted requiring all vehicle drivers and equipment operators to turn off engines when not in use. All engines shall not idle more than five minutes in any one-hour period on the project site. This includes all equipment and vehicles.
  - b) On-site electrical power connections shall be provided.
  - c) All transportation refrigeration units (TRU's) shall be provided electric connections, when parked on-site.
  - d) The loading docks shall be posted with signs providing the telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
437. AQ – Dust Control Plan. The developer shall prepare, submit for review and obtain approval from County Planning of both a Dust Control Plan (DCP) consistent with SCAQMD guidelines and a signed letter agreeing to include in any construction contracts/subcontracts a requirement that project contractors adhere to the requirements of the DCP. The DCP shall include the following requirements:
- a) Exposed soil shall be kept continually moist to reduce fugitive dust during all grading and construction activities, through application of water sprayed a minimum of two times each day.
  - b) During high wind conditions (i.e., wind speeds exceeding 25 mph), areas with disturbed soil shall be watered hourly and activities on unpaved surfaces shall cease until wind speeds no longer exceed 25 mph.
  - c) Storage piles that are to be left in place for more than three working days shall be sprayed with a non-toxic soil binder, covered with plastic or revegetated.
  - d) Storm water control systems shall be installed to prevent off-site mud deposition.
  - e) All trucks hauling dirt away from the site shall be covered.
  - f) Construction vehicle tires shall be washed, prior to leaving the project site.
  - g) Rumble plates shall be installed at construction exits from dirt driveways.
  - h) Paved access driveways and streets shall be washed and swept daily when there are visible signs of dirt track-out.
  - i) Street sweeping shall be conducted daily when visible soil accumulations occur along site access roadways to remove dirt dropped or tracked-out by construction vehicles. Site access driveways and adjacent streets shall be washed daily, if there are visible signs of any dirt track-out at the conclusion of any workday and after street sweeping.
438. AQ – Construction Standards. The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce vehicle and equipment emissions and other impacts to air quality by implementing the following measures and submitting documentation of compliance: The developer/construction contractors shall do the following:
- a) Provide documentation prior to beginning construction demonstrating that the project will comply with all SCAQMD regulations including 402, 403, 431.1, 431.2, 1113 and 1403.
  - b) Each contractor shall certify to the developer prior to construction-use that all equipment engines are properly maintained and have been tuned-up within last 6 months.
  - c) Each contractor shall minimize the use of diesel-powered vehicles and equipment through the use of electric, gasoline or CNG-powered equipment. All diesel engines shall have aqueous diesel filters and diesel particulate filters.
  - d) All gasoline-powered equipment shall have catalytic converters.
  - e) Provide onsite electrical power to encourage use of electric tools.
  - f) Minimize concurrent use of equipment through equipment phasing.
  - g) Provide traffic control during construction to reduce wait times.
  - h) Provide on-site food service for construction workers to reduce offsite trips.
  - i) Implement the County approved Dust Control Plan (DCP)
  - j) Suspend use of all construction equipment operations during second stage smog alerts. NOTE: For daily forecast, call (800) 367-4710 (San Bernardino and Riverside Counties).

439. Mitigation Measures. Comply with applicable Mitigation Measures contained in the attached Mitigation Monitoring and Reporting Program (MMRP) which are incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

440. Geology Report Required Before Grading: If cut slopes steeper than 2:1 (horizontal to vertical) or grading involving 5,000 cubic yards or more are proposed, a geology report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review prior to issuance of grading permits or land disturbance.
441. Geotechnical (Soil) Report Required Before Grading: When earthwork quantities exceed 5,000 cubic yards, a geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits or land disturbance.
442. Demolition Permit: Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.
443. Temporary Use Permit. A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.
444. Wall Plans. Submit plans and obtain separate building permits for any required retaining walls.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

445. Drainage Plan: The proposed overall drainage study (DRNSTY-2021-00056), which includes collection of tributary offsite and mitigated onsite stormwater runoff to be conveyed to an adequate outlet, has been preliminarily approved. The final drainage study incorporating the hydraulic design and final engineering plans must be submitted for review and approval, along with any necessary offsite right-of-way/permissions acquired, prior to the issuance of permits for the project. The drainage plan for the development of this specific plan shall be designed in a manner that will not exacerbate the existing flooding conditions and adversely impact the surrounding properties within the watershed. The proposed design for the drainage improvements shall be reviewed and approved by County staff and be constructed per the approved design and required standards. The design of the improvements shall include, but are not limited to, head/wing walls, energy dissipaters for flow velocities greater than 6 fps, public drainage easements (if needed), access appurtenances related to maintenance of all inlets and outlets for the system and shall be in compliance with all necessary environmental permits. An alternative drainage plan may be implemented if found to be in conformance with conditions of approval for the project, County Development Code, and all applicable County Standards and is approved by the Land Use Services Director.
446. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site drainage flows around and through the site in a manner, which will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$750 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.
447. FEMA Flood Zone. The project is located within Flood Zone X-unshaded according to FEMA Panel Number 06071C8666H dated 08/28/2008. No elevation requirements. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.
448. Grading Plans. Grading and Erosion control plans shall be submitted for review and approval obtained, prior to construction. All Drainage and WQMP improvements shall be shown on the Grading plans according to the approved Drainage study. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.

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449. NPDES Permit: An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. [www.swrcb.ca.gov](http://www.swrcb.ca.gov)
450. Regional Board Permit: Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity includes clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.
451. On-site Flows. On-site flows need to be directed to drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.
452. WQMP. A completed Water Quality Management Plan (WQMP) shall be submitted for review and approval obtained. A \$2,650 deposit for WQMP review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule. The report shall adhere to the current requirements established by the Santa Ana Watershed Region. Copies of the WQMP guidance and template can be found at: (<http://cms.sbcounty.gov/dpw/Land/WQMPTemplatesandForms.aspx>)
453. WQMP Inspection Fee. The developer shall provide a \$3,600 deposit to Land Development Division for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

454. Additional Requirements. In addition to the Fire requirements stated herein, other onsite and offsite improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office:
- Indicate the nearest Public Hydrant to the project. Minimum Fire Flow to be 1500 GPM@20psi for 2 hrs.
455. Water System. Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department.

**DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149**

456. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.
457. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
- a. Monuments set to mark property lines or corners;
  - b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
  - c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

**PUBLIC HEALTH – Environmental Health Services 800.442.2283**

458. Vector Control Requirement. The project area has a high probability of containing vectors. DEHS Vector Control Section will determine the need for vector survey and any required control programs. A vector clearance letter shall be submitted to DEHS/Land Use. For information, contact Vector Control at (800) 442-2283.

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**PRIOR TO ISSUANCE OF BUILDING PERMITS**

The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

459. Lighting Plans. Exterior lighting on industrial and business park properties shall comply with requirements as contained in Section 3.6 – Lighting of the BBPSP.
460. Trash/Recyclables Receptacles. All trash and recyclables receptacles shall be in compliance with Public Works, Solid Waste Management standards. They shall be enclosed by six-foot high masonry walls with steel gates. A concrete apron equal to the width of the gate and outward from the enclosure a minimum of six feet shall be provided.
461. Landscape and Irrigation Plan. Landscape design and installation shall comply with requirements as contained in Section 4.7 – Landscape Design of the BBPSP.
462. Comply with applicable Mitigation Measures in contained in the attached Mitigation Monitoring and Reporting Program (MMRP) which are incorporated herein by reference.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

463. Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.
464. Temporary Use Permit: Temporary Use Permit. A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

465. Utilities. Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.
466. Regional Transportation Fee. This project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Rialto Subarea. The Regional Transportation Development Mitigation Plan Fee (Plan Fee) shall be paid to the Land Use Services Department. The Plan Fee shall be computed in accordance with the Plan Fee Schedule in effect as of the date that the building plans are submitted and the building permit is applied for. The Plan Fee is subject to change periodically. Based on Table 12 “Future Industrial Park (Site 4 and PA A)” of the approved Traffic Study Report dated April 27, 2022, the project will generate 1,240 trips/day. Pursuant to the Regional Fee Plan Section 7(b)(5), the trip VMT conversion is 4.44. Table 7.6 shows \$214.63 per VMT for the Rialto Subarea.

Therefore, the Regional Transportation Fees for the Project is \$1,181,666.93 (1,240 Trips/Day x 4.44 VMT/Trips x \$214.63/VMT). The current Regional Transportation Development Mitigation Plan can be found at the following website: <https://www.sbcounty.gov/uploads/DPW/docs/Fee-Schedule-Regional-Plan.pdf>

**SPECIAL DISTRICTS – (909) 387-5940**

467. This project lies within the district boundary of County Service Area 70, Zone SL-1. Due to your projected use of the property, street lighting may be required. If required, please provide the street lighting plans, plan check fees, and (3) three-year advanced energy charges to the Special Districts Department for review and approval. Development plans are to be submitted to the Special Districts Department at 222 W. Hospitality Lane, 2nd Floor, San Bernardino, CA 92415-0450. For additional information on street light plans, please call Streetlighting Section at (909) 386-8821.

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**PUBLIC HEALTH – Environmental Health Services 800.442.2283**

468. **Demolition Inspection Required.** All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any such premises. For information, contact EHS Vector Section at 1-800-442-2283.
469. **Preliminary Acoustical Information.** Submit preliminary acoustical information demonstrating that the proposed project maintains noise levels at or below San Bernardino County Noise Standard(s), San Bernardino Development Code Section 83.01.080. The purpose is to evaluate potential future on-site and/or adjacent off-site noise sources. If the preliminary information cannot demonstrate compliance to noise standards, a project specific acoustical analysis shall be required. Submit information/analysis to the DEHS for review and approval. For information and acoustical checklist, contact DEHS at 1-800-442-2283.

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

470. **Building Plans.** Building plans shall be submitted to the Fire Department for review and approval.
471. **Fire Flow Test.** Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied. This requirement shall be completed prior to combination inspection by Building and Safety.
472. **Water System.** Prior to any land disturbance, the water systems shall be designed to meet the required fire flow for this development and shall be approved by the Fire Department. The required fire flow shall be determined by using California Fire Code. The Fire Flow for this project shall be: 4000 GPM for a 4 hour duration at 20 psi residual operating pressure. Fire Flow is based on a 383,000 sq.ft. structure.
473. **Water System Certification.** The applicant shall provide the Fire Department with a letter from the serving water company, certifying that the required water improvements have been made or that the existing fire hydrants and water system will meet distance and fire flow requirements. Fire flow water supply shall be in place prior to placing combustible materials on the job site.

**DEPARTMENT OF PUBLIC WORKS – Surveyor 909.387.8149**

474. If any activity on this project will disturb **any** land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying **prior** to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.
475. Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances:
- a. Monuments set to mark property lines or corners;
  - b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel;
  - c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

**PRIOR TO FINAL INSPECTION OR OCCUPANCY**

The Following Shall Be Completed

**LAND USE SERVICES DEPARTMENT – Planning Division 909.387.8311**

476. **Installation of Improvements.** All required on-site improvements shall be installed per approved plans.

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477. Shield Lights. All shield lights shall comply with Section 3.6 – Lighting of BBPSP.
478. Fence/wall. Construct all applicable 14-foot screen Walls.
479. Landscaping/Irrigation. All landscaping installation shall comply with Section 4.7 – Landscape Design of BBPSP.
480. Fees Paid. Prior to final inspection by the Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, all fees required under actual cost job number PROJ-2020-00242 shall be paid in full.
481. GHG – Installation/Implementation. The developer shall submit for review and obtain approval from County Planning evidence that all applicable GHG reduction measures have been installed, implemented and that specified performance objectives are being met.
482. Comply with Mitigation Measures contained in the Mitigation Monitoring and Reporting Program (MMRP) which is incorporated herein by reference).

**LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section 909.387.8311**

483. Implement Drainage Plan. Prior to occupancy of any buildings within the project, the new drainage system shall be constructed by the applicant and inspected/approved by the County, Department of Public Works. Evidence of a viable maintenance mechanism for the drainage facilities shall be submitted to the County for review and approval.
484. Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private registered engineer shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.
485. WQMP Improvements. All required WQMP improvements shall be completed by the applicant, inspected and approved by County Public Works. An electronic file of the final and approved WQMP shall be submitted to Land Development Division, Drainage Section.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

486. LDD Requirements. All LDD requirements shall be completed by the applicant prior to occupancy.
487. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.
488. Structural Section Testing. A thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer shall be submitted to County Public Works.
489. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Planning. It shall be maintained by the adjacent property owner or other County-approved entity.

**LAND USE SERVICES DEPARTMENT – Building and Safety Division 909.387.8311**

490. Condition Compliance Release Form Sign-off. Prior to occupancy all Department requirements and sign-offs shall be completed.

**LAND USE SERVICES DEPARTMENT – Land Development Division – Road Section 909.387.8311**

491. Road Dedication/Improvements. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements, designed by a Registered Civil Engineer (RCE), licensed in the State of California.

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**Laurel Avenue (Collector – 66')**

- Road Dedication. An additional 3-foot grant of easement is required to provide a half-width right-of-way of 33 feet
- Street Improvements. Design curb and gutter with match up paving 22 feet from centerline.
- Sidewalks. Design sidewalks per County Standard 109 Type "C".
- Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110. Adequate easement shall be provided to ensure sidewalk improvements are within public right-of-way.
- Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130.

492. Road Standards and Design. All roads and design shall comply with requirements as specified in Sections 2.3 and 2.4 of BBPS.

493. Construction Permits. Prior to installation of road and drainage improvements, a construction permit is required from County Public Works, Transportation Operations Division, Permit Section, (909) 387-8046, as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.

494. Encroachment Permits. Prior to installation of driveways, sidewalks, etc., an encroachment permit is required from the County Department of Public Works, Permits/Operations Support Division, Transportation Permits Section (909) 387-1863 as well as other agencies prior to work within their jurisdiction.

495. Soils Testing. Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to the County and a written report shall be submitted to the Permits/Operations Support Division, Transportation Permits Section of the County Department of Public Works prior to any placement of base materials and/or paving.

496. Slope Easements. Slope rights shall be dedicated where necessary.

497. Street Type Entrance. Street type entrance(s) with curb returns shall be constructed at the entrance(s) to the development.

498. Transitional Improvements. Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing, shall be required as necessary.

499. Street Gradients. Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of the County Department of Public Works confirming the adequacy of the grade.

**DEPARTMENT OF PUBLIC WORKS – Traffic Division 909.387.8186**

500. Concurrent Conditions: The conditions for this project are concurrent with Planning Applications PROJ-2020-00034, PROJ-2020-00241, and PROJ-2020-00242. Pursuant to the traffic study by EPD Solutions dated 05/03/2022, these projects were studied together and not separated into phases. Therefore, all projects are subject to the satisfying the ALL of the following conditions regardless of the sequence they are started or status of completion. Similarly, if one of the listed projects satisfies a concurrent condition, the remaining projects should also be considered to have satisfied it equally.

501. Improvements: Prior to occupancy for this or any concurrent project, the Applicant shall design their street improvement plans and construct, or as allowed by Administrative process, their approved street improvement plans to include the following listed improvements.

If an improvement listed below has been completed by another development, party, or other appropriate means, at the time of occupancy, that same improvement shall be considered as complete for this project and any concurrent project.



If the Applicant is required to install an improvement listed below for this project or the concurrent projects, the Applicant may request reimbursement in the event there are existing ad hoc or Regional Transportation Fees that have been previously designated and identified for the construction of said improvement. Availability of ad hoc funds, if any, shall be limited to fees collected for the specific listed improvement. The amount of funds available, if any, shall be determined by the ad hoc fees collected for a listed improvement at the time certificate of completion is issued (Permit Completion). Availability of funds associated with the Regional Transportation Development Mitigation Plan, if any, shall be governed by that document. The amount of funds available, if any, shall be determined by Regional Transportation Fees collected for a listed improvement at the time certificate of completion is issued (Permit Completion).

- Locust Avenue / Santa Ana Avenue:
  - Add a Northbound left-turn lane and an Eastbound thru lane.
- Linden Avenue / Jurupa Avenue:
  - Convert the Eastbound right-turn lane to a shared Eastbound thru-right lane.
- Cedar Avenue / Slover Avenue:
  - Add a 2<sup>nd</sup> Eastbound left-turn lane.
- Cedar Avenue / Jurupa Avenue:
  - Add an eastbound left-turn lane.

*San Bernardino County, Shared Jurisdiction*

- Cedar Avenue / I-10 WB Ramps:
  - Convert the 3<sup>rd</sup> Southbound thru lane to a Southbound thru-right lane.
- Locust Avenue / Jurupa Avenue:
  - Install a traffic signal and construct southbound left lane and westbound left lane.

The Applicant shall construct, at 100% cost to the applicant all roadway improvements as shown on their approved street improvement plans. This shall include any software and/or hardware to implement approved signal coordination plans if applicable.

*City of Jurupa Valley Jurisdiction*

- Rubidoux Blvd. / Market Street:
  - Add a 2<sup>nd</sup> Southbound left-turn lane.
- Market Street / 24th Street:
  - Add a 2<sup>nd</sup> Westbound left-turn lane.

For those improvements outside the boundary of San Bernardino County, the Applicant shall provide adequate proof of completion by the jurisdictional agency, to the San Bernardino County Traffic Division to demonstrate these conditions have been satisfied.

**Fair Share:** The total fair share contribution for this project is required based on the traffic report dated 05/03/2022 from EPD Solutions, Inc. The fair share breakdown for these improvements and agency jurisdictions are shown below. Fair share contribution amounts shall be provided to the specified agency, or as allowed by Administrative process, prior to occupancy of this or any concurrent project.

**San Bernardino County:**

INTERSECTION	JURISDICTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED FAIR SHARE
<b>Laurel Avenue at Santa Ana Avenue</b> Construct 2nd eastbound thru lane.	SB County	\$306,894	39.72%	<b>\$121,891.37</b>

<b>Maple Avenue at Santa Ana Avenue</b> Construct 2nd eastbound thru lane.	SB County	\$306,894	20.37%	<b>\$62,515.44</b>
<b>Maple Avenue at Jurupa Avenue</b> Construct westbound thru lane and two stage gap acceptance.	SB County	\$306,894	56.32%	<b>\$172,840.52</b>
<b>Cedar Avenue at I-10 WB Ramps</b> Construct 3rd northbound thru lane.	50% SB County 50% Caltrans	\$306,894	33.55%	<b>\$102,962.94</b>
<b>Cedar Avenue at I-10 EB Ramps</b> Construct eastbound right lane.	50% SB County 50% Caltrans	\$596,739	24.08%	<b>\$143,702.14</b>
<b>Cedar Avenue at Orange Street</b> Change EB/WB phasing to split phasing	SB County	\$122,469	31.39%	<b>\$38,445.96</b>
<b>Cedar Avenue at Santa Ana</b> Construct eastbound and westbound left lane	SB County	\$170,497	65.27%	<b>\$111,290.47</b>
<b>Cedar Avenue at 11th Street</b> Construct eastbound left-turn lane	SB County	\$85,248	23.92%	<b>\$20,388.60</b>
<b>Cedar Avenue at 7th Street</b> Construct eastbound left-turn lane	SB County	\$85,248	13.68%	<b>\$11,659.29</b>

**Total Fair Share**

**\$785,696.73**

The total fair share contribution will be based on the fair share percentages listed above and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works - Traffic Division. At the present time, the estimated cost is \$785,696.73. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index

**City of Fontana:**

<b>INTERSECTION</b>	<b>JURISDICTION</b>	<b>ESTIMATED COST</b>	<b>FAIR SHARE PERCENTAGE</b>	<b>ESTIMATED FAIR SHARE</b>
<b>Sierra Avenue at I-10 Ramps</b> <b>Sierra Avenue at I-10 Ramps</b> Construct 3 <sup>rd</sup> eastbound left-turn lane.	50% Fontana 50% Caltrans	\$85,248	12.89%	<b>\$10,992.09</b>
<b>Sierra Avenue at Slover Avenue</b>	Fontana	\$42,624	16.14%	<b>\$6,881.23</b>

Convert eastbound right-turn lane to shared eastbound thru-right lane.				
<b>Sierra Avenue at Santa Ana Avenue</b> Convert northbound right-turn lane to shared northbound thru-right lane.	Fontana	\$42,624	26.89%	<b>\$11,459.84</b>

**Total Fair Share                    \$29,333.16**

The total fair share contribution to the City of Fontana for this project as shown is based on the traffic report from EPD Solutions dated 05/03/2022. The calculated fair share amount is \$29,333.16 as shown in the above table breakdown. The study-identified amounts may be adjusted to reflect actual construction costs incurred, if available, or adjusted to account for future construction costs using the Caltrans Construction Cost Index. Proof of payment (such as written receipt, official acknowledgment letter or email from authorized agency personnel) shall be provided to the San Bernardino County Traffic Division to demonstrate the mitigations outlined in this condition have been satisfied.

**City of Riverside:**

<b>INTERSECTION</b>	<b>JURISDICTION</b>	<b>ESTIMATED COST</b>	<b>FAIR SHARE PERCENTAGE</b>	<b>ESTIMATED FAIR SHARE</b>
<b>Market Street at SR-60 EB Ramps</b> Construct southbound left-turn lane	50% City of Riverside 50% Caltrans	\$85,248	100%	<b>\$85,248.00</b>

**Total Fair Share                    \$85,248.00**

The total fair share contribution to the City of Riverside for this project is based on the traffic report from EPD Solutions dated 05/03/2022. The calculated fair share amount is \$85,248.00 as shown in the above table breakdown. The study-identified amount may be adjusted to reflect actual construction costs incurred, if available, or adjusted to account for future construction costs using the Caltrans Construction Cost Index. Proof of payment (such as written receipt, official acknowledgment letter or email from authorized agency personnel) shall be provided to the County of San Bernardino Traffic Division to demonstrate the mitigations outlined in this condition have been satisfied.

**END OF CONDITIONS**

Vesting Tentative Parcel Map 20300 – SITE 1  
**PROJECT DESCRIPTION**

1. Project Approval Description. This Vesting Tentative Parcel Map 20300 approval is for consolidating 31 parcels to create one parcel of approximately 17.67 acres and may be recorded in compliance with the conditions of approval, the approved stamped vesting tentative map. The project site is located at the northeast corner of Jurupa Avenue and Maple Avenue in the Bloomington Business Park Specific Plan. APN: see Attached Exhibit A, Project Number PROJ-2020-00245.

**NOTICES**

2. Expirations/VTPM. This conditional approval of the Vesting Tentative Parcel Map shall become null and void unless all conditions have been completed and the Vesting Tentative Map has been deemed complete by the County Surveyor for purposes of recordation within 36 months following the effective approval date, unless an extension of time is granted.

PLEASE NOTE: This will be the ONLY notice given of the approval expiration date. The developer is responsible for initiation of any extension request.

3. Extension of Time/VTPM. Where circumstances cause delays, which do not permit compliance with the required recordation time limit, the developer may submit for review and approval an application requesting an extension of time. County Land Use Services may grant such requests for extensions of time in compliance with the State Map Act Section 66452.6. An Extension of Time may be granted upon a successful review of an Extension of Time application, which includes a justification of the delay in recordation, a plan of action for completion and submittal of the appropriate fee, not less than 30 days prior to the expiration date. The granting of an extension request is a discretionary action that may be subject to additional or revised conditions of approval.
4. Revisions/VTPM. Any proposed change to the approved Tentative Parcel Map and/or the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Land Use Services for review and approval.
5. Condition Compliance. Condition compliance confirmation for purposes of Vesting Parcel Map recordation will be coordinated by the County Surveyor.
6. Project Account. The Project account number is PROJ-2020-00245. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works and County Counsel). Upon notice, the developer shall deposit additional funds to maintain or return the account to a positive balance. The developer is responsible for all expenses charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$1,000.00 shall be in the project account at the time of project approval and the initiation of the Condition Compliance Review. Sufficient funds shall remain in the

account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to recordation.

7. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.

#### **COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

8. Fire Condition Letter Expiration. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.

#### **LAND USE SERVICES DEPARTMENT – Planning Division (909) 387-8311**

9. Additional Permits. The property owner, developer and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These may include:

FEDERAL: U.S. Fish & Wildlife

STATE: Santa Ana Regional Water Quality Control Board, South Coast Air Quality Management District, Fish and Wildlife, State Fire Marshall, LAFCO

COUNTY: Land Use Services Department – Land Development Division & Building and Safety Division, Department of Public Works – Survey Division, Department of Public Health – Environmental Health Services Division, County Fire Department – Community Safety Division

LOCAL: City of Rialto

## CONDITIONS OF APPROVAL

10. Indemnification. In compliance with SBCC §81.01.070, the “developer” shall agree, to defend, indemnify, and hold harmless the County or its “indemnitees” (herein collectively the County’s elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the “developer” of any claim, action, or proceeding and that the County cooperates fully in the defense. The “developer” shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the “developer” of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitees' “passive” negligence but does not apply to the indemnitees' “sole” or “active” negligence or “willful misconduct” within the meaning of Civil Code Section 2782.

## PRIOR TO RECORDATION OF THE PARCEL MAP

### The Following Shall Be Completed

#### **DEPARTMENT OF PUBLIC WORKS – Surveyor (909) 387-8149**

11. Parcel Map. A Parcel Map is required in compliance with the Subdivision Map Act and the San Bernardino County Development Code.
12. Easements within the remainder portion of the map are to be dedicated by separate document.
13. Subdivider shall present evidence to the County Surveyor's Office that he has tried to obtain a non-interference letter from any utility company that may have rights of easement within the property boundaries.

14. Easements of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easement of record, which cannot be relinquished or relocated, shall be redesigned.
15. Review of the Parcel Map by our office is based on actual cost, and requires an initial \$3000.00 deposit. Prior to recordation of the map all fees due to our office for the project shall be paid in full.
16. A current Title Report prepared for subdivision purposes is required at the time the map is submitted to our office for review.

**PUBLIC HEALTH – Environmental Health Services [DEHS] (800) 442-2283**

17. Water Purveyor. Water purveyor shall be West Valley WD or EHS approved.
18. Water Service Verification Letter. Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. This letter shall reference the File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 1-800-442-2283.
19. Sewage Disposal. Method of sewage disposal shall be City of Rialto Muni Agency, or, if not available, EHS approved onsite wastewater treatment system (OWTS) that conforms to the Local Agency Management Program (LAMP).
20. Sewer Service Verification Letter. Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).
21. Water and Sewer Service Verification. Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either: (1) Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or, (2) Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.



**LAND USE SERVICES DEPARTMENT – Building and Safety Division (909) 387-8311**

22. Composite Development Plan (CDP) Note Requirements. The following Composite Development Plan (CDP) Requirements shall be placed on the CDP submitted as a requirement for Recordation of the final map:

“Wall Plans: Submit plans and obtain separate permits for any required retaining walls.”

“Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.”

“Geotechnical (Soil) Report: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review.”

“Temporary Use Permit: A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.”

“Demolition Permit Required Before Recordation. Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.”

23. “Geotechnical (Soil) Report Required. A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to recordation of the parcel map.”

**LAND USE SERVICES DEPARTMENT-Land Development-Drainage (909) 387-8311**

24. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities, and/or concentration of runoff from the site. Proof of recordation shall be provided to the Land Development Division.

25. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site 100-year drainage flows around and through the site in a safety manner that will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval

26. On-site Drainage Easement. On-site flows shall be directed within a drainage easement.

27. CDP/LDD - Drainage. A Composite Development Plan (CDP) is required, and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim):

“Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311”

“Natural Drainage. Natural Drainage Course(s) and/or Easement(s) shall not be occupied or obstructed unless specific approval is given by County Land Use Services Department - Land Development Division/Drainage Section for each lot/parcel.”

“FEMA Flood Zone. The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C8667H dated 08/28/2008. No elevation requirements. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.”

“Grading Plans. Grading and erosion control plans shall be submitted for review and approval obtained prior to construction. All drainage and WQMP improvements shall be shown on the grading plans according to the approved drainage study and final WQMP reports. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.”

“NPDES Permit: An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. [www.swrcb.ca.gov](http://www.swrcb.ca.gov)”

“Regional Board Permit: Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity include clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.”

“Additional Drainage Improvements. At the time each lot/parcel is developed, a California Registered Civil Engineer (RCE) shall prepare/design complete drainage improvement plans and profiles. After these are submitted for review and approval additional "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time.”

“Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private Registered Civil Engineer (RCE) shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.”

**LAND USE SERVICES DEPARTMENT-Land Development-Road (909) 387-8311**

28. Road Dedication. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications.

Jurupa Ave (Major Highway – 104')

Road Dedication. A 2-foot grant of easement is required to provide a half-width right-of-way of 52 feet.

29. CDP/LDD - Roads. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD prior to recordation of the Parcel Map (Statements in quotations shall be verbatim):

"Land Use Services Department / Land Development Division – Roads (909) 387-8311"

"Road Improvements. All required on-site and off-site improvements shall be completed by the applicant and inspected/approved by the County Department of Public Works."

"Structural Section Testing. Prior to occupancy, a thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer shall be submitted to the County Department of Public Works."

"Private Roads/Improvements Prior to occupancy, construction of private roads and private road related drainage improvements shall be inspected and certified by the engineer. Certification shall be submitted to Land Development by the engineer identifying all supporting engineering criteria."

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

30. CDP "CDP. The project applicant shall submit for review and approval a ""Composite Development Plan"" (CDP). The following statements shall be placed verbatim on the CDP. a. Fire Jurisdiction. This project is protected by the San Bernardino County Fire Department. Prior to building permits being issued on any parcel, the applicant shall comply with the adopted Uniform Fire Code requirements and all other applicable codes, ordinances, and standards of San Bernardino County and local Fire Department standards. b. Fire Requirements. Individual lot owners shall be required to provide their own fire protection measures as determined and approved by the Fire Department prior to any building permit issuance. Fire protection measures may include Fire Department approval of Individual fire protection water systems (e.g. fire flow) for each lot, Automatic fire sprinklers for all structures, Surfacing of access roads and driveways.

**END OF CONDITIONS**

## EXHIBIT A – SITE 1

### Assessor Parcel Numbers:

0256-121-37  
0256-121-38  
0256-121-39  
0256-121-40  
0256-121-41  
0256-121-42  
0256-121-43  
0256-121-44  
0256-121-45  
0256-121-46  
0256-121-47  
0256-121-48  
0256-241-01  
0256-241-02  
0256-241-03  
0256-241-04  
0256-241-05  
0256-241-06  
0256-241-07  
0256-241-08  
0256-241-09  
0256-241-10  
0256-241-11  
0256-241-12  
0256-241-13  
0256-241-14  
0256-241-15  
0256-241-16  
0256-241-17  
0256-241-18  
0256-241-19

## Vesting Tentative Parcel Map 19973 – SITE 2

### PROJECT DESCRIPTION

31. Project Approval Description. This Vesting Tentative Parcel Map 19973 approval is for consolidating 32 parcels to create one parcel of approximately 57.60 acres and may be recorded in compliance with the conditions of approval, the approved stamped vesting tentative map. The project site is located at the northeast corner of Jurupa Avenue and Locust Avenue in the Bloomington Business Park Specific Plan. APN: see attached Exhibit A, Project Number PROJ-2020-00246.

### NOTICES

32. Expirations/VTPM. This conditional approval of the Vesting Tentative Parcel Map shall become null and void unless all conditions have been completed and the Vesting Tentative Map has been deemed complete by the County Surveyor for purposes of recordation within 36 months following the effective approval date, unless an extension of time is granted.

PLEASE NOTE: This will be the ONLY notice given of the approval expiration date. The developer is responsible for initiation of any extension request.

33. Extension of Time/VTPM. Where circumstances cause delays, which do not permit compliance with the required recordation time limit, the developer may submit for review and approval an application requesting an extension of time. County Land Use Services may grant such requests for extensions of time in compliance with the State Map Act Section 66452.6. An Extension of Time may be granted upon a successful review of an Extension of Time application, which includes a justification of the delay in recordation, a plan of action for completion and submittal of the appropriate fee, not less than 30 days prior to the expiration date. The granting of an extension request is a discretionary action that may be subject to additional or revised conditions of approval.
34. Revisions/VTPM. Any proposed change to the approved Tentative Parcel Map and/or the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Land Use Services for review and approval.
35. Condition Compliance. Condition compliance confirmation for purposes of Vesting Parcel Map recordation will be coordinated by the County Surveyor.
36. Project Account. The Project account number is PROJ-2020-00245. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works and County Counsel). Upon notice, the developer shall deposit additional funds to maintain or return the account to a positive balance. The developer is responsible for all expenses charged to this account. Processing of the project shall cease, if it is determined that the account has a negative

balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$1,000.00 shall be in the project account at the time of project approval and the initiation of the Condition Compliance Review. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to recordation.

37. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

38. Fire Condition Letter Expiration. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.

**LAND USE SERVICES DEPARTMENT – Planning Division (909) 387-8311**

39. Additional Permits. The property owner, developer and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These may include:

FEDERAL: U.S. Fish & Wildlife

STATE: Santa Ana Regional Water Quality Control Board, South Coast Air Quality Management District, Fish and Wildlife, State Fire Marshall, LAFCO

COUNTY: Land Use Services Department – Land Development Division & Building and Safety Division, Department of Public Works – Survey Division, Department of Public Health – Environmental Health Services Division, County Fire Department – Community Safety Division

LOCAL: City of Rialto

## CONDITIONS OF APPROVAL

40. Indemnification. In compliance with SBCC §81.01.070, the “developer” shall agree, to defend, indemnify, and hold harmless the County or its “indemnitees” (herein collectively the County’s elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the “developer” of any claim, action, or proceeding and that the County cooperates fully in the defense. The “developer” shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the “developer” of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitees' “passive” negligence but does not apply to the indemnitees' “sole” or “active” negligence or “willful misconduct” within the meaning of Civil Code Section 2782.

## PRIOR TO RECORDATION OF THE PARCEL MAP

### The Following Shall Be Completed

#### **DEPARTMENT OF PUBLIC WORKS – Surveyor (909) 387-8149**

41. Parcel Map. A Parcel Map is required in compliance with the Subdivision Map Act and the San Bernardino County Development Code.
42. Easements within the reminder portion of the map are to be dedicated by separate document.
43. Subdivider shall present evidence to the County Surveyor's Office that he has tried to obtain a non-interference letter from any utility company that may have rights of easement within the property boundaries.

44. Easements of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easement of record, which cannot be relinquished or relocated, shall be redesigned.
45. Review of the Parcel Map by our office is based on actual cost, and requires an initial \$3000.00 deposit. Prior to recordation of the map all fees due to our office for the project shall be paid in full.
46. A current Title Report prepared for subdivision purposes is required at the time the map is submitted to our office for review.

**PUBLIC HEALTH – Environmental Health Services [DEHS] (800) 442-2283**

47. Water Purveyor. Water purveyor shall be West Valley WD or EHS approved.
48. Water Service Verification Letter. Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. This letter shall reference the File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 1-800-442-2283.
49. Sewage Disposal. Method of sewage disposal shall be City of Rialto Muni Agency, or, if not available, EHS approved onsite wastewater treatment system (OWTS) that conforms to the Local Agency Management Program (LAMP).
50. Sewer Service Verification Letter. Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).
51. Water and Sewer Service Verification. Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either: (1) Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or, (2) Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.



**LAND USE SERVICES DEPARTMENT – Building and Safety Division (909) 387-8311**

52. Composite Development Plan (CDP) Note Requirements. The following Composite Development Plan (CDP) Requirements shall be placed on the CDP submitted as a requirement for Recordation of the final map:

“Wall Plans: Submit plans and obtain separate permits for any required retaining walls.”

“Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.”

“Geotechnical (Soil) Report: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review.”

“Temporary Use Permit: A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.”

“Demolition Permit Required Before Recordation. Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.”

“Geotechnical (Soil) Report Required. A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to recordation of the parcel map.”

**LAND USE SERVICES DEPARTMENT-Land Development-Drainage (909) 387-8311**

53. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities, and/or concentration of runoff from the site. Proof of recordation shall be provided to the Land Development Division.
54. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site 100-year drainage flows around and through the site in a safety manner that will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval
55. On-site Drainage Easement. On-site flows shall be directed within a drainage easement.

56. CDP/LDD - Drainage. A Composite Development Plan (CDP) is required, and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim):

“Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311”

“Natural Drainage. Natural Drainage Course(s) and/or Easement(s) shall not be occupied or obstructed unless specific approval is given by County Land Use Services Department - Land Development Division/Drainage Section for each lot/parcel.”

“FEMA Flood Zone. The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C8667H dated 08/28/2008. No elevation requirements. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.”

“Grading Plans. Grading and erosion control plans shall be submitted for review and approval obtained prior to construction. All drainage and WQMP improvements shall be shown on the grading plans according to the approved drainage study and final WQMP reports. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.”

“NPDES Permit: An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. [www.swrcb.ca.gov](http://www.swrcb.ca.gov)”

“Regional Board Permit: Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity include clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total.”

“Additional Drainage Improvements. At the time each lot/parcel is developed, a California Registered Civil Engineer (RCE) shall prepare/design complete drainage improvement plans and profiles. After these are submitted for review and approval additional "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time.”

“Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private Registered Civil Engineer (RCE) shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.”

**LAND USE SERVICES DEPARTMENT-Land Development-Road (909) 387-8311**

57. Road Dedication. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications.

Jurupa Ave (Major Highway – 104')

Road Dedication. A 2-foot grant of easement is required to provide a half-width right-of-way of 52 feet.

58. CDP/LDD - Roads. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD prior to recordation of the Parcel Map (Statements in quotations shall be verbatim):

"Land Use Services Department / Land Development Division – Roads (909) 387-8311"

"Road Improvements. All required on-site and off-site improvements shall be completed by the applicant and inspected/approved by the County Department of Public Works."

"Structural Section Testing. Prior to occupancy, a thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer shall be submitted to the County Department of Public Works."

"Private Roads/Improvements Prior to occupancy, construction of private roads and private road related drainage improvements shall be inspected and certified by the engineer. Certification shall be submitted to Land Development by the engineer identifying all supporting engineering criteria."

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

59. CDP "CDP. The project applicant shall submit for review and approval a ""Composite Development Plan"" (CDP). The following statements shall be placed verbatim on the CDP. a. Fire Jurisdiction. This project is protected by the San Bernardino County Fire Department. Prior to building permits being issued on any parcel, the applicant shall comply with the adopted Uniform Fire Code requirements and all other applicable codes, ordinances, and standards of San Bernardino County and local Fire Department standards. b. Fire Requirements. Individual lot owners shall be required to provide their own fire protection measures as determined and approved by the Fire Department prior to any building permit issuance. Fire protection measures may include Fire Department approval of Individual fire protection water systems (e.g. fire flow) for each lot, Automatic fire sprinklers for all structures, Surfacing of access roads and driveways.

**END OF CONDITIONS**

## EXHIBIT A – SITE 2

### Assessor Parcel Numbers:

0256-111-02  
0256-111-03  
0256-111-04  
0256-111-05  
0256-111-06  
0256-111-07  
0256-111-08  
0256-111-09  
0256-111-10  
0256-111-11  
0256-111-18  
0256-111-19  
0256-111-26  
0256-111-29  
0256-111-40  
0256-111-41  
0256-111-42  
0256-111-43  
0256-111-44  
0256-111-45  
0256-111-48  
0256-111-49  
0256-111-50  
0256-111-51  
0256-111-52  
0256-111-53  
0256-111-55  
0256-111-56  
0256-111-58  
0256-111-59  
0256-111-60  
0256-111-61

## Vesting Tentative Parcel Map 20340 – SITE 3

### PROJECT DESCRIPTION

60. Project Approval Description. This Vesting Tentative Parcel Map 20340 approval is for consolidating 23 parcels to create one parcel of approximately acres and may be recorded in compliance with the conditions of approval, the approved stamped vesting tentative map. The project site is located at the northeast corner of Jurupa Avenue and Maple Avenue in the Bloomington Business Park Specific Plan. APN: see Exhibit, Project Number PROJ-2021-00004.

### NOTICES

61. Expirations/VTPM. This conditional approval of the Vesting Tentative Parcel Map shall become null and void unless all conditions have been completed and the Vesting Tentative Map has been deemed complete by the County Surveyor for purposes of recordation within 36 months following the effective approval date, unless an extension of time is granted.

PLEASE NOTE: This will be the ONLY notice given of the approval expiration date. The developer is responsible for initiation of any extension request.

62. Extension of Time/VTPM. Where circumstances cause delays, which do not permit compliance with the required recordation time limit, the developer may submit for review and approval an application requesting an extension of time. County Land Use Services may grant such requests for extensions of time in compliance with the State Map Act Section 66452.6. An Extension of Time may be granted upon a successful review of an Extension of Time application, which includes a justification of the delay in recordation, a plan of action for completion and submittal of the appropriate fee, not less than 30 days prior to the expiration date. The granting of an extension request is a discretionary action that may be subject to additional or revised conditions of approval.
63. Revisions/VTPM. Any proposed change to the approved Tentative Parcel Map and/or the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Land Use Services for review and approval.
64. Condition Compliance. Condition compliance confirmation for purposes of Vesting Parcel Map recordation will be coordinated by the County Surveyor.
65. Project Account. The Project account number is PROJ-2021-00004. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works and County Counsel). Upon notice, the developer shall deposit additional funds to maintain or return the account to a positive balance. The developer is responsible for all expenses charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$1,000.00 shall be in the project account at the time of project approval and

the initiation of the Condition Compliance Review. Sufficient funds shall remain in the account to cover all estimated charges that may be made during each compliance review. All fees required for processing shall be paid in full prior to recordation.

66. Development Impact Fees. Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances.

**COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

67. Fire Condition Letter Expiration. Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.

**LAND USE SERVICES DEPARTMENT – Planning Division (909) 387-8311**

68. Additional Permits. The property owner, developer and land use operator are all responsible to ascertain and comply with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies as are applicable to the development and operation of the approved land use and project site. These may include:

FEDERAL: U.S. Fish & Wildlife

STATE: Santa Ana Regional Water Quality Control Board, South Coast Air Quality Management District, Fish and Wildlife, State Fire Marshall, LAFCO

COUNTY: Land Use Services Department – Land Development Division & Building and Safety Division, Department of Public Works – Survey Division, Department of Public Health – Environmental Health Services Division, County Fire Department – Community Safety Division

LOCAL: City of Rialto

## CONDITIONS OF APPROVAL

69. Indemnification. In compliance with SBCC §81.01.070, the “developer” shall agree, to defend, indemnify, and hold harmless the County or its “indemnitees” (herein collectively the County’s elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval.

Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the “developer” of any claim, action, or proceeding and that the County cooperates fully in the defense. The “developer” shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action.

The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the “developer” of their obligations under this condition to reimburse the County or its indemnitees for all such expenses.

This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitees' “passive” negligence but does not apply to the indemnitees' “sole” or “active” negligence or “willful misconduct” within the meaning of Civil Code Section 2782.

## PRIOR TO RECORDATION OF THE PARCEL MAP

### The Following Shall Be Completed

#### **DEPARTMENT OF PUBLIC WORKS – Surveyor (909) 387-8149**

70. Parcel Map. A Parcel Map is required in compliance with the Subdivision Map Act and the San Bernardino County Development Code.
71. Easements within the reminder portion of the map are to be dedicated by separate document.
72. Subdivider shall present evidence to the County Surveyor's Office that he has tried to obtain a non-interference letter from any utility company that may have rights of easement within the property boundaries.

73. Easements of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easement of record, which cannot be relinquished or relocated, shall be redesigned.
74. Review of the Parcel Map by our office is based on actual cost and requires an initial \$3000.00 deposit. Prior to recordation of the map all fees due to our office for the project shall be paid in full.
75. A current Title Report prepared for subdivision purposes is required at the time the map is submitted to our office for review.

**PUBLIC HEALTH – Environmental Health Services [DEHS] (800) 442-2283**

76. Water Purveyor. Water purveyor shall be West Valley WD or EHS approved.
77. Water Service Verification Letter. Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. This letter shall reference the File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with project address may suffice. For information, contact the Water Section at 1-800-442-2283.
78. Sewage Disposal. Method of sewage disposal shall be City of Rialto Muni Agency, or, if not available, EHS approved onsite wastewater treatment system (OWTS) that conforms to the Local Agency Management Program (LAMP).
79. Sewer Service Verification Letter. Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).
80. Water and Sewer Service Verification. Water and/or Sewer Service Provider Verification. Please provide verification that the parcel(s) associated with the project is/are within the jurisdiction of the water and/or sewer service provider. If the parcel(s) associated with the project is/are not within the boundaries of the water and/or sewer service provider, submit to DEHS verification of Local Agency Formation Commission (LAFCO) approval of either: (1) Annexation of parcels into the jurisdiction of the water and/or sewer service provider; or, (2) Out-of-agency service agreement for service outside a water and/or sewer service provider's boundaries. Such agreement/contract is required to be reviewed and authorized by LAFCO pursuant to the provisions of Government Code Section 56133. Submit verification of LAFCO authorization of said Out-of-Agency service agreement to DEHS.



**LAND USE SERVICES DEPARTMENT – Building and Safety Division (909) 387-8311**

81. Composite Development Plan (CDP) Note Requirements. The following Composite Development Plan (CDP) Requirements shall be placed on the CDP submitted as a requirement for Recordation of the final map.

“Wall Plans: Submit plans and obtain separate permits for any required retaining walls.”

“Construction Plans: Any building, sign, or structure to be constructed or located on site, will require professionally prepared plans based on the most current County and California Building Codes, submitted for review and approval by the Building and Safety Division.”

“Geotechnical (Soil) Report: A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval by the County Geologist and fees paid for the review.”

“Temporary Use Permit: A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.”

“Demolition Permit Required Before Recordation. Obtain a demolition permit for any building/s or structures to be demolished. Underground structures must be broken in, back-filled and inspected before covering.”

“Geotechnical (Soil) Report Required. A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to recordation of the parcel map.”

**LAND USE SERVICES DEPARTMENT-Land Development-Drainage (909) 387-8311**

82. Drainage Easements. Adequate San Bernardino County Drainage Easements (minimum fifteen [15] feet wide) shall be provided over the natural drainage courses, drainage facilities, and/or concentration of runoff from the site. Proof of recordation shall be provided to the Land Development Division.
83. Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site 100-year drainage flows around and through the site in a safety manner that will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval
84. On-site Drainage Easement. On-site flows shall be directed within a drainage easement.
85. CDP/LDD - Drainage. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD, prior to recordation of the Parcel Map (Statements in quotations shall be verbatim):

"Land Use Services Department – Land Development Division – Drainage Section (909) 387-8311"

"Natural Drainage. Natural Drainage Course(s) and/or Easement(s) shall not be occupied or obstructed unless specific approval is given by County Land Use Services Department - Land Development Division/Drainage Section for each lot/parcel."

"FEMA Flood Zone. The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C8667H dated 08/28/2008. No elevation requirements. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit."

"Grading Plans. Grading and erosion control plans shall be submitted for review and approval obtained prior to construction. All drainage and WQMP improvements shall be shown on the grading plans according to the approved drainage study and final WQMP reports. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule."

"NPDES Permit: An NPDES permit - Notice of Intent (NOI) - is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Contact your Regional Water Quality Control Board for specifics. [www.swrcb.ca.gov](http://www.swrcb.ca.gov)"

"Regional Board Permit: Construction projects involving one or more acres must be accompanied by Regional Board permit WDID #. Construction activity include clearing, grading, or excavation that results in the disturbance of at least one (1) acre of land total."

"Additional Drainage Improvements. At the time each lot/parcel is developed, a California Registered Civil Engineer (RCE) shall prepare/design complete drainage improvement plans and profiles. After these are submitted for review and approval additional "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time."

"Drainage Improvements. All required drainage improvements shall be completed by the applicant. The private Registered Civil Engineer (RCE) shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development."

#### **LAND USE SERVICES DEPARTMENT-Land Development-Road (909) 387-8311**

86. Road Dedication. The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications.

Jurupa Ave (Major Highway – 104')

Road Dedication. A 2-foot grant of easement is required to provide a half-width right-of-way of 52 feet.

87. CDP/LDD - Roads. A Composite Development Plan (CDP) is required and the following shall be delineated or noted on the CDP with confirmation and approval obtained from the LDD prior to recordation of the Parcel Map (Statements in quotations shall be verbatim):

“Land Use Services Department / Land Development Division – Roads (909) 387-8311”

“Road Improvements. All required on-site and off-site improvements shall be completed by the applicant and inspected/approved by the County Department of Public Works.”

“Structural Section Testing. Prior to occupancy, a thorough evaluation of the structural road section, to include parkway improvements, from a qualified materials engineer shall be submitted to the County Department of Public Works.”

“Private Roads/Improvements Prior to occupancy, construction of private roads and private road related drainage improvements shall be inspected and certified by the engineer. Certification shall be submitted to Land Development by the engineer identifying all supporting engineering criteria.”

#### **COUNTY FIRE DEPARTMENT – Community Safety Division (909) 386-8465**

88. CDP "CDP. The project applicant shall submit for review and approval a ""Composite Development Plan"" (CDP). The following statements shall be placed verbatim on the CDP. a. Fire Jurisdiction. This project is protected by the San Bernardino County Fire Department. Prior to building permits being issued on any parcel, the applicant shall comply with the adopted Uniform Fire Code requirements and all other applicable codes, ordinances, and standards of San Bernardino County and local Fire Department standards. b. Fire Requirements. Individual lot owners shall be required to provide their own fire protection measures as determined and approved by the Fire Department prior to any building permit issuance. Fire protection measures may include Fire Department approval of Individual fire protection water systems (e.g. fire flow) for each lot, Automatic fire sprinklers for all structures, Surfacing of access roads and driveways.

**END OF CONDITIONS**

## EXHIBIT A – SITE 3

### Assessor Parcel Numbers:

0256-101-02  
0256-101-03  
0256-101-04  
0256-101-05  
0256-101-06  
0256-101-07  
0256-101-10  
0256-101-11  
0256-101-12  
0256-101-14  
0256-101-15  
0256-101-34  
0256-101-35  
0256-101-36  
0256-101-37  
0256-101-38  
0256-101-45  
0256-101-48  
0256-101-49  
0256-101-57  
0256-101-58  
0256-101-58  
0256-101-60

# EXHIBIT C

Final EIR, link:

[http://www.sbcounty.gov/uploads/LUS/Environmental/Bloomington Business Park Specific Plan/BPSP%20final%20draft%20EIR%209.9.2022.pdf](http://www.sbcounty.gov/uploads/LUS/Environmental/Bloomington_Business_Park_Specific_Plan/BPSP%20final%20draft%20EIR%209.9.2022.pdf)

## Chapter 3. Revisions to the Draft EIR

This section contains revisions to the Draft EIR based upon: (1) clarifications required to prepare a response to a specific comment; and/or (2) typographical errors. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the Draft EIR. Changes made to the Draft EIR are identified here in ~~strikeout~~ text to indicate deletions and in underlined text to signify additions.

### 3.1 Revisions in Response to Written Comments and County Changes to Text

The following text has been revised in response to comments received on the Draft EIR and corrections identified by the County.

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#### Chapter 1.0, Executive Summary

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**Executive Summary Page 1-1, second paragraph, has been revised as follows:**

During the 45-day review period, the Draft EIR and draft Bloomington Business Park Specific Plan will be available for public review at the County's website: (<http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx>) or physically at the following location:

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

**Table 1-5: Summary of Impacts, Mitigation Measures, and Level of Significance, on pages 1-7 through 1-62 has been revised as follows:**

**Table 1-5: Summary of Impacts, Mitigation Measures, and Level of Significance**

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.1 Aesthetics				
<b>Impact AE-1:</b> The Project would not have a substantial adverse effect on a scenic vista.	<b>RR AE-2:</b> The County shall enforce adherence with the California Building Code, including provisions of the Building Energy Efficiency Standards related to lighting.	Less than significant	None required	Less than significant
<b>Impact AE-2:</b> The Project would not damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway.		No impact	None required	No impact
<b>Impact AE-3:</b> Development in the Specific Plan Area would create shade and shadow impacts on shadow-sensitive receptors.		Less than significant	None required	Less than significant
<b>Impact AE-4:</b> The Project would not create sources of light or glare that would adversely affect day and nighttime views in the area.		Less than significant	None required	Less than significant
<b>Cumulative</b>		Less than significant	None required	Less than significant
5.2 Agriculture and Forestry Resources				
<b>Impact AG-1:</b> The Project would convert California Resource Agency–designated prime farmland and farmland of statewide importance to non-agricultural use; however, impacts would not exceed the LESA Model threshold of significance.		Less than significant	None required	Less than significant
<b>Impact AG-2:</b> The Project would not conflict with existing zoning for agricultural use or with a Williamson Act contract.		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Impact AG-3:</b> The Project would not conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production		No impact	None required	No impact
<b>Impact AG-4:</b> The Project would not result in the loss of forest land or conversion of forest land to non-forest use.		No impact	None required	No impact
<b>Impact AG-5:</b> The Project would not involve changes in the existing environment, which could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.		Less than significant	None required	Less than significant
<b>Cumulative</b>		Less than significant	None required	Less than significant
<b>5.3 Air Quality</b>				
<b>Impact AQ-1:</b> The Project would conflict with or obstruct implementation of the applicable air quality plan	<b>RR AIR-1</b> New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11).  <b>RR AIR-2</b> Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.  <b>RR AIR-3</b> Construction activities in the South Coast Air Basin (SoCAB) will be conducted in compliance with any applicable South Coast Air Quality Management District	Potentially significant	<b>MM AQ-1: Super-Compliant Low VOC.</b> The construction plans and specifications shall state that the Project shall utilize "Super-Compliant" low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC <u>and low VOC</u> paints have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC <u>and low VOC paints shall be no more than 50 g/L of VOC.</u>  <b>MM AQ-2: Tier 4 Final.</b> The construction plans and specifications shall state that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 <u>Final</u> off-road emissions standards or equivalent and shall ensure that all	Significant and Unavoidable
<b>Impact AQ-2:</b> The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.		Potentially significant		Significant and Unavoidable
<b>Impact AQ-3:</b> The Project would not expose sensitive receptors to substantial pollutant concentrations.		Potentially significant		Less than significant



Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>(SCAQMD) rules and regulations, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Rules 201, 203, and 219, which regulate permits for installation and use of equipment that may generate air contaminants.</li> <li>• Rule 402, Nuisance, which states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” Additionally, Rule 415, Odors from Rendering Facilities, requires nuisance odor at rendering facilities be controlled.</li> <li>• Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.</li> <li>• Rule 445, for limiting the installment of wood-burning fireplaces.</li> <li>• Rule 1113, which limits the volatile organic compound content of architectural coatings.</li> <li>• Rule 1186, for controlling fugitive dust from vehicular travel on paved and unpaved roads.</li> </ul>		<p>construction equipment is tuned and maintained in accordance with the manufacturer’s specifications. The Lead Agency shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.</p> <p><b>MM AQ-3: Idling Regulations.</b> The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit.</p> <p><b>MM AQ-4: Energy Efficient Vendor Trucks.</b> The Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires—to reduce fuel consumption.</p> <p><b>MM AQ-5: Electric Vehicle Charging Stations and Carpool Parking.</b> The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building for employees and the public to use.</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> <li>• Rule 1403, for minimizing asbestos emissions during building demolition.</li> <li>• Regulation IX, Standards of Performance for New Stationary Sources (NSPS), and XXIII, New Source Review.</li> <li>• Regulation XI, Source Specific Standards.</li> <li>• Regulation XX, Regional Clean Air Incentives Market (RECLAIM).</li> <li>• Regulation XVI, Mobile Source Offset Programs, and Regulation XXII, Mobile Source Emissions Reduction Programs (Rule 2202).</li> </ul> <p><b>PDF AQ-1:</b> The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.</p> <p><b>PDF AQ-2:</b> During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis.</p> <p><b>PDF AQ-3:</b> Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, <del>if such equipment is widely available and economically feasible, pursuant to</del> <u>CARB's particulate matter filter requirements.</u></p>		<p><b>MM AQ-6: Electric Interior Vehicles.</b> The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. <u>The requirement that all on-site yard hostlers, yard equipment, forklifts, and pallet jacks shall be zero-emissions equipment, or equivalent language, shall be incorporated in all Project facility lease documents. Prior to issuance of a Certificate of Occupancy, facility owners or tenants shall provide documentation to the County of San Bernardino Planning Division and Business License Department verifying that signed lease documents incorporate the requirement that all on-site yard trucks/hostlers shall be zero-emissions equipment.</u></p> <p><b>MM AQ-7: Transportation Management.</b> The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides.</p>	
<b>Impact AQ-4:</b> The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Cumulative</b>	<p><b>PDF AQ-4:</b> The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and shall use electric tools whenever feasible.</p> <p><b>PDF AQ-5:</b> The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the “on” position for more than 10 hours per day during Project construction.</p> <p><b>PDF AQ-6:</b> During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor’s office and shall furnish documents to the Lead Agency or other regulators, upon request.</p> <p><b>PDF AQ-7:</b> The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.</p> <p><b>PDF AQ-8:</b> The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.</p> <p><b>PDF AQ-9:</b> The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in</p>	Potentially significant	None required	Significant and Unavoidable

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.</p> <p><b>PDF AQ-10:</b> The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the Project site to be zero-emission beginning in 2030, if such trucks are <u>commercially widely available and economically feasible, as reasonably determined by the County Planning Division.</u></p> <p><b>PDF AQ-11:</b> The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.</p> <p><b>PDF AQ-12:</b> The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are <u>commercially widely available and economically feasible, as reasonably determined by the County Planning Division.</u></p> <p><b>PDF AQ-13:</b> The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e.,</p>			

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>conduit) to support future installation of charging stations, when such trucks are <u>commercially widely available and economically feasible, as reasonably determined by the County Planning Division.</u></p> <p><b>PDF AQ-14:</b> The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.</p> <p><b>PDF AQ-15:</b> The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity, such as equal to the building's projected energy needs.</p> <p><b>PDF AQ-16:</b> The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.</p> <p><b>PDF AQ-17:</b> The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.</p> <p><b>PDF AQ-18:</b> The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy</p>			

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.</p> <p><b>PDF AQ-19:</b> The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.</p> <p><b>PDF AQ-20:</b> The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.</p> <p><b>PDF AQ-21:</b> The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations.</p> <p><b>PDF AQ-22:</b> The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.</p> <p><b>PDF AQ-23:</b> The Project Applicant/Developer/Owner shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for</p>			

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>inspection by the local jurisdiction, air district, and state upon request.</p> <p><b>PDF AQ-24:</b> The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.</p> <p><b>PDF AQ-25:</b> The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.</p> <p><b>PDF AQ-26:</b> The Project Applicant/Developer/Owner shall <u>identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the County Planning Division and posted on the construction site prior to issuance of a demolition permit.</u></p> <p><b>PDF AQ-27:</b> The Project Applicant/Developer/Contractor shall include a note on grading plans that prohibits grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via</p>			

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<u>the airnow.gov system the day prior by the Project Contractor.</u>			
<b>5.4 Biological Resources</b>				
<b>IMPACT BIO-1:</b> The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.		Potentially significant	<p><b>MM BIO-1 Rare Plants:</b> Future projects proposed within the Specific Plan Area &amp; Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed to determine if any rare plant species have the potential to occur. If suitable habitat is present, a qualified biologist shall survey for sensitive plants during the appropriate time of year (i.e., when the species is readily identifiable, such as during its blooming period) prior to initiating construction activities in a given area. The focused surveys shall be conducted in accordance with published agency guidelines (CDFW 2009, CDFW 2000, USFWS 2000). If rare plants are identified and cannot be avoided, the project-level biological survey report would justify why species-specific mitigation is necessary and propose mitigation to reduce project impacts to a less than significant level.</p> <p><b>MM BIO-2 Burrowing Owl:</b> Prior to commencement of construction activities (i.e., demolition, earthwork, clearing, and grubbing), habitat assessments to determine whether suitable burrows are present as defined by the Staff Report on Burrowing Owl Mitigation (CDFG 2012) shall be conducted within future projects proposed within the Specific Plan Area &amp; Upzone Site (excluding Opening Year Development — Options 1 and 2 and offsite infrastructure areas). The assessment shall also include a 500-foot (150-meter) buffer around proposed development footprints. If suitable burrows are identified, focused surveys shall be conducted by a qualified biologist during</p>	Less than significant



Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>the breeding season in accordance with the most recent CDFW guidelines.</p> <p>Take avoidance surveys shall be conducted within all areas of the Specific Plan Area &amp; Upzone Site (including Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The take avoidance surveys shall be conducted within 14 days and repeated 24 hours prior to construction activities (i.e., demolition, earthwork, clearing, and grubbing) to determine presence of burrowing owl (BUOW). If take avoidance surveys are negative and BUOW is confirmed absent, then ground-disturbing activities shall be allowed to commence, and no further mitigation would be required.</p> <p>If BUOW is observed during focused surveys and/or take avoidance surveys within any portion of the Study Area (including Opening Year Development—Options 1 and 2 and offsite infrastructure areas), active burrows shall be avoided by the project in accordance with the CDFW's Staff Report (CDFG 2012). The County shall be immediately informed of any BUOW observations. The Project applicant/developer shall consult with the County to determine how to mitigate the impacts to any burrows. If the County determines that active relocation is required, a BUOW Protection and Relocation Plan (plan) shall be prepared by a qualified biologist, which must be sent for approval by CDFW prior to initiating ground disturbance. The plan shall detail avoidance measures that shall be implemented during construction and passive or active relocation methodology. Relocation shall only occur between September 1 through January 31, outside of the breeding season.</p> <p><b>MM BIO-3 Sensitive Bat Species.</b> Prior to commencement of construction activities,</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>habitat assessments for sensitive bat species shall be conducted for all future projects proposed within the Specific Plan Area &amp; Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The following avoidance and minimization measures shall be implemented within all areas of the Specific Plan Area &amp; Upzone Site that support suitable habitat for sensitive bat species. These measures shall also be implemented for Opening Year Development—Options 1 and 2 and offsite infrastructure areas since suitable habitat was identified.</p> <ol style="list-style-type: none"> <li>1. Construction activities (i.e., earthwork, clearing, grubbing, etc.) shall occur from September 1 through March 31 and outside the bat maternity roosting season to the extent possible.</li> <li>2. If construction activities are proposed within the bat maternity roosting season (April 1 through August 31), a qualified biologist experienced with bats shall conduct a pre-construction survey within all suitable habitat. The pre-construction survey shall be conducted 30 days prior to commencing construction/demolition activities and shall consist of two separate surveys conducted no more than a week apart. The second and final survey should be conducted no more than seven days prior to commencing construction/demolition activities. The pre-construction surveys should be conducted using a detector for echolocation calls, such as an</li> </ol>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>Anabat bat detector system. The results of the pre-construction survey shall be documented by the qualified biologist.</p> <p>If the qualified biologist determines that no sensitive bat maternity roosts are present, the construction activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that sensitive bat maternity roosts are present, the following avoidance and minimization measures shall be implemented:</p> <ul style="list-style-type: none"> <li>a. No construction activities may occur within 300 feet of any sensitive bat maternity roosts. A qualified biologist shall clearly delineate any bat maternity roosts and any required avoidance buffers, which shall be clearly marked with flags and/or fencing prior to the initiation of construction activities.</li> <li>b. If construction activities are proposed within 300 feet of a sensitive bat maternity roost, a biological monitor shall be required to observe the behavior of any roosting bats. The construction supervisor shall be notified if the construction activities appear to be altering</li> </ul>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>the bats' normal roosting behavior. No construction activities will be allowed within 300 feet of bat maternity roosts until the additional minimization measures are taken, as determined by the biological monitor in coordination with the County. The biological monitor shall prepare written documentation of all monitoring activities and any additional minimization measures that were taken, which shall be submitted to the County at the completion of construction activities.</p> <p><b>MM BIO-4 Sensitive Animals:</b> Future projects proposed within the Specific Plan Area &amp; Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed for any other sensitive animal species that may be present. The project-level biological survey report shall analyze these projects' impacts on sensitive animal species and shall propose mitigation to reduce project impacts to a less than significant level.</p> <p><b>MM WVLC BIO-1 Pre-Construction Focused Surveys of Proposed Conservation Area and Development Area to Confirm Absence of Special-Status Species.</b></p> <p>Pre-construction Survey within the Proposed Development Area for Western Burrowing Owl. The project applicant shall retain a qualified biologist to conduct preconstruction surveys for burrowing owls no fewer than 14 days prior to any ground-disturbing</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>activities, to be repeated 24 hours prior to grading. The preconstruction surveys shall be approved by the City of Fontana Director of Community Development and conducted in accordance with current survey protocols provided in the CDFW Staff Report on Burrowing Owl Mitigation (March 7, 2012). In the event a burrowing owl is found to be present on site during the preconstruction survey, the project applicant shall ensure that the applicable avoidance measures outlined in the CDFW Staff Report on Burrowing Owl Mitigation (March 7, 2012) are applied to the proposed project (e.g., avoid direct impacts on occupied burrows during nesting season). Any active avoidance measures during the breeding season must to be coordinated with CDFW.</p> <p>Pre-construction Nesting Bird Survey of the Proposed Development Area. Nesting birds are protected pursuant to the MBTA and California Fish and Game Code. If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (January 1 to August 31), a preconstruction clearance survey for nesting birds shall be completed no more than 3 days prior to ground disturbance. This will ensure that no nesting birds adjacent to the construction area will be disturbed during construction. If nesting birds are found, an avoidance buffer no less than 300 feet shall be established around the nest until all young have fledged and the nest is confirmed by a qualified biologist to be no longer active.</p>	
<b>IMPACT BIO-2:</b> The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish		Potentially significant	<b>MM BIO-5 Sensitive Vegetation Communities:</b> Future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed for sensitive	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
and Wildlife or US Fish and Wildlife Service.			vegetation communities as defined by CDFW. Impacts to sensitive vegetation communities shall first be avoided. Where avoidance is not feasible, sensitive vegetation communities shall be mitigated through habitat acquisition/preservation, restoration, and/or creation.	
<b>IMPACT BIO-3:</b> The Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.		Potentially significant	<p><b>MM BIO-6 Jurisdictional Resources:</b> A jurisdictional assessment shall be conducted for future projects proposed within the Specific Plan Area &amp; Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). Jurisdictional resources shall be avoided when feasible. Where avoidance is not feasible, project-specific impacts to jurisdictional resources shall be addressed and mitigated by federal and state regulators via applicable consulting and permitting process. The types of mitigation required may include onsite or offsite preservation, enhancement, creation, and/or restoration. Mitigation is typically required at a 1:1 ratio or higher and to be accomplished in close proximity to the impacts or at least in the same watershed. Final requirements and locations are, however, subject to change during applicable consultation/permit processes required by the USACE, RWQCB, and CDFW.</p> <p>Best Management Practices (BMPs) to minimize and avoid impacts to jurisdictional resources during and after construction shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Construction-related equipment will be stored in developed areas, outside of the drainage. No equipment maintenance will be done within or adjacent to the drainage.</li> </ul>	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<ul style="list-style-type: none"> <li>• Source control and treatment control BMPs will be implemented to minimize the potential contaminants that are generated during and after construction. Water quality BMPs will be implemented throughout the project to capture and treat potential contaminants.</li> <li>• Substances harmful to aquatic life will not be discharged into the drainage. All hazardous substances will be properly handled and stored.</li> <li>• A Storm Water Pollution Prevention Plan will be prepared to prevent sediment from entering the drainage during construction.</li> <li>• To avoid attracting predators during construction, the project will be kept clean of debris to the extent possible. All food-related trash items will be enclosed in sealed containers and regularly removed from site.</li> <li>• Construction personnel will strictly limit their activities, vehicles, equipment and construction material to the proposed project footprint, staging areas, and designated routes of travel.</li> <li>• Exclusion fencing will be installed to demarcate the limits of disturbance. The exclusion fencing should be maintained until the completion of construction activities.</li> </ul>	
<b>IMPACT BIO-4:</b> The Project would not interfere substantially with the movement of any native resident or		Potentially significant	<b>MM BIO-7 Nesting Birds:</b> To the extent possible, construction activities (i.e., demolition, earthwork, clearing, and	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.			<p>grubbing) within the Specific Plan Area &amp; Upzone Site, including Opening Year Development—Options 1 and 2 and offsite infrastructure areas, shall occur outside of the general bird nesting season for migratory birds, which is March 15 through August 31 for songbirds and January 1 through August 31 for raptors.</p> <p>If construction activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird nesting season for migratory songbirds (March 15 through August 31) and raptors (January 1 to August 31), a qualified biologist shall perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the MBTA and CFG Code. The pre-construction survey shall be performed no more than three days prior to the commencement of construction activities. The results of the pre-construction survey shall be documented by the qualified biologist. If construction is inactive for more than seven days, an additional survey shall be conducted.</p> <p>If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no impacts within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, or as determined by the qualified biologist. The biological monitor may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.</p>	
<b>IMPACT BIO-5:</b> The Project would not conflict with any local policies or		Potentially significant	<b>MM BIO-8 County Regulated Trees:</b> A tree survey shall be conducted for future projects	Less than significant



Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
ordinances protecting biological resources, such as a tree preservation policy or ordinance.			proposed within the Specific Plan Area (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The survey shall be conducted by an ISA-certified arborist to identify trees regulated under the Section 88.01.070 of the County's Code of Ordinances. If regulated trees will be impacted by a project, a tree removal permit must be obtained prior to impacts.	
<b>IMPACT BIO-6:</b> The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.		Less than significant	None required	Less than significant
<b>Cumulative</b>		Potentially significant	MM BIO-1 through MM BIO-8	Less than significant
<b>5.5 Cultural Resources</b>				
<b>Impact CUL-1:</b> Initial development of the Specific Plan Area would not significantly impact a historical resource; however, future development may cause a substantial adverse change in the significance of a historical resource.	<p><b>RR CUL-2</b> Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.</p> <p><b>RR CUL-5</b> If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall</p>	Potentially significant	<b>Mitigation Measure CUL-1: Historical Resources Assessment for Future Development of Planning Area B of the Specific Plan and Upzone Site.</b> Prior to issuance of a grading permit, future development projects in Planning Area B of the Specific Plan or the Upzone Site shall include the preparation of a historical resources assessment prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history to verify that any buildings, structures, or objects over 45 years of age are not eligible for listing as a historical resource. The qualified architectural historian or historian shall conduct an evaluation of the potential historic resources in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation (OHP) and shall document the evaluation in a report meeting	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	contact, by telephone within 24 hours, the Native American Heritage Commission (California Health and Safety Code Section 7050.5).		the State OHP guidelines or on Department of Parks and Recreation Series 523 forms. The report shall be submitted to the County Planning Department for review and concurrence.	
<b>Impact CUL-2:</b> Project construction could cause a substantial adverse change in the significance of an archaeological resource.		Potentially significant	<p><b>Mitigation Measure CUL-2: Archaeological Monitoring of All Developments in the Specific Plan Area and Upzone Site.</b></p> <p>a) Prior to the issuance of each grading permit for the Specific Plan Area and Upzone Site, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that a qualified professional archeologist meeting the Secretary of Interior's PQS for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61) has been retained to conduct monitoring of rough grading activities. The archaeologist shall have the authority to redirect earthmoving activities in the event that suspected cultural resources are unearthed during construction activities.</p> <p>b) The archaeologist shall prepare a Cultural Resources Monitoring and Treatment Plan, which would be approved by the County and describe processes for archaeological and tribal monitoring and for handling incidental discoveries of cultural resources for all ground-disturbing construction and pre-construction activities. The monitoring plan shall be provided to the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians –</p>	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>Kizh Nation for review and comment, as detailed in MM TCR-2. Prior to the issuance of a grading permit, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that all construction workers involved with grading and trenching operations have received training by the archaeologist to recognize archaeological resources, including tribal cultural resources, should such resources be unearthed during ground-disturbing construction activities. Pursuant to MM TCR-1, all Native American Tribal Representatives, including the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians – Kizh Nation, shall be allowed to attend the training session.</p> <p>c) The training of all construction workers involved with grading and trenching operations shall explain the importance and legal basis for the protection of significant archaeological resources. It will include a brief review of the cultural sensitivity of the construction area and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>properly evaluated; and any other appropriate protocols. All new construction personnel involved with grading and trenching operations that begin work following the initial training session must take the training prior to beginning work; the archaeologist shall be available to provide the training on an as-needed basis.</p> <p>d) In the event archaeological resources (artifacts or features) are encountered during ground-disturbing activities, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations within a 100-foot radius of the discovery and see identification and evaluation and evaluation of the suspected resource by the archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note.</p> <p>e) After the archaeologist makes his/her initial assessment of the nature of the find, the archaeologist shall notify the Native American Tribal Representatives—including the San Manuel Band of Mission Indians Cultural Resources Department and the Gabrieleño Band of Mission Indians – Kizh Nation—as to provide Tribal input with regards to the significance and treatment. If it is not of Native American heritage, the archaeologist shall pursue either protection in place or recovery,</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>salvage, and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the County or a with a recognized scientific or educational repository, including the SCCIC. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources, consistent with CEQA Guidelines Section 15126.4(b)(3)(C). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the Applicant's expense.</p> <p>f) If a significant tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a tribal resource treatment plan is implemented. A tribal resource treatment plan shall be prepared and implemented, subject to approval by the County of San Bernardino, to protect the identified resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological or tribal cultural resource(s) in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the County of San Bernardino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the County of San Bernardino, the South Central Coastal Information Center (SCCIC) at California State University (CSU),	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>Fullerton, and the appropriate Native American Tribe(s).</p> <p><b>Mitigation Measure CUL-3: Archaeological Resources Assessment for Future Developments in Planning Area B of the Specific Plan and Upzone Site.</b> Prior to the issuance of a grading permit, future developments within Planning Area B of the Specific Plan and Upzone Site will be required to prepare archaeological resource assessments in accordance with the California Office of Historic Preservation: Archaeological Resources Management Report Guidelines, with the purpose to assess, avoid, and mitigate potential impacts to archeological and tribal cultural resources as set forth in CEQA Regulations: Appendix G. Archaeological resources assessments shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's PQS in either prehistoric or historic archaeology. The archaeological resources assessment for undeveloped, large open areas—including along Laurel Avenue within the Specific Plan and the northwest parcel of the Upzone Site—shall include a Phase I pedestrian survey, undertaken to locate any surface cultural materials that may be present. To the extent applicable, the archaeological resources assessment conducted for projects in the Specific Plan Area shall consider analysis and recommendations included in the Phase I CRA prepared for the Bloomington Business Park Specific Plan Project (Appendix E of this Draft EIR). In the event archaeological resources are identified by the archaeological resource assessment, Mitigation Measure CUL-2 shall apply.</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Impact CUL-3:</b> Project construction could disturb human remains interred outside of formal cemeteries.		Less than significant	None required	Less than significant
<b>Cumulative</b>		Potentially significant	MM CUL-1 through MM CUL-3	Less than significant
<b>5.6 Energy</b>				
<b>Impact E-1:</b> The Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation		Less than significant	None required	Less than significant
<b>Impact E-2:</b> The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency		No impact	None required	No impact
<b>Cumulative</b>		Less than significant	None required	Less than significant
<b>5.7 Geology and Soils</b>				
<b>Impact GEO-1i:</b> The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a mapped earthquake fault		No impact	None required	No impact
<b>Impact GEO-1ii:</b> The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	<b>RR GEO-1 San Bernardino County Development Code: Building Code.</b> The Project will be designed and constructed in accordance with the San Bernardino County Development Code, which adopts the California Building Code (CBC) and California Residential Code (CRC), which are based on the International Building Code (IBC). New construction, alteration, or rehabilitation shall comply with applicable ordinances set forth by the County and/or by the most recent County building and seismic	Less than significant	None required	Less than significant
<b>Impact GEO-1iii:</b> The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.		Less than significant	None required	Less than significant



Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>codes in effect at the time of Project design. In accordance with County Development Code Title 8, Chapter 87.08, a geotechnical investigation is required that must evaluate soil classification, site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the County Building Official. The geotechnical investigation must be prepared by registered professionals (i.e., California Professional Civil Engineer and as necessary a Professional Engineering Geologist). Recommendations of the report, as they pertain to structural design and construction recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations, must be incorporated into the design and construction of the Project.</p>			
<p><b>Impact GEO-1iv:</b> A portion of the Specific Plan Area is mapped as having moderate to high susceptibility for landslides</p>		Potentially Significant	<p><b>Mitigation Measure GEO-1: Landslide Susceptibility Report.</b> Future development of structures within the area mapped as having moderate to high landslide susceptibility in Planning Area B of the Specific Plan shall prepare a landslide susceptibility investigation by registered professionals (i.e., California Professional Civil Engineer and as necessary a Professional Engineering Geologist). The investigation shall be prepared in accordance with requirements of the latest version of the California Building Code, and as warranted include design and</p>	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			construction recommendations to mitigate potential risks and impacts related to potential landslide hazards.	
<b>Impact GEO-2:</b> The Project would not result in substantial soil erosion or the loss of topsoil.	<b>RR HYD-1:</b> See Hydrology and Water Quality <b>RR HYD-3:</b> See Hydrology and Water Quality	Less than significant	None required	Less than significant
<b>Impact GEO-3:</b> A portion of the Specific Plan Area is mapped as having moderate to high susceptibility for landslides; the proposed Opening Year Development – Option 1 has collapsible soils.	<b>RR GEO-1:</b> CBC Compliance, listed above	Potentially significant	<b>Mitigation Measure GEO-1,</b> listed above. <b>Mitigation Measure GEO-2: Geotechnical Recommendations.</b> The Geotechnical Investigations completed for development of the Specific Plan Area outside of Opening Year—Option 1 and for development of the Upzone Site shall be submitted to the County of San Bernardino for review and approval. The approved recommendations shall be incorporated into the final design of the improvements proposed at the Specific Plan and implemented during construction. Any subsequent recommendations required by the Project's certified geotechnical engineer or engineering geologist shall be implemented to ensure the Project meets structural requirements of the California Building Code.	Less than Significant
<b>Impact GEO-4:</b> The Project would not be located on expansive soil, as defined in table 18-1-b of the uniform building code (1994) and would not create substantial direct or indirect risks to life or property.	<b>RR GEO-1:</b> CBC Compliance, listed above	No Impact	None required	No impact
<b>Impact GEO-5:</b> The Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater		No impact	None required	No impact
<b>Impact GEO-6:</b> With monitoring during earthmoving construction activities, the	<b>RR CUL-3:</b> The removal, without permission, of any	Potentially significant	<b>Mitigation Measure GEO-3: Paleontological Resources.</b> Prior to grading	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	paleontological site or feature is prohibited from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof (PRC 5097.5). This applies to agencies' own activities, including construction and maintenance, and permit actions by others.		<p>activities, the Applicant and/or its contractor shall retain a paleontologist selected from the County's list of qualified paleontologists or one who meets the qualifications of the Society of Vertebrate Paleontology standards as Project Paleontologist. The Project Paleontologist shall prepare a paleontological resource mitigation program (PRMP), monitor, salvage, and curate any recovered fossils associated with the Project area, should these be unearthed during ground disturbance within the Project area. Specifically, the Project Paleontologist shall:</p> <ul style="list-style-type: none"> <li>• Be present at the pre-grading conference to establish procedures for paleontological resource surveillance.</li> <li>• Monitor all ground disturbing activities in subareas where unit Qof<sub>3</sub> and Qof<sub>1</sub> are exposed and for ground disturbing activities that are four feet or greater below ground surface where unit Qyf<sub>5</sub> is exposed. The Project Paleontologist may reduce monitoring to spot checks or discontinue at his/her discretion if no intact and significant paleontological resources are encountered after the initial period of full-time monitoring.</li> <li>• Monitor excavations closely to quickly and professionally recover any fossil remains discovered while not impeding development.</li> </ul> <p>The purpose of the PRMP is to establish mitigation monitoring procedures and</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>discovery protocols, based on industrywide best practices (Murfhey et al., 2019) and shall include the following procedures:</p> <ul style="list-style-type: none"> <li>• Include a Worker's Environmental Awareness Program (WEAP) training. The WEAP shall be prepared prior to the start of ground disturbance and be presented in person by the Project Paleontologist to all field personnel to describe the types of fossils that may occur in sediments present within the construction areas and the procedures to follow if any are encountered.</li> <li>• Indicate where construction monitoring will be required for the Project and the frequency of required monitoring (i.e., full time, spot checks, etc.).</li> <li>• Address the collection and processing (e.g., wet- or dry-screening) of sediment samples to analyze for presence/absence of small-fraction and microscopic fossils.</li> <li>• Specify the process to be followed in the event paleontological resources are encountered, including ceasing all ground-disturbing activity within 50 feet of the area of the discovery. The Project Paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend</li> </ul>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>a course of action to further investigate and protect or recover and salvage those resources that have been encountered.</p> <ul style="list-style-type: none"> <li>Describe the different reporting standards to be used for monitoring with negative findings versus monitoring resulting in fossil discoveries.</li> <li>Provide details on what sediment samples should be collected, analyzed, and processed to determine the presence/absence of fossils in small-fraction and microscopic grain sizes within the Project area. Fossils uncovered during mitigation activities shall be deposited in an accredited and permanent scientific institution, such as the Western Science Center, for the benefit of current and future generations.</li> <li>Specify the criteria for discarding specific fossil specimens. If the Project Paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by Project planning, then recovery may be applied. <ul style="list-style-type: none"> <li>Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to</li> </ul> </li> </ul>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes.</p> <ul style="list-style-type: none"> <li>○ Recovery, salvage and treatment shall be done at the applicant's expense.</li> <li>○ All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist.</li> <li>○ Resources shall be identified and curated into an established accredited professional repository.</li> <li>○ The Project Paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.</li> </ul>	
<b>Cumulative</b>	<b>RR GEO-1:</b> CBC Compliance	Potentially significant	MM GEO-1 through MM GEO-3	Less than significant
<b>5.8 Greenhouse Gases</b>				
<b>Impact GHG-1:</b> The Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	<p><b>RR GHG-1</b> New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11).</p> <p><b>RR GHG-2</b> Construction activities are required to adhere to Title 13</p>	Potentially significant	<p><b>Mitigation Measure GHG-1: GHG Reduction Measures</b> Prior to issuance of building permits for each building, the Project applicant shall provide documentation to the County of San Bernardino Building Department demonstrating that the improvements and/or buildings subject to the building permit application include measures from the 2021 County of San Bernardino</p>	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.</p> <p><b>RR GHG-3</b> New development in the unincorporated County of San Bernardino is required to comply with the San Bernardino County GHG Reduction Plan. The 2011 GHG Reduction Plan also directs the County to implement GHG reduction measures to align the County with the GHG reduction goals of AB 32.</p> <p><b>RR GHG-4</b> The County of San Bernardino requires land uses in the unincorporated area to adhere to the state's Model Water Efficient Landscape Ordinance.</p> <p><b>RR GHG-5</b> The County of San Bernardino adheres to the requirements of AB 341, AB 1826, and SB 1383. The County of San Bernardino Solid Waste Management Division manages landfill capacity and implements programs to divert waste from landfills, which includes recycling and organics/food waste collection. AB 341 requires business that generate 4 cubic yards of waste or more per week (including multifamily with five or more units) to arrange for recycling services. AB 1826 requires business to recycle their organic waste depending on how much waste they generate per week and also requires the County to implement an organic waste recycling program for business (including multifamily of five or more uses). SB 1383 requires that operates of landfills achieve</p>		Greenhouse Gas Reduction Plan Screening Tables (June 2021), as needed to achieve the required 100 points. Specific measures may be substituted for other measures that achieve an equivalent amount of GHG reduction, subject to the County of San Bernardino Building Department approval.	
<b>Impact GHG-2:</b> The Project would conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.		Less than significant	Not required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	reductions in short-lived climate pollutants and establishes a target to achieve a 50 percent reduction in statewide disposal of organic waste from 2014 levels by 2020 and 75 percent reduction from 2014 levels by 2025. AB 1383 also establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. PDF AQ-1 through PDF AQ-25, included in Section 5.3, <i>Air Quality</i> .			
<b>Cumulative</b>		Potentially significant	MM GHG-1	Less than significant
<b>5.9 Hazards and Hazardous Materials</b>				
<b>IMPACT HAZ-1:</b> The Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.	<p><b>RR HAZ-1 Transportation of Hazardous Waste.</b> Hazardous materials and hazardous wastes will be transported to and/or from the projects developed under the Countywide Plan in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (CFR) (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.</p> <p><b>RR HAZ-2 Resource Conservation and Recovery Act.</b> Hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of</p>	Less than significant.	None required	Less than significant



Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The San Bernardino County Fire Protection District serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Materials Release Response Plans and Inventory Program, (2) California Accidental Release Prevention (CalARP) Program, (3) Aboveground Petroleum Storage Act Program, and (4) UST Program (5) Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs (6) Hazardous Materials Management Plan and Hazardous Material Inventory Statement Program.			
<b>IMPACT HAZ-2:</b> The Project could create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.	<b>RR HAZ-3 California UST Regulations.</b> Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, San Bernardino County Fire Protection District, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of	Potentially Significant	<b>MM HAZ-1 Soil Management Plan (SMP).</b> The Project Applicant shall retain a qualified environmental consultant to prepare a SMP for all contaminated soils identified as environmental conditions in the Phase 1 and Phase 2 Environmental Site Assessments (Phases 1 and 2 ESAs) prepared for proposed development within the Specific Plan. The SMP shall be submitted to the San Bernardino County Fire Department, Hazardous Materials Division (SBCFD / HMD) for review and approval prior to the commencement of excavation and grading activities. The SMP shall be implemented during excavation and grading activities of the impacted area to ensure that contaminated soils are properly identified, excavated, and disposed of off-site, as follows:	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).</p> <p><b>RR HAZ-4 ACMS and LBPs.</b> Demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials (ACMs) or lead-based paint (LBP) will be conducted in accordance with applicable regulations, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• South Coast Air Quality Management District's Rule 1403</li> <li>• California Health and Safety Code (Section 39650 et seq.)</li> <li>• California Code of Regulations (Title 8, Section 1529)</li> <li>• California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])</li> <li>• Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])</li> </ul> <p><b>RR HAZ-5 Removal of Hazardous Materials.</b> The removal of hazardous materials, such as polychlorinated biphenyls (PCBs), mercury-containing light ballast, and mold, will be completed in accordance with applicable</p>		<ul style="list-style-type: none"> <li>▪ The SMP shall address field screening, air monitoring, impacted soil excavation and segregation, confirmation sampling, stockpile management and sampling, impacted soil disposal, backfill, import soil sampling and tracking, and documentation.</li> <li>▪ The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant, or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the Project Site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.</li> <li>▪ Prior to the commencement of grading and excavation, the Phases 1 and 2 ESAs shall be submitted to reported to the SBCFD / HMD for review and comment. The recommendations of the SBCFD / HMD shall be incorporated in the SMP. After approval by SBCFD/HMD, the recommendations contained in all Phase 1 and 2 ESAs shall be incorporated into the SMP.</li> <li>▪ A qualified environmental consultant shall be present on the Project Site during grading and excavation</li> </ul>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers with the hazardous waste operations and emergency response (HAZWOPER) training, as outlined in 29 CFR 1910.120 and 8 CCR 5192.</p> <p><b>RR HAZ-6 California Code of Regulations (Title 8, Section 1541).</b> New construction, excavations, and/or new utility lines within 10 feet or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations (Title 8, Section 1541)</p>		<p>activities in the known or suspected locations of contaminated soils and shall be on call at other times as necessary, to monitor compliance with the SMP and to actively monitor the soils and excavations for evidence of contamination.</p> <ul style="list-style-type: none"> <li>During the Project's excavation phase, the Project Applicant shall remove and properly dispose of impacted materials in accordance with the provisions of the SMP. If soil is stockpiled prior to disposal, it will be managed in accordance with the Project's Storm Water Pollution Prevention Plan, prior to its transfer for treatment and/or disposal. All impacted soils would be properly treated and disposed of in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, as well as applicable requirements of the Santa Ana Regional Water Quality Control Board.</li> </ul> <p><b>MM HAZ-2 Health and Safety Plan.</b> Given the presence of known soil contamination on at least a portion of the proposed development area within the Specific Plan, a Health and Safety Plan shall be prepared in compliance with OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120) and Cal/OSHA requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and submitted for review by the SBCFD / HMD. The Health and Safety Plan shall be submitted to the SBCFD / HMD for review and approval prior to the commencement of excavation and grading. The Health and Safety Plan shall address, as</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			appropriate, safety requirements that would serve to avoid significant impacts or risks to workers or the public in the event that elevated levels of subsurface gases are encountered during grading and excavation and shall include any applicable recommendations contained in all Phase I and Phase II ESAs, after the ESAs are approved by SBCFD/HMD. The Health and Safety Plan shall address potential vapor encroachment from the soil contamination, and workers shall be trained to identify exposure symptoms and implement alarm response. The Health and Safety Plan shall have emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory personal protective equipment requirements. The Health and Safety Plan shall be signed by all workers involved in the removal of the contaminated soils to demonstrate their understanding of the risks of excavation.	
<b>IMPACT HAZ-3:</b> The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	<b>RR HAZ-1</b> Transportation of Hazardous Waste, above. <b>RR HAZ-2</b> Resource Conservation and Recovery Act, above. <b>RR HAZ-3</b> California UST Regulations, above.	Less than significant	None required	Less than significant
<b>IMPACT HAZ-4:</b> The Specific Plan Area contains properties included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that could cause a significant hazard to the public or the environment.		Less than significant	None required	Less than significant
<b>IMPACT HAZ-5:</b> The Project would not result in a safety hazard or excessive noise for people residing or working in the Project area for a project located within an airport land use plan or,				

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
where such a plan has not been adopted, be within two miles of a public airport or public use airport.				
<b>IMPACT HAZ-5:</b> The Project would not result in a safety hazard or excessive noise for people residing or working in the Project area for a project located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport or public use airport.		No impact	None required	No impact
<b>IMPACT HAZ-6:</b> The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.		Less than significant	None required	Less than significant
<b>Cumulative</b>	RR HAZ-1, HAZ-2, HAZ-3, HAZ-4, HAZ-5, HAZ-6, above.	Potentially significant	MM HAZ-1 and MM HAZ-2, above.	Less than significant
<b>5.10 Hydrology and Water Quality</b>				
<b>Impact WQ-1:</b> The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	<b>RR WQ-1: NPDES/SWPPP.</b> Prior to issuance of any grading or demolition permits, the applicant shall provide the County Building and Safety Division evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and	Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	reporting plan for the construction site. <b>RR WQ-2: WQMP.</b> Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Public Works Department. The WQMP shall be submitted using the Riverside County Stormwater Program's model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.			
<b>Impact WQ-2:</b> The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.		Less than significant	None required	Less than significant
<b>Impact WQ-3:</b> The Project would not substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	<b>RR WQ-1:</b> NPDES/SWPPP, listed above <b>RR WQ-2:</b> WQMP, listed above	Less than significant	None required	Less than significant
<b>Impact WQ-4:</b> The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner	<b>RR WQ-1:</b> NPDES/SWPPP, listed above <b>RR WQ-2:</b> WQMP, listed above	Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.				
<b>Impact WQ-5:</b> The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	<b>RR WQ-1:</b> NPDES/SWPPP, listed above  <b>RR WQ-2:</b> WQMP, listed above	Less than significant	None required	Less than significant
<b>Impact WQ-6:</b> The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows		Less than significant	None required	Less than significant
<b>Impact WQ-7:</b> The Project would not be located in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.		No impact	None required	No impact
<b>Impact WQ-8:</b> The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	<b>RR WQ-1:</b> NPDES/SWPPP, listed above  <b>RR WQ-2:</b> WQMP, listed above	Less than significant	None required	Less than significant
<b>Cumulative</b>	RR WQ-1 and RR WQ-2, listed above.	Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>5.11 Land Use and Planning</b>				
<b>Impact LU-1:</b> The Project would not physically divide an established community.	RR GHG-1 through RR GHG-4, above.	Less than significant	None required	Less than significant
<b>Impact LU-2:</b> The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	<b>RR LU-1 The County of San Bernardino Development Code:</b> The County's Development Code (Title 8 of the County Code of Ordinances) provides the basis for zoning designations and development regulations in unincorporated areas	Less than significant	None required	Less than significant
<b>Cumulative</b>		Less than significant	None required	Less than significant
<b>5.12 Noise</b>				
<b>Impact NOI-1:</b> The Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	<p><b>RR-NOI-1</b> The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1207.11.2, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.</p> <p>The California Green Building Standards Code (CALGreen), Chapter 5, Division 5.5, has additional requirements for insulation that affect exterior-interior noise transmission for nonresidential structures: Pursuant to Section 5.507.4.1, Exterior Noise Transmission, Prescriptive Method, wall and roof-ceiling assemblies making up the building or addition</p>	Potentially Less than significant	<p><del>None. <b>MM-NOI-1: Industrial/Warehousing Operational Noise:</b> Construction Plans, specifications, and permits for development of Development Sites 2 and 4 shall include development of the following walls that shall be completed prior to receipt of certificates of occupancy or operational permits for industrial/warehousing uses on Development Sites 2 and 4:</del></p> <ul style="list-style-type: none"> <li><del>Development Site 2: a 12-foot tall masonry wall shall be constructed along the entire northern perimeter of Development Site 2, and 14-foot-high masonry walls shall be constructed along Locust Avenue and Maple Avenue to screen the truck trailer parking and loading dock areas.</del></li> <li><del>Development Site 4: a 9-foot-high masonry wall shall be constructed along the perimeter of the truck trailer lot to screen the truck trailer parking lot.</del></li> </ul>	Less than significant



Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Impact NOI-2:</b> The Project would not generate excessive groundborne vibration or groundborne noise levels.	envelope or altered envelope and exposed to the noise source shall meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor-indoor transmission class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 within a 65 dBA CNEL noise contour of an airport, or within a 65 dBA CNEL or Ldn noise contour of a freeway, expressway, railroad, industrial source, or fixed-guideway source, as determined by the noise element. Where noise contours are not readily available, buildings exposed to a noise level of 65 dBA Leq for one hour during any hour of operation shall have building, addition, or alteration exterior wall and roof-ceiling assemblies that are exposed to the noise source meet a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum of STC 40 (or OITC 30).	Potentially Significant	<b>Mitigation Measure NOI-12: Construction Vibration:</b> Construction Plans, specifications, and permits for construction activities within the Specific Plan area and Upzone Site shall specify that large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, and the use of jack hammers and soil compaction equipment are not to be used within 20-feet of occupied sensitive receiver locations. Construction activities within 20 feet of noise sensitive uses shall utilize small rubber-tired or alternative equipment to reduce construction related vibration below the County's threshold of 0.2 in/sec PPV at sensitive receiver locations.	Less than significant
<b>Impact NOI-3:</b> The Project would not expose people residing or working in the Project area to excessive noise levels.	Prior to issuance of building permits for projects that include sensitive receptors and are located in ambient noise environments exceeding the "Normally Acceptable" noise and land use compatibility standards shown in Table 5.12-2, the project applicant shall submit an acoustical study to the County of San Bernardino that demonstrates that the proposed residential building design would provide an interior noise level of 45 dBA CNEL or less for residential uses, as required by the California Building Code, or acceptable levels	No Impact	None required	No Impact

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>for nonresidential uses per CALGreen standards. Acceptable methods for reducing noise exposure may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Noise barriers, berms, or other noise reduction techniques could be constructed to reduce noise transmission where reasonable and feasible. Final design of such barriers should be completed during project level review.</li> <li>Alternative noise reduction techniques could be implemented, such as repaving streets with “quiet” pavement types, including open-grade rubberized asphaltic concrete. The use of quiet pavement can reduce noise levels by up to 7 dBA, depending on the existing pavement type, traffic speed, traffic volumes, and other factors.</li> <li>Traffic-calming measures to slow traffic, such as speed bumps.</li> <li>Adequate building sound insulation, such as sound-rated windows and doors, on a case-by-case basis as a method of reducing noise levels in interior spaces.</li> </ul>			

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p><b>RR-NOI-2</b> San Bernardino County Development Code, Construction Noise Sources. Section 83.01.080 establishes standards concerning acceptable noise levels for both noise-sensitive land uses and noise-generating land uses. It prohibits construction activities between 7:00 PM and 7:00 AM on weekdays, or at any time on Sunday or a federal holiday.</p> <p><b>RR-NOI-3</b> San Bernardino County Development Code, Stationary Noise Sources. Section 83.01.080 establishes standards for stationary noise sources in Table 83-2.</p> <p><b>RR-NOI-4</b> San Bernardino County Development Code Mobile Noise Sources. Section 83.01.080 establishes standards for mobile noise sources in Table 83-3 including:</p> <ul style="list-style-type: none"> <li>Limiting construction to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6PM on Saturday,. Construction is prohibited on Sundays.</li> </ul> <p><b>RR-NOI-5</b> San Bernardino County Development Code Vibration. Section 83.01.090 prohibits vibration that can be felt without the aid of instruments or produces a particle velocity greater than or equal to two-tenths inch per second peak particle velocity (i.e., 0.20 in/sec PPV) at or beyond the lot line of the source. Exceptions are made for temporary construction,</p>			

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>maintenance, repair, or demolition activities between 7:00 AM and 7:00 PM, except Sundays and federal holidays; and motor vehicles not under control of the industrial or commercial use</p> <p><b>PDF NOI-1: Construction Noise Plan.</b> Prior to the issuance of a grading permit, the following notes be included on grading plans and building plans. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.</p> <p>1. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer's standards. Project Construction Contractors County of San Bernardino Land Use Services Department Prior to grading permit issuance</p> <p>2. Construction contractors shall place all stationary construction equipment so that all emitted noise is generated toward the center of the site and away from the noise sensitive receivers nearest the Project site. Project Construction Contractors County of San Bernardino Land Use Services Department Prior to grading permit issuance</p> <p>3. Construction contractors shall locate equipment staging areas on</p>			

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>the Project site in locations that will create the greatest feasible distance between construction related noise sources and noise sensitive receivers nearest the Project site. Project Construction Contractors County of San Bernardino Land Use Services Department Prior to grading permit issuance</p> <p>4. Construction contractors shall ensure that delivery trucks/haul trucks use designated truck route(s) if possible.</p> <p><b><u>NOI-2: Industrial/Warehousing Operational Noise:</u></b> <u>Construction Plans, specifications, and permits for development of Development Sites 1, 2, and 4 shall include development of the following walls that shall be completed prior to receipt of certificates of occupancy or operational permits for industrial/warehousing uses on Development Sites 1, 2, and 4:</u></p> <ul style="list-style-type: none"> <li>• <u>Development Site 1: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 1.</u></li> <li>• <u>Development Site 2: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 2, and 14-foot-high masonry walls shall be constructed along Locust Avenue and</u></li> </ul>			

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<u>Maple Avenue to screen the truck trailer parking and loading dock areas.</u>  • <u>Development Site 4: a 9-foot-high masonry wall shall be constructed along the perimeter of the truck trailer lot to screen the truck trailer parking lot.</u>			
<b>Cumulative</b>		Less than significant	None required	Less than significant
<b>5.13 Population and Housing</b>				
<b>Impact POP-1:</b> The Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).		Less than significant	None required	Less than significant
<b>Impact POP-2:</b> The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.		Less than significant	None required	Less than significant
<b>Cumulative</b>		Less than significant	None required	Less than significant
<b>5.14 Public Services</b>				
<b>Impact PS-1:</b> The Project would not result in substantial adverse physical impacts associated with fire protection services or the provision of new or physically altered fire station facilities.		Less than significant	None required	Less than significant
<b>Impact PS-2:</b> The Project would not result in substantial adverse physical impacts associated with police services or the provision of new or physically altered police facilities.		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Impact PS-3:</b> The Project would not result in substantial adverse physical impacts associated with school services or the provision of new or physically altered school facilities.		Less than significant	None required	Less than significant
<b>Impact PS-4:</b> The Project would not result in substantial adverse physical impacts associated with park and recreational services or the provision of new or physically altered park facilities.		Less than significant	None required	Less than significant
<b>Impact PS-5:</b> The Project would not result in substantial adverse physical impacts associated with other government services or the provision of new or physically altered public facilities.		Less than significant	None required	Less than significant
<b>Cumulative</b>		Less than significant	None required	Less than significant
<b>5.15 Transportation</b>				
<b>Impact TR-1:</b> The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.		Less than significant	None required	Less than significant
<b>Impact TR-2:</b> The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).		Less than significant	None required	Less than significant
<b>Impact TR-3:</b> The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).		Less than significant	None required	Less than significant
<b>Impact TR-4:</b> The Project would not result in inadequate emergency access.		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Cumulative</b>		Less than significant	None required	Less than significant
<b>5.16 Tribal Cultural Resources</b>				
<b>Impact TCR-1:</b> The Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<p><b>RR TCR-1</b> Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.</p> <p><b>RR TCR-2</b> Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.</p> <p><b>RR CUL-5</b> If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. (California Health and Safety Code Section 7050.5)</p>	Potentially significant	<p>Mitigation Measures CUL-2 and CUL-3, listed above.</p> <p><b>Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities</b></p> <p>A. The Project Applicant/Developer shall retain a Native American monitor from (or approved by) the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation ("Tribes"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject Project, at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitors from the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation shall provide Native America monitoring services on a rotating basis.</p> <p>B. The Project Applicant/Developer shall provide documentation of its retention of a Native American monitor, as provided in Mitigation Measure TCR-1, to the County Planning Department (?) prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>C. The Project Applicant/Developer shall provide the Tribe with a minimum of 15 days</p>	Less than significant
<b>Impact TCR-2:</b> The Project would not cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.		Potentially significant		Less than significant



Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.</p> <p>D. The Project Applicant/Developer shall hold at least one pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe(s) will inform and educate the Project's construction and managerial crew and staff members (including any Project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the Project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the Project's compliance with the TCR mitigation measures. The Native American Tribe(s) shall be notified of and allowed to attend the pre-grading meeting with the County and Project construction contractors and/or monitor all Project mass grading and trenching activities. In the event that suspected tribal cultural resources are unearthed, the Native American Tribe(s) shall have the authority to redirect earth moving activities in the affected area.</p> <p>E. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc.,</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>(collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/Lead Agency upon written request.</p> <p>F. Native American monitoring for the Project shall conclude upon the latter of the following: (1) written confirmation from a designated Project point of contact to the Tribe representatives that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site Project location are complete; or (2) written notice by the Tribe to the Project Applicant/Developer and the County Planning Department that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the Project site and at any off-site project location possesses the potential to impact TCRs.</p> <p>G. Any and all archaeological or cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant/Developer and the County Planning Department for dissemination to the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation. The County Planning Department and/or Project Applicant/Developer shall, in good faith, consult with both Tribes until all ground disturbing activities of the Project are completed.</p> <p><b>Mitigation Measure TCR-2: Discovery of TCRs, Human Remains, and/or Grave Goods</b></p> <p>A. Upon the discovery of a TCR, all construction activities in the immediate vicinity</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation and the San Manuel Band of Mission Indians Cultural Resources Department shall be contacted regarding any cultural resources discovered during construction activities and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. No Project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.</p> <p>Should the find be deemed significant, as defined by CEQA, a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation and San Manuel Band of Mission Indians, and all subsequent finds shall be subject to this Plan. The Project Applicant/Developer shall comply with all provisions of the Plan. The Plan shall allow for a Native American monitor to be present that represents Tribes until all ground disturbance activities occurring at the Project site, including offsite areas, are completed, should they elect to place a monitor on-site.</p> <p>B. The appropriate Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its discretion, per the Cultural Resources Monitoring and Treatment Plan, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>C. If Native American human remains and/or grave goods are discovered or recognized on the Project site or at any off-site project location, then all construction activities shall immediately cease within a 200' radius. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)</p> <p>D. Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health &amp; Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.</p> <p>E. Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if, per the Cultural Resources Monitoring and Treatment Plan and the Tribes' discretion, resuming construction activities at that</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>distance is acceptable and provides the Project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)</p> <p>F. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.</p> <p>G. Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p> <p><b>Mitigation Measure TCR-3: Procedures for Burials, Funerary Remains, and Grave Goods:</b></p> <p>A. Inadvertent Discovery of Native American Human Remains: Public Resources Code §5097.98 This code invests the NAHC with the authority to designate a Most Likely Descendant (MLD) when Native American human remains and any associated grave items are inadvertently discovered. Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.</p> <p>B. If the discovery of human remains includes four (4) or more burials, the discovery</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>location shall be treated as a cemetery and a separate treatment plan shall be created.</p> <p>C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated “grave goods” (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.</p> <p>D. In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the Project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.</p> <p>E. In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon</p>	

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>by the Tribe and the landowner, and shall be protected in perpetuity.</p> <p>F. Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.</p> <p>G. The Tribes will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p>	
<b>Cumulative</b>		Potentially significant	Mitigation Measures CUL-2, CUL-3, and TCR-1 through TCR-3, listed above.	Less than significant
<b>5.17 Utilities and Service Systems</b>				
<b>Impact UT-1:</b> The Project would not require or result in the relocation or construction of new water facilities, the construction or relocation of which could cause significant environmental effects.		Less than significant	None required	Less than significant
<b>Impact UT-2:</b> The Project would have sufficient water supplies available to serve the Project and reasonably		Less than significant	None required	Less than significant

Impact	Regulatory Requirements/ Project Design Features	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
foreseeable development during normal, dry, and multiple dry years.				
<b>Impact UT-3:</b> The Project would not require or result in the construction of new or expanded wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
<b>Impact UT-4:</b> The Project would result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.		Less than significant	None required	Less than significant
<b>Impact UT-5:</b> The Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
<b>Impact UT-6:</b> The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.		Less than significant	None required	Less than significant
<b>Impact UT-7:</b> The Project would comply with federal, state, and local statutes and regulations related to solid waste.		No impact	None required	No impact
<b>Cumulative</b>		Less than significant	None required	Less than significant



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## Chapter 3, Project Description

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**Pages 3-11 to 3-12, Roadway Improvements, is revised as follows:**

### **Roadway Improvements**

#### **Jurupa Avenue**

~~The Project would change the classification of Jurupa Avenue from Maple Avenue to Locust Avenue segment to Major Highway through a Policy Plan Amendment.~~ The Project would improve the north side of Jurupa Avenue to its ultimate half-width along the frontage of Sites 1 and 2. The following improvements would be installed:

- 6-foot-wide curb-adjacent sidewalk,
- Curb and gutter,
- Re-paving/widening the existing eastbound travel way, and
- Striping 25-foot-long two-way left-turn lanes, along westbound Jurupa Avenue to facilitate access to/from the driveways at Site 1 and Site 2.

#### **Linden Avenue**

~~The Project would change the classification of Linden Avenue south of the Walter Zimmerman Elementary School to Jurupa Avenue to Industrial Collector (60-foot-wide) through a Policy Plan Amendment.~~ The Project would improve the west side of Linden Avenue to its ultimate half-width along the frontage of Site 1. The following improvements would be installed:

- 6-foot-wide curb-adjacent sidewalk,
- Curb and gutter,
- Re-paving/widening the existing southbound travel way,
- Striping 25-foot-long left-turn lanes along northbound Linden Avenue, and
- Access driveways would be built along the west side of Linden Avenue, with truck and passenger vehicle access at the south driveway and passenger vehicle access at the north driveway.

#### **Maple Avenue**

~~The Project would change the classification of Maple Avenue south of Santa Ana Avenue to Jurupa Avenue to Industrial Collector (60-foot-wide) through a Policy Plan Amendment.~~ The Project would improve the street to its ultimate width along the frontage of Site 1 and Site 2. The following improvements would be installed:

- 6-foot-wide curb-adjacent sidewalk,
- Curb and gutter,
- Re-paving/widening the existing southbound travel way,
- Striping 25-foot-long left-turn lanes along northbound and southbound Maple Avenue, and
- Access driveways would be built along the east and west side of Maple Avenue, with truck and passenger vehicle access at the south driveways accessing Sites 1 and 2, passenger vehicle access on the north driveway on Site 1, and passenger vehicle and truck access at the north driveway accessing Site 2.

#### **Locust Avenue**

The Project would improve Locust Avenue to its ultimate width along the frontage of Site 2 and Site 3. The following improvements would be installed:

- 6-foot-wide curb-adjacent sidewalk,
- Curb and gutter,
- Re-paving/widening the existing eastbound travel way.

#### **Laurel Avenue**

~~The Project would change the classification of Laurel Avenue south of Santa Ana Avenue to Jurupa Avenue to Industrial Collector (60-foot-wide) through a Policy Plan Amendment.~~ The Project would improve the street to its ultimate width along the frontage of Sites 3 and Site 4. The following improvements would be installed:

**Table 3-8: Project Approvals/Permits, on Page 3-20, Section 3.7 Discretionary Approvals and Permits, is revised as follows:**

<b>Public Agency</b>	<b>Approval and Decisions</b>
<b>Other/Responsible Agencies – Subsequent Approvals and Permits</b>	
San Bernardino County Flood Control District	<ul style="list-style-type: none"> <li>• Approvals for construction of storm water infrastructure and connection to municipal storm water system</li> </ul>
West Valley Water District	<ul style="list-style-type: none"> <li>• Approvals for construction of water infrastructure and connection to water distribution system</li> </ul>
City of Rialto	<ul style="list-style-type: none"> <li>• Administrative approvals for connections to off-site sewer infrastructure</li> </ul>
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> <li>• Issuance of a Construction Activity General Construction Permit</li> <li>• Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit</li> <li>• Approve WQMP</li> </ul>
Southern California Edison	<ul style="list-style-type: none"> <li>• Approve power pole removals and undergrounding of utilities</li> </ul>
<u>South Coast Air Quality Management District</u>	<ul style="list-style-type: none"> <li>• <u>Issuance of Permits to construct for stationary equipment</u></li> </ul>

**Figure 3-3, Specific Plan Planning Areas, and Figure 3-25, Buildout Construction Phasing, are revised as follows:**

**Figure 3-3 Revision**

**Figure 3-25 Revision**

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**Section 5.1, Aesthetics**

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**The second paragraph under Threshold AE-4, on Page 5.1-21 is revised as follows:**

All development proposed within the Specific Plan Area would comply with its development standards (see Table 5.1-2, above); the San Bernardino County Development Code, which provide regulations and standards to minimize light pollution, glare, and light trespass, including Section 83.07.0530, which provides standards for glare and outdoor lighting for new development in the Valley Region; and RR AE-2, which enforces adherence with the California Building Code, including provisions of the CalGreen Building Energy Efficiency Standards related to lighting. Mandatory compliance with these regulations would ensure that developments within the Specific Plan would not cause a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

**The final paragraph on Page 5.1-21 is revised as follows:**

The proposed improvements in Planning Area A would include exterior security lighting throughout the sites. The lighting fixtures would be 35 feet tall and would be energy efficient, in compliance with CBC Title 24 requirements. The lights would be shielded and/or recessed so that glare and reflections are confined to each site's boundaries and directed downward and away from adjoining residential properties and public roadways. Once the final design and placement of the light sources are identified, as required by the Specific Plan, a photometric lighting plan will be prepared for each of the four development sites; the photometric lighting plan will project the illumination levels at the property lines of the surrounding light sensitive uses and public rights-of-way to ensure that the planned lighting will not exceed the five-tenths foot-candles limit at residential property lines. Once constructed and prior to the operation of each development, in accordance with Development Code Section 83.07.0530, light measurements would be conducted to confirm that measured illumination at residential property lines and rights-of-way would be less than five-tenths foot-candles. Adjustments to the lamp and/or additional shields would be installed to ensure the Project meets development standards. Therefore, light and glare impacts would be less than significant.

**The final paragraph on Page 5.1-22 is revised as follows:**

With respect to potential cumulative light and glare impacts, the Project would be required to comply with County of San Bernardino Development Code Section 83.07.0530, which set standards for exterior lighting/fixtures. Any development project in the cumulative study area would be required to comply with the light reduction requirements applicable in their respective jurisdiction. Although cumulative development in the Project's surrounding area is expected to introduce new sources of artificial lighting and potentially reflective materials, the required compliance with the governing development code requirements would ensure that future cumulative development does not introduce substantial sources of artificial lighting or glare. As such, the Project would not contribute to cumulatively considerable, adverse impacts to the existing daytime or nighttime views of the Project sites or their surroundings.

**The third bullet on Page 5.1-23 is revised as follows:**

- County Development Code Section 83.07.0530, Glare and Outdoor Light - Valley Region

**Section 5.1.12 on Page 5.1-23 is revised as follows:**

**Impact AE-1.** The Project would result in a less than significant impact to Impact AE-1. No mitigation is required.

**Impact AE-2.** No impact related to Impact AE-2 would occur. No mitigation is required.

**Impact AE-3.** The Project would result in a less than significant impact to Impact AE-3. No mitigation is required.

**Impact AE-4:** Upon the implementation of RR AE-2 and County Development Code Section 83.07.0530, Glare and Outdoor Light - Valley Region, Impact AE-4 would be reduced to less than significant.

### Section 5.3, Air Quality

Table 5.3-2, on Page 5.3-14, is revised as follows:

**Table 5.3-2: Air Quality Monitoring Summary 2017-2020~~19~~**

Pollutant	Standard	Year			
		2017	2018	2019	2020
O <sub>3</sub>					
Maximum Federal 1-Hour Concentration (ppm)		0.137	0.141	0.124	<u>0.151</u>
Maximum Federal 8-Hour Concentration (ppm)		0.118	0.111	0.109	<u>0.111</u>
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	33	38	41	<u>56</u>
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	49	69	67	<u>89</u>
CO					
Maximum Federal 1-Hour Concentration	> 35 ppm	1.6	1.9	2.7	<u>1.7</u>
Maximum Federal 8-Hour Concentration	> 20 ppm	1.3	1.1	1.0	<u>1.2</u>
NO <sub>2</sub>					
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.069	0.063	0.076	<u>0.053</u>
Annual Federal Standard Design Value		0.018	0.018	0.017	<u>0.017</u>
PM <sub>10</sub>					
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 150 µg/m <sup>3</sup>	75	64	88	<u>61</u>
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )		39.3	34.1	34.8	<u>35.8</u>
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m <sup>3</sup>	0	0	0	<u>0</u>
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m <sup>3</sup>	7	9	12	<u>6</u>
PM <sub>2.5</sub>					
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 35 µg/m <sup>3</sup>	39.20	29.20	46.50	<u>46.10</u>
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )	> 12 µg/m <sup>3</sup>	12.04	11.13	10.84	<u>11.95</u>
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m <sup>3</sup>	1	0	2	<u>1</u>

Source: AQ, 2021 (Appendix C) and [http://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/aq2020card\\_final.pdf?sfvrsn=4](http://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/aq2020card_final.pdf?sfvrsn=4).

**Section 5.3.3, Environmental Setting, on Page 5.3-15, is revised as follows:**

#### ENVIRONMENTAL JUSTICE

The Specific Plan area is partially located within an Environmental Justice Focus Area (EJFA) as shown in Figure 5.3-0, *Project Proximity to Environmental Justice Area*.

**Table 5.3-3a: Bloomington Pollution Burden Scores by Census Tract**

Census Tract	Low Income	Percentile and Quartile Rank			Scores in the Upper Quartile	
		Composite Score	Pollution Score	Population Score	Pollution Factors	Population Factors
Bloomington-Colton						
6071002601 Bloomington	Yes	71	99	36	AQ   TR   TD   CS   HZ   SW	
6071003605 Bloomington	Yes	68	51	72	AQ   DW	UE
6071003606 Bloomington	Yes	83	81	74	AQ   DW   TD   HZ	ED   POV   UE   HB
6071004001 Bloomington	Yes	86	91	68	AQ   TD   HZ	ED   UE
6071004003 Bloomington	Yes	98	97	86	AQ   DW   GW   HZ   SW	LB   ED   POV   UE   LI
6071003403 Bloomington	Yes	72	57	74	AQ	LB   ED   POV   UE
6071004004 (COL)	Yes	98	100	78	AQ   DW   TD   CS   GW   HZ   SW	LB   ED   POV   UE
6071003302 Bloomington	Yes	85	88	70	AQ   DW   TR   TD	LB   ED   LI   POV   UE
6071006601 (COL)	Yes	95	80	97	AQ   DW   TD	AS   LB   CVD   ED   LI   POV   UE

Sources: OEHHA, CalEnviroScreen, version 3, 2016.

Rankings:

Quartile 1 = Good	Quartile 2 = Moderate	Quartile 3 = Poor	Quartile 4 = Challenged
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Variables in the CES model:

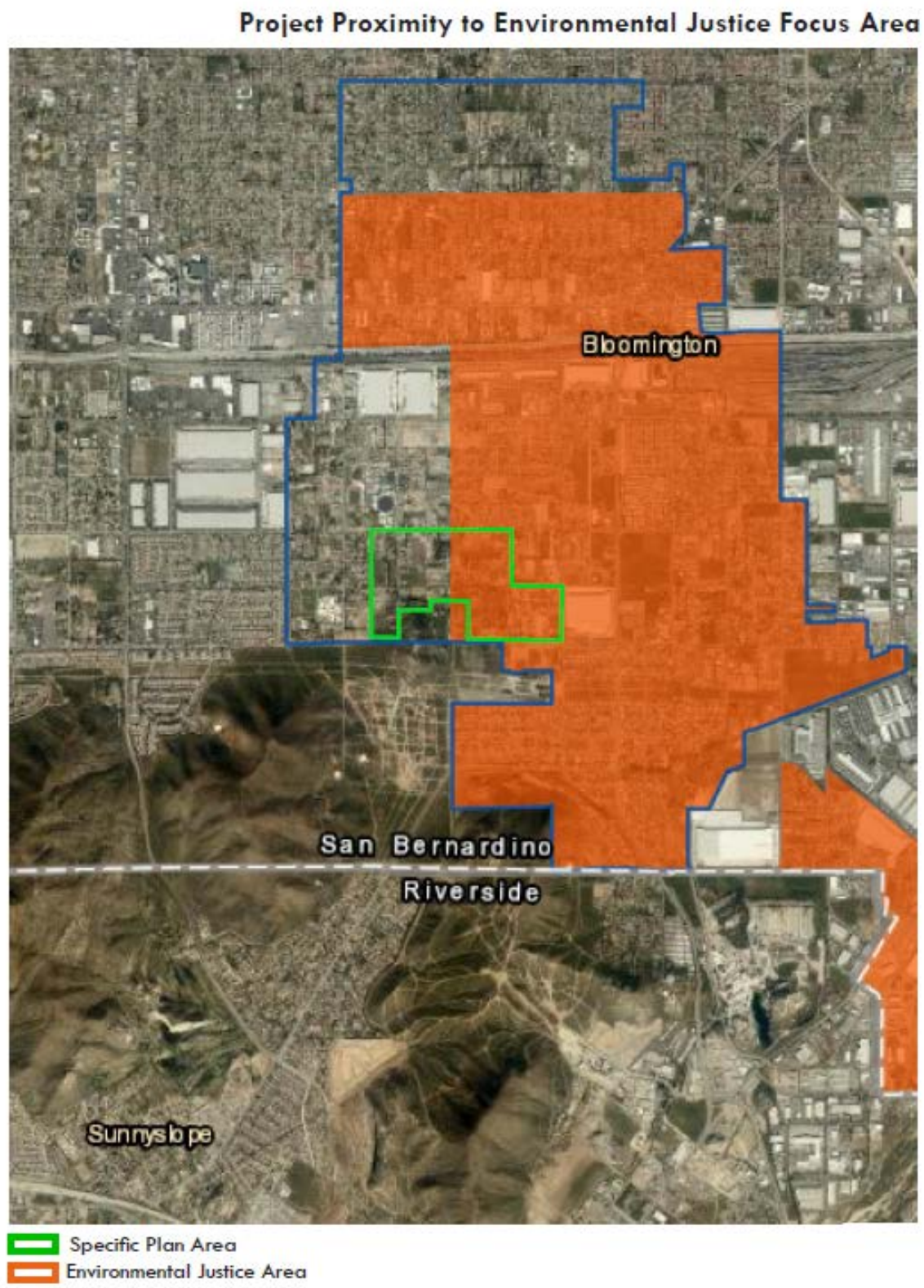
Pollution Exposure	Environmental Effects	Sensitive Population	Socioeconomic Factors
AQ = Air Quality (incl. Ozone, PM2.5, diesel PM)	CS = Toxic Cleanup Sites	AS = Asthma	LI = Linguistic Isolation
DW = Drinking Water	GW = Groundwater Threats	LB = Low Birth Weight	POV = Poverty
TR = Toxic Releases	HZ = Hazardous Waste	CVD = Heart Disease	UE = Unemployment
TD = Traffic Density	IW = Impaired Waters		HB = Housing Burden
	SW = Solid Waste Sites/Facilities		ED = Educational Attainment

As shown in Table 5.3-3a, above, the majority of census tracts in Bloomington have high composite and pollution burden scores. Whether measured by a composite, pollution, or population score, nearly all tracts measure in the upper quartile. The Project site is located in Census Tracts 6071004001 and 6071002601. Census Tract 6071004001 has a Composite Score of 86 and a Pollution Score of 91, while Census Tract 6071002601 has a Composite Score of 71 and Pollution Score of 99. Census Tract 6071004001 is located within a County EJFA. It should be noted that the Composite Score includes other environmental and socioeconomic indicators, not just air quality emissions. These indicators are: Pesticides, Toxic Releases, Traffic, Drinking Water Contaminants, Lead in Housing, Cleanups, Groundwater Threats, Hazardous Waste, Impaired Water, Solid Waste, Education, Housing Burden, Linguistic Isolation, Poverty, and Unemployment.

In terms of pollution burden, the Project site has similar levels of air pollution emissions within the EJFA and adjacent to the EJFA as shown in Table 5.3-3b, Air Pollution Setting, EJFA Comparison.

**Table 5.3-3b: Air Pollution Setting, EJFA Comparison**

Census Tract Number	Location	Ozone	PM 2.5	Diesel PM
6071004001 (within EJFA)	Specific Plan Area	97	91	80
6071002601	Specific Plan Area	95	94	78



Bloomington Business Park Specific Plan Project Draft EIR

Figure 5.3-0



**Text following the 4th paragraph on Page 5.3-7, Section 5.3.2.3 Regional Regulations, is revised as follows:**

The Draft 2022 AQMP has been prepared by SCAQMD and has been released for public review but has not yet been finalized or adopted by either SCAQMD or CARB as of the time of this writing in September 2022. The Draft 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional proposed strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission technologies, when cost-effective and feasible, and low NOx technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard, which is the most stringent standard to date.

**Paragraph 3, on Page 5.3-31, Impact AQ-1, is revised as follows:**

Accordingly, the 2016 AQMP does not specifically reflect the proposed land use designation for the Specific Plan Area or Upzone Site, and buildout of these areas under the Project is consistent with the Standard LDC and would not be greater than assumed by SCAG's regional forecast projections and also the AQMP growth projections. In order to exceed the growth assumptions, the Project would have to increase the intensity of development to the degree it would result in the entire Bloomington area of the County to be reclassified as Compact LDC. As detailed in Section 5.13, *Population and Housing*, the development of up to 3,235,836 SF of industrial and business park uses by the Project would generate 2,709 jobs that would positively contribute to employment, as the current unemployment rate in the County is 7.7 percent (EDD 2021) and would be consistent with SCAG's 2020 RTP/SCS unincorporated area growth projections. The Specific Plan would contribute toward a more balanced jobs-to-housing ratio (see Draft EIR Table 5.13-5), and as such, the available labor pool in the County as well as in Bloomington would adequately meet the Specific Plan's employment demands without directly resulting in new residents or unplanned population growth. Hence, the Project would not result in conditions consistent with a Compact LDC. The area would continue to be auto oriented, not highly mixed use, and would consist of large single uses. The area would not become a highly walkable mix of retail, commercial, and various types of residential development. Therefore, the proposed Project would not result in reclassifying the Bloomington area to a Compact LDC. Therefore, the Specific Plan is consistent with the SCAQMD 2016 AQMP and would not result in an impact related to Criterion No.1.

In addition, the Project is consistent with the currently proposed Draft 2022 AQMP. As detailed previously, the proposed Draft 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional proposed strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission technologies, when cost-effective and feasible, and low NOx technologies in other applications), best management practices (BMPs), co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard. The land use and growth effects related to the proposed Draft 2022 AQMP would be consistent with those described previously related to the existing 2016 AQMP. The Project would positively contribute to employment needs and contribute toward a more balanced jobs-to-housing ratio. Also, the PDFs included in the proposed Project are consistent with the proposed Draft 2022 AQMP by implementation of BMPs, zero emission technologies, and TDM measures. Therefore, the proposed Project is also consistent with the proposed Draft 2022 AQMP and would not result in an impact related to Criterion No.1.

**Paragraph 2, on Page 5.3-32, Impact AQ-2, is revised as follows:**

As shown in Table 5.3-7, emissions resulting from construction would exceed criteria pollutant thresholds for VOC and NOx in all three scenarios. Thus, Mitigation Measures AQ-1 and AQ-2 are included to require the

construction activities to utilize “Super-Compliant” low VOC paints that have ~~be~~ no more than 10g/L of VOC and low VOC paints in parking lots that have no more than 50g/L of VOC, which exceeds the regulatory VOC limits put forth by SCAQMD’s Rule 1113 and require ~~that off-road diesel at~~ construction equipment greater than 150 horsepower (>150 HP) to be CARB certified ~~†~~Tier 4 Final or higher. With implementation of Mitigation Measures AQ-1 and AQ-2, emissions of VOC and NOx from construction activities would be reduced to below the SCAQMD significance thresholds in all three scenarios, and impacts would be less than significant as shown on Table 5.3-8.

**Page 5.3-57. Section 5.3.9 Project Design Features, is revised as follows:**

**PDF AQ-3:** Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled pursuant to CARB’s particulate matter filter requirements.<sup>1</sup>

**Footnote 5 on Page 5.3-57, is revised as follows:**

<sup>5</sup> Some of the Best Practices have not been agreed to, or have been modified, when such Best Practices do not constitute feasible ~~mitigation~~ mitigation measures.

**Page 5.3-58. Section 5.3.9 Project Design Features, is revised as follows:**

**PDF AQ-10:** The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are commercially widely available and economically feasible, as reasonably determined by the County Planning Division.

**PDF AQ-12:** The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are commercially widely available and economically feasible, as reasonably determined by the County Planning Division.

**PDF AQ-13:** The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, if such trucks are commercially widely available and economically feasible, as reasonably determined by the County Planning Division.

**PDF AQ-15:** The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity in order to meet California Green Building Code Standards, such as equal to the building’s projected energy needs.

**Page 5.3-59. Section 5.3.9 Project Design Features, is revised as follows:**

**PDF AQ-26:** The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the County Planning Division and posted on the construction site prior to issuance of a demolition permit.

**PDF AQ-27:** The Project Applicant/Developer/Contractor shall include a note on grading plans that prohibits grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the airnow.gov system the day prior by the Project Contractor.

**Page 5.3-59. Section 5.3.11 Mitigation Measures, is revised as follows:**

**MM AQ-1: Super-Compliant Low VOC**

<sup>1</sup> California Air Resources Board. A Guide to California’s Clean Air Regulations for Heavy-Duty Diesel Vehicles.

The construction plans and specifications shall state that the Project shall utilize “Super-Compliant” low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC and low VOC paints have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD’s Rule 1113. Super-Compliant low VOC paints shall be no more than 10 g/L of VOC and low VOC paints shall be no more than 50 g/L of VOC.

**MM AQ-2: Tier 4 Final**

The construction plans and specifications shall state that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 Final off-road emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer’s specifications. The Lead Agency shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.

**MM AQ-6: Electric Interior Vehicles**

The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. The requirement that all on-site yard hostlers, yard equipment, forklifts, and pallet jacks shall be zero-emissions equipment, or equivalent language, shall be incorporated in all Project facility lease documents. Prior to issuance of a Certificate of Occupancy, facility owners or tenants shall provide documentation to the County of San Bernardino Planning Division and Business License Department verifying that signed lease documents incorporate the requirement that all on-site yard trucks/hostlers shall be zero-emissions equipment.

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**Section 5.4, Biological Resources**

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**Impact BIO-3 on pages 5.4-21 and 5.4-22 is revised as follows.**

Less than Significant with Mitigation Incorporated.

**Specific Plan Area**

According to the USFWS National Wetland Inventory, no wetland features have been documented within or adjacent to the Specific Plan Area. Planning Area A does not support jurisdictional resources, including wetlands, marsh, vernal pool, etc., pursuant to Section 1602 of the California Fish and Game Code as regulated by the California Department of Fish and Wildlife (CDFW), pursuant to the Porter-Cologne Act, as regulated by the Santa Ana Regional Water Quality Control Board (RWQCB) and pursuant to Sections 404/401 of the Clean Water Act as regulated by the U.S. Army Corps of Engineers (USACE) and RWQCB, respectively. Therefore, no impacts to CDFW, USACE, or RWQCB jurisdiction would occur, and mitigation is not warranted.

Based on the general biological survey (which did not include a pedestrian survey) and aerial review, undertaken for Planning Area B, Planning Area B is not expected to support jurisdictional resources pursuant to Section 1602 of the California Fish and Game Code as regulated by CDFW, pursuant to the Porter-Cologne Act, as regulated by the RWQCB or Sections 404/401 of the Clean Water Act as regulated by USACE and RWQCB, respectively. However, future developments proposed in Planning Area B should be surveyed to confirm there are no resources under USACE or RWQCB jurisdiction. Therefore, MM BIO-~~67~~ is included to require jurisdictional assessments for projects within Planning Area B. If resources under CDFW, USACE, and/or RWQCB jurisdiction are identified, impacts should be avoided where feasible. Where

avoidance is not feasible, project-specific impacts to jurisdictional resources will be applied by federal and state regulators via applicable consulting and permitting process. The types of mitigation required may include on-site or offsite preservation, enhancement, creation, and/or restoration. With implementation of MM BIO-~~67~~, impacts to federally protected wetlands would be less than significant.

#### **Upzone Site**

According to the USFWS National Wetland Inventory, no wetland features have been documented within or adjacent to the Upzone Site (USFWS, 2021). Future development on the Upzone Site has the potential to impact wetlands if any are located on site at the time future development occurs. Therefore, future development within the Upzone Site will need to be surveyed for jurisdictional features prior to construction, as outlined in MM BIO-~~67~~. With incorporation of MM BIO-~~67~~, impacts to federally protected wetlands within the Upzone Site would be less than significant.

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### **Section 5.5, Cultural Resources**

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**Impact CUL-2 on page 5.5-12 is revised as follows:**

#### ***Future Development – Specific Plan Buildout & Upzone Site***

As described previously, previously recorded prehistoric and historical archaeological sites have been identified within Project region. Therefore, the Specific Plan Area and the Upzone Site are considered sensitive to archaeological resources. The Future Development and Upzone Site have had less ground disturbance, including the large open areas along Laurel Avenue in the Specific Plan and the northwest property in the Upzone Site. Therefore, it is possible that ground-disturbing construction activities in Planning Area B and in the Upzone Site could uncover archaeological resources, and impacts are potentially significant. As such, Mitigation Measure CUL-3 requires an archaeological resources assessment for future developments in Planning Area B of the Specific Plan and Upzone Site. In the event archaeological resources are identified by the archaeological resource assessment, Mitigation Measure CUL-2 shall apply. Mitigation Measure CUL-2 requires archaeological monitoring for all developments within the Specific Plan Area and Upzone Site that would reduce potential archeological impacts to a less than significant level.

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### **Section 5.12, Noise**

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**The last 3 sentences of the last paragraph on Page 5.12-27, Impact NOI-1, is revised as follows:**

Although construction noise impacts would be less than the 80 dBA threshold and less than significant, sensitive receptors adjacent to the Project site will be exposed to higher noise levels. To reduce construction noise on impacts to the residential uses adjacent to the maximum extent feasible, PDF NOI-1 would be incorporated into the Project to require construction best management practices related to noise. ~~With inclusion of PDF NOI-1, i~~ Impacts related to construction noise would be less than significant.

**Paragraph 1 on Page 5.12-35, Impact NOI-1, is revised as follows:**

Operation

Less than Significant ~~with Mitigation Incorporated~~

***Specific Plan Area & Upzone Site***

To present the potential worst-case noise conditions, this analysis assumes the proposed industrial uses would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the business operations of the proposed Specific Plan would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site industrial use-related noise sources are expected to include: loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, and trash enclosure activity. As described previously, the Specific Plan area is near existing residences, which are sensitive receivers. The locations of operational noise sources are shown on Figures 5.12-10 through 5.12-12.

**Paragraphs 2 and 4 on Page 5.12-43, Impact NOI-1, is revised as follows:**

**Operational Noise Standard Compliance**

Tables 5.12-8 and 5.12-9 shows the estimated Opening Year – Option 1 operational noise levels with the proposed 14-foot-high cement block walls at Site 2 and 9-foot-high cement walls at Site 4, as shown on Figure 5.12-10, and included as ~~PDF NOI-2Mitigation Measure NOI-1~~. Table 5.12-8 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 52.3 to 55.8 dBA Leq.

Table 5.12-10 shows that these operational noise levels would not exceed the County's exterior noise level standards, as adjusted to reflect the ambient noise levels at all nearby sensitive receiver locations. Thus, operational impacts related to the Opening Year – Option 1 would be less than significant with implementation of ~~PDF NOI-2mitigation~~.

**Paragraph 1 on Page 5.12-44, Impact NOI-1, is revised as follows:**

Table 5.12-11 and 5.12-12 shows the estimated Opening Year – Option 2 operational noise levels with the proposed 9-foot and 14-foot-high cement block walls at sites 2 and 4, as shown on Figure 5.12-11 and included as ~~PDF NOI-2Mitigation Measure NOI-1~~. Table 5.12-11 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 47.7 to 52.9 dBA Leq.

**Paragraphs 1 and 2 on Page 5.12-45, Impact NOI-1, are revised as follows:**

Table 5.12-13 shows that these operational noise levels would not exceed the County's exterior noise level standards, as adjusted to reflect the ambient noise levels at all nearby sensitive receiver locations. Thus, operational impacts related to the Opening Year – Option 2 would be less than significant with implementation of ~~PDF NOI-2mitigation~~.

Tables 5.12-14 and 5.12-15 shows the estimated Future Development Area - Specific Plan Buildout operational noise levels with the proposed 9-foot and 14-foot-high cement block walls at sites 2 and 4, as shown on Figure 5.12-12, and included as ~~PDF NOI-2Mitigation Measure NOI-1~~. Table 5.12-14 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 47.9 to 55.8 dBA Leq.

**Paragraphs 1 and 2 on Page 5.12-46, Impact NOI-1, are revised as follows:**

Table 5.12-16 shows that these operational noise levels would not exceed the County's exterior noise level standards, as adjusted to reflect the ambient noise levels at all nearby sensitive receiver locations. Thus, operational impacts related to the Future Development Area - Specific Plan Buildout would be less than significant with implementation of ~~PDF NOI-2mitigation~~.

To evaluate if noise from operation of the proposed Specific Plan would result in a substantial increase in ambient noise levels, operational noise levels were combined with the existing ambient noise levels measurements at the nearby receiver locations. The difference between the combined Specific Plan operational and ambient noise levels describes the noise level increases to the existing ambient noise

environment. As indicated on Tables 5.12-17 through 5.12-22, the increase in noise would range from 0.1 to 3.0, which would not generate a significant daytime or nighttime operational noise level increase at the nearby receiver locations. Therefore, impacts would be less than significant with implementation of PDF NOI-2 mitigation.

**Paragraph 2 on Page 5.12-50, Impact NOI-2, is revised as follows:**

Tables 5.12-26 through 5.12-28 present the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 11 feet to 276 feet from construction activities (at the construction site boundaries), construction vibration levels are estimated to range from 0.002 to 0.305 in/sec PPV and would exceed the County of San Bernardino 0.2 in/sec PPV threshold for vibration at OYD1-R4 from the Opening Year – Option 1, SP-R6 from the Future Development Area - Specific Plan Buildout, and residences that are within 20 feet of construction of the Upzone Site. Therefore, Mitigation Measure NOI-12 is included, which would require a 20-foot buffer zone that would restrict the use of large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, and the use of jack hammers within 20-feet of occupied sensitive receiver locations represented by OYD1-R4, SP-R6, and those within 20-feet of the Upzone Site.

**Paragraph 1 on Page 5.12-51, Impact NOI-2, is revised as follows:**

As shown on Table 5.12-29 and 5.12-30, with implementation of Mitigation Measure NOI-12, construction vibration levels would be reduced to 0.124 in/sec PPV, which would satisfy the 0.2 in/sec PPV threshold for vibration and reduce impacts to a less than significant level. Therefore, loaded trucks and all heavy mobile equipment greater than 80,000 pounds, and jack hammers are prohibited from use during construction activities within 20 feet of noise sensitive uses. Instead, small rubber-tired or alternative equipment, as well as soil compaction equipment shall be used during construction. Impacts related to construction vibration would be less than significant with mitigation.

**Page 5.12-54, Section 5.12.9 Project Design Features, is revised as follows:**

**PDF NOI-1: Construction Noise Plan.** Prior to the issuance of a grading permit, the following notes be included on grading plans and building plans. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

1. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer's standards. ~~Project Construction Contractors County of San Bernardino Land Use Services Department Prior to grading permit issuance~~
2. Construction contractors shall place all stationary construction equipment so that all emitted noise is generated toward the center of the site and away from the noise sensitive receivers nearest the Project site. ~~Project Construction Contractors County of San Bernardino Land Use Services Department Prior to grading permit issuance~~
3. Construction contractors shall locate equipment staging areas on the Project site in locations that will create the greatest feasible distance between construction related noise sources and noise sensitive receivers nearest the Project site. ~~Project Construction Contractors County of San Bernardino Land Use Services Department Prior to grading permit issuance~~
4. Construction contractors shall ensure that delivery trucks/haul trucks use designated truck route(s) if possible.

**PDF NOI-2: Industrial/Warehousing Operational Noise:** Construction Plans, specifications, and permits for development of Development Sites 1, 2, and 4 shall include development of the following walls that shall be completed prior to receipt of certificates of occupancy or operational permits for industrial/warehousing uses on Development Sites 1, 2, and 4:

- Development Site 1: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 1.
- Development Site 2: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 2, and 14-foot-high masonry walls shall be constructed along Locust Avenue and Maple Avenue to screen the truck trailer parking and loading dock areas.
- Development Site 4: a 9-foot-high masonry wall shall be constructed along the perimeter of the truck trailer lot to screen the truck trailer parking lot.

**Page 5.12-55, Section 5.12.10 Level of Significance Before Mitigation, is revised as follows:**

No impact related to Impact NOI-3 would occur from implementation of the Project. Impact NOI-1 would be less than significant with incorporation of PDF NOI-1 and PDF NOI-2. Without mitigation, ~~Impacts NOI-1 and NOI-2 would be potentially significant.~~

**Page 5.12-55, Section 5.12.11 Mitigation Measures, is revised as follows:**

**Mitigation Measure NOI-1: Industrial/Warehousing Operational Noise:** ~~Construction Plans, specifications, and permits for development of Development Sites 2 and 4 shall include development of the following walls that shall be completed prior to receipt of certificates of occupancy or operational permits for industrial/warehousing uses on Development Sites 2 and 4:~~

- ~~Development Site 2: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 2, and 14-foot-high masonry walls shall be constructed along Locust Avenue and Maple Avenue to screen the truck trailer parking and loading dock areas.~~
- ~~Development Site 4: a 9-foot-high masonry wall shall be constructed along the perimeter of the truck trailer lot to screen the truck trailer parking lot.~~

**Mitigation Measure NOI-12: Construction Vibration:** Construction Plans, specifications, and permits for construction activities within the Specific Plan area and Upzone Site shall specify that large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, and the use of jack hammers and soil compaction equipment are not to be used within 20-feet of occupied sensitive receiver locations. Construction activities within 20 feet of noise sensitive uses shall utilize small rubber-tired or alternative equipment to reduce construction related vibration below the County's threshold of 0.2 in/sec PPV at sensitive receiver locations.

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## Section 5.13, Population and Housing

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**Paragraph 4, on Page 5.13-8, Impact POP-1, is revised as follows:**

**Construction.** Construction of either the proposed Opening Year Development – Option 1 or Opening Year Development – Option 2 would result in a temporary increased demand for construction workers. This Draft EIR assumes that construction of both phases (all four development sites) would commence concurrently in the fourth quarter of 2021, and the proposed development would be in operation by the fourth quarter of 2022. Based on the CalEEMod run for the proposed Opening Year Development – Option 1, cConstruction could require up to 1,294 construction workers during this 12-month period (Appendix C4). Development of Planning Area B would require fewer construction workers than that for Planning Area A as less overall building square footage would be allowed in Planning Area B. Workers are anticipated to come from the surrounding jurisdictions and commute daily to the jobsite. Although it is possible that the demand for workers could induce some people to move to the region, this consideration would be de minimis, relative to the total number of construction workers in the region. According to the U.S. Census Bureau, 68,852 individuals are

employed in the construction industry in San Bernardino County. The supply of general construction labor in the vicinity of the Specific Plan Area is not expected to be constrained due to the current 7.7 percent unemployment rate in the County and the temporary nature of construction projects (EDD, 2021). As such, the existing labor pool could meet the construction needs of the Specific Plan, and this labor pool would increase with the continued projected growth of Bloomington and the Valley Region. Therefore, implementation of the Specific Plan would not induce substantial unplanned population growth directly or indirectly through construction employment that could cause substantial adverse physical changes in the environment. Impacts would be less than significant.

**Paragraph 2, on Page 5.13-8, Impact POP-1, is revised as follows:**

Based on the proposed building square footages, the Opening Year Development – Option 1 would generate 1,769 jobs and the Opening Year Development – Option 2 would generate 2,270 jobs. Based on Tables 5.13-1 and 5.13-5, the workforce demand of up to 2,270 employees could be filled by persons residing in unincorporated County, including from Bloomington, and the surrounding areas. Additionally, the immediate availability in the labor pool in the vicinity of the Specific Plan Area is not expected to be constrained due to the current 7.7 percent unemployment rate in the County, which equates to approximately 75,700 unemployed individuals (EDD, 2021). Overall, buildout of the entire Specific Plan based on the allowed FAR would result in the need for approximately 2,709 jobs, which would represent approximately 19 percent of the employment growth in unincorporated San Bernardino County (SCAG, 2020). Furthermore, should the entire projected employment requirement for the proposed Project be filled by individuals relocating to unincorporated San Bernardino County, the projected population increase would represent 6 percent of the projected population growth by 2045 (SCAG, 2020). As such, both the estimated job increase, and potential population increase would be within the projected growth for the region.

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## Section 5.14, Public Services

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**Paragraph 1, on Page 5.14-9, Impact PS-2, is revised as follows:**

Impacts to police services are considered significant if Project implementation would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction of new or expansion of existing sheriff~~police~~ facilities.

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## Section 5.15, Transportation

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**Second to Last Paragraph, on Page 5.15-4, Section 5.15.5, Methodology, is revised as follows:**

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis. As outlined in State CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, in order to comply with CEQA Guidelines Section 15064.3, impacts associated with automobile delay are not analyzed in this Draft EIR. ~~However, based upon various San Bernardino Countywide Plan policies which address levels of service (LOS), in Section 5.11, the Land Use and Planning impacts section of this EIR, there is discussion of the Project's consistency with these Countywide Plan policies.~~

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## Appendix C1, Air Quality Impact Analysis

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**Paragraph 2, on Page 3, in Section ES.3.1 Construction Source MMs, is revised as follows:**

The Project construction-source emissions have the potential to exceed SCAQMD regional thresholds for Volatile Organic Compounds (VOCs) and nitrogen oxides (NOX) emissions prior to mitigation. Mitigation Measure (MM) AQ-1 is designed to reduce Project construction-source VOCs and MM AQ-2 is designed to reduce construction source NOX. After application of MM AQ-1 and MM AQ-2, Project construction-source emissions will not exceed SCAQMD regional thresholds for VOC or NOX emissions. Thus, the Project would result in a less than significant impact associated with construction activities.

# **EXHIBIT D**

## **Mitigation Monitoring and Reporting Program**

# Mitigation Monitoring and Reporting Program

## 1 Introduction

The California Environmental Quality Act (CEQA) requires a lead or public agency that approves or carries out a project for which an Environmental Impact Report has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "...reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA, Public Resources Code Sections 21081, 21081.6).

A Mitigation Monitoring and Reporting Program (MMRP) is required to ensure that adopted mitigation measures are successfully implemented for the Bloomington Business Park Project (Project). San Bernardino County is the Lead Agency for the Project and is responsible for implementation of the MMRP. This report describes the MMRP for the Project and identifies the parties that will be responsible for monitoring implementation of the individual mitigation measures in the MMRP.

## 2 Mitigation Monitoring and Reporting Program

The MMRP for the Project will be active through all phases of the Project, including design, construction, and operation. The attached table identifies the mitigation program required to be implemented by the County for the Bloomington Business Park Specific Plan Project. The table identifies the Project Design Features; Regulatory Requirements (RRs); and mitigation measures required by the County to mitigate or avoid significant adverse impacts associated with the implementation of the Project, the timing of implementation, and the responsible party or parties for monitoring compliance.

The MMRP also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed. As individual Plan, Program, Policies; and mitigation measures are completed, the compliance monitor will sign and date the MMRP, indicating that the required actions have been completed.

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**TABLE 4-1: MITIGATION MONITORING AND REPORTING PROGRAM  
THE BLOOMINGTON BUSINESS PARK SPECIFIC PLAN PROJECT EIR**

<b>Regulatory Requirement /Project Design Feature/ Mitigation Measure</b>	<b>Timing</b>	<b>Responsible for Ensuring Compliance / Verification</b>	<b>Date Completed and Initials</b>
<b>AESTHETICS</b>			
<b>RR AE-2:</b> The following measure shall be incorporated into construction plans and specifications: The County shall enforce adherence with the California Building Code, including provisions of the Building Energy Efficiency Standards related to lighting.	In Construction Plans and Specifications. Prior to Building Permits.	San Bernardino County Building and Safety Division	
<b>AIR QUALITY</b>			
<b>RR AIR-1:</b> New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11).	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>RR AIR- 2:</b> Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Building and Safety Division	
<b>RR AIR-3:</b> Construction activities in the South Coast Air Basin (SoCAB) will be conducted in compliance with any applicable South Coast Air Quality Management District (SCAQMD) rules and regulations, including but not limited to: <ul style="list-style-type: none"> <li>Rules 201, 203, and 219, which regulate permits for installation and use of equipment that may generate air contaminants.</li> <li>Rule 402, Nuisance, which states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” Additionally, Rule 415, Odors from Rendering Facilities, requires nuisance odor at rendering facilities be controlled.</li> </ul>	In Construction Plans and Specifications. Prior to Demolition Permits	San Bernardino County Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<ul style="list-style-type: none"> <li>• Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.</li> <li>• Rule 1113, which limits the volatile organic compound content of architectural coatings.</li> <li>• Rule 1186, for controlling fugitive dust from vehicular travel on paved and unpaved roads.</li> <li>• Rule 1403, for minimizing asbestos emissions during building demolition.</li> <li>• Regulation IX, Standards of Performance for New Stationary Sources (NSPS), and XXIII, New Source Review.</li> <li>• Regulation XI, Source Specific Standards.</li> <li>• Regulation XX, Regional Clean Air Incentives Market (RECLAIM).</li> </ul> <p>Regulation XVI, Mobile Source Offset Programs, and Regulation XXII, Mobile Source Emissions Reduction Programs (Rule 2202).</p>			
<p><b>PDF AQ-1:</b> The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.</p>	<p>In Construction Plans and Operational Specifications. Prior to Certificates of Occupancy.</p>	<p>San Bernardino County Building and Safety Division</p>	
<p><b>PDF AQ-2:</b> During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis.</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits.</p>	<p>San Bernardino County Building and Safety Division</p>	
<p><b>PDF AQ-3:</b> Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible, pursuant to CARB's particulate matter filter requirements.</p>	<p>In Construction Plans and Specifications. Prior to Demolition Permits.</p>	<p>San Bernardino County Building and Safety Division</p>	

<b>Regulatory Requirement /Project Design Feature/ Mitigation Measure</b>	<b>Timing</b>	<b>Responsible for Ensuring Compliance / Verification</b>	<b>Date Completed and Initials</b>
<b>PDF AQ-4:</b> The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and shall use electric tools whenever feasible.	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Building and Safety Division	
<b>PDF AQ-5:</b> The construction plans and specifications shall prohibit off-road diesel-powered construction equipment from being in the “on” position for more than 10 hours per day during Project construction.	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Building and Safety Division	
<b>PDF AQ-6:</b> During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor’s office and shall furnish documents to the Lead Agency or other regulators, upon request.	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Building and Safety Division	
<b>PDF AQ-7:</b> The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Building and Safety Division.	
<b>PDF AQ-8:</b> The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Building and Safety Division	
<b>PDF AQ-9:</b> The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.	Prior to Certificates of Occupancy	San Bernardino County Building and Safety Division	
<b>PDF AQ-10:</b> The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are commercially available, as reasonably determined by the County Planning Division.	Prior to Certificates of Occupancy	San Bernardino County Building and Safety Division	

<b>Regulatory Requirement /Project Design Feature/ Mitigation Measure</b>	<b>Timing</b>	<b>Responsible for Ensuring Compliance / Verification</b>	<b>Date Completed and Initials</b>
<b>PDF AQ-11:</b> The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.	Prior to Certificates of Occupancy	San Bernardino County Building and Safety Division	
<b>PDF AQ-12:</b> The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are commercially available, as reasonably determined by the County Planning Division.	Prior to Certificates of Occupancy	San Bernardino County Building and Safety Division	
<b>PDF AQ-13:</b> The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, when such trucks are commercially available, as reasonably determined by the County Planning Division.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>PDF AQ-14:</b> The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>PDF AQ-15:</b> The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity in order to meet California Green Building Code Standards.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>PDF AQ-16:</b> The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>PDF AQ-17:</b> The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.	Prior to Certificates of Occupancy	San Bernardino County Building and Safety Division	
<b>PDF AQ-18:</b> The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.	Prior to Certificates of Occupancy	San Bernardino County Building and Safety Division	



<b>Regulatory Requirement /Project Design Feature/ Mitigation Measure</b>	<b>Timing</b>	<b>Responsible for Ensuring Compliance / Verification</b>	<b>Date Completed and Initials</b>
<b>PDF AQ-19:</b> The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>PDF AQ-20:</b> The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>PDF AQ-21:</b> The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations.	Prior to Certificates of Occupancy	San Bernardino County Building and Safety Division	
<b>PDF AQ-22:</b> The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.	Prior to Certificates of Occupancy	San Bernardino County Building and Safety Division	
<b>PDF AQ-23:</b> The Project Applicant/Developer/Owner shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.	During Operations.	San Bernardino County Building and Safety Division	
<b>PDF AQ-24:</b> The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.	Prior to Certificate of Occupancy	San Bernardino County Building and Safety Division	
<b>PDF AQ-25:</b> The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.	Prior to Certificate of Occupancy	San Bernardino County Building and Safety Division	
<b>PDF AQ-26:</b> The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the County Planning Division and posted on the construction site prior to issuance of a demolition permit.	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Planning Division	

<b>Regulatory Requirement /Project Design Feature/ Mitigation Measure</b>	<b>Timing</b>	<b>Responsible for Ensuring Compliance / Verification</b>	<b>Date Completed and Initials</b>
<b>PDF AQ-27:</b> The Project Applicant/Developer/Contractor shall include a note on grading plans that prohibits grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the airnow.gov system the day prior by the Project Contractor.	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Building and Safety Division	
<b>MM AQ-1: Super-Compliant Low VOC.</b> The construction plans and specifications shall state that the Project shall utilize “Super-Compliant” low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC and low VOC paints have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD’s Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC and low VOC paints shall be no more than 50 g/L of VOC.	In Construction Plans and Specifications. Prior to Building Permits.	San Bernardino County Building and Safety Division	
<b>MM AQ-2: Tier 4 Final.</b> The construction plans and specifications shall state that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 Final off-road emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer’s specifications. The Lead Agency shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further.	In Construction Plans and Specifications. Prior to Demolition Permits	San Bernardino County Building and Safety Division	
<b>MM AQ-3: Idling Regulations.</b> The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit.	In Construction Plans and Specifications. Prior to Certificates of Occupancy	San Bernardino County Building and Safety Division	
<b>MM AQ-4: Energy Efficient Vendor Trucks.</b> The Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency	In Operational Specifications. Prior to	San Bernardino County Building and Safety Division	

<b>Regulatory Requirement /Project Design Feature/ Mitigation Measure</b>	<b>Timing</b>	<b>Responsible for Ensuring Compliance / Verification</b>	<b>Date Completed and Initials</b>
improvement features through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires—to reduce fuel consumption.	Certificates of Occupancy		
<b>MM AQ-5: Electric Vehicle Charging Stations and Carpool Parking.</b> The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building for employees and the public to use.	In Construction Plans and Specifications. Prior to Building Permit	San Bernardino County Building and Safety Division	
<b>MM AQ-6: Electric Interior Vehicles.</b> The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. The requirement that all on-site yard hostlers, yard equipment, forklifts, and pallet jacks shall be zero-emissions equipment, or equivalent language, shall be incorporated in all Project facility lease documents. Prior to issuance of a Certificate of Occupancy, facility owners or tenants shall provide documentation to the County of San Bernardino Planning Division and Business License Department verifying that signed lease documents incorporate the requirement that all on-site yard trucks/hostlers shall be zero-emissions equipment.	In Construction Plans and Specifications. Prior to Building Permit	San Bernardino County Building and Safety Division	
<b>MM AQ-7: Transportation Management.</b> The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same dropoff and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides.	Prior to Certificates of Occupancy.	San Bernardino County Building and Safety Division	
<b>BIOLOGICAL RESOURCES</b>			
<b>MM BIO-1: Rare Plants.</b> Future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed to determine if any rare plant species have the potential to occur. If suitable habitat is present, a qualified biologist shall survey for sensitive plants during the appropriate time of year (i.e., when the species is readily identifiable, such as during its	In Construction Plans and Specifications. Prior to Demolition Permits	San Bernardino County Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>blooming period) prior to initiating construction activities in a given area. The focused surveys shall be conducted in accordance with published agency guidelines (CDFW 2009, CDFW 2000, USFWS 2000). If rare plants are identified and cannot be avoided, the project-level biological survey report would justify why species-specific mitigation is necessary and propose mitigation to reduce project impacts to a less than significant level.</p>			
<p><b>MM BIO-2: Burrowing Owl.</b> Prior to commencement of construction activities (i.e., demolition, earthwork, clearing, and grubbing), habitat assessments to determine whether suitable burrows are present as defined by the <i>Staff Report on Burrowing Owl Mitigation</i> (CDFG 2012) shall be conducted within future projects proposed within the Specific Plan Area &amp; Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The assessment shall also include a 500-foot (150-meter) buffer around proposed development footprints. If suitable burrows are identified, focused surveys shall be conducted by a qualified biologist during the breeding season in accordance with the most recent CDFW guidelines.</p> <p>Take avoidance surveys shall be conducted within all areas of the Specific Plan Area &amp; Upzone Site (including Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The take avoidance surveys shall be conducted within 14 days and repeated 24 hours prior to construction activities (i.e., demolition, earthwork, clearing, and grubbing) to determine presence of burrowing owl (BUOW). If take avoidance surveys are negative and BUOW is confirmed absent, then ground-disturbing activities shall be allowed to commence, and no further mitigation would be required.</p> <p>If BUOW is observed during focused surveys and/or take avoidance surveys within any portion of the Study Area (including Opening Year Development—Options 1 and 2 and offsite infrastructure areas), active burrows shall be avoided by the project in accordance with the CDFW's Staff Report (CDFG 2012). The County shall be immediately informed of any BUOW observations. The Project applicant/developer shall consult with the County to</p>	<p>In Construction Plans and Specifications. Prior to Demolition Permits.</p>	<p>San Bernardino County Building and Safety Division</p>	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>determine how to mitigate the impacts to any active burrows. If the County determines that active relocation is required, a BUOW Protection and Relocation Plan (plan) shall be prepared by a qualified biologist, which must be sent for approval by CDFW prior to initiating ground disturbance. The plan shall detail avoidance measures that shall be implemented during construction and passive or active relocation methodology. Relocation shall only occur between September 1 through January 31, outside of the breeding season.</p>			
<p><b>MM BIO-3: Sensitive Bat Species.</b> Prior to commencement of construction activities, habitat assessments for sensitive bat species shall be conducted for all future projects proposed within the Specific Plan Area &amp; Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The following avoidance and minimization measures shall be implemented within all areas of the Specific Plan Area &amp; Upzone Site that support suitable habitat for sensitive bat species. These measures shall also be implemented for Opening Year Development— Options 1 and 2 and offsite infrastructure areas since suitable habitat was identified.</p> <ol style="list-style-type: none"> <li>1. Construction activities (i.e., earthwork, clearing, grubbing, etc.) shall occur from September 1 through March 31 and outside the bat maternity roosting season to the extent possible.</li> <li>2. If construction activities are proposed within the bat maternity roosting season (April 1 through August 31), a qualified biologist experienced with bats shall conduct a pre-construction survey within all suitable habitat. The pre-construction survey shall be conducted 30 days prior to commencing construction/demolition activities and shall consist of two separate surveys conducted no more than a week apart. The second and final survey should be conducted no more than seven days prior to commencing construction/demolition activities. The pre-construction surveys should be conducted using a detector for echolocation calls, such as an Anabat bat detector system. The results of the pre-construction survey shall be documented by the qualified biologist.</li> </ol>	<p>In Construction Plans and Specifications. Prior to Demolition Permits.</p>	<p>San Bernardino County Building and Safety Division</p>	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>If the qualified biologist determines that no sensitive bat maternity roosts are present, the construction activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that sensitive bat maternity roosts are present, the following avoidance and minimization measures shall be implemented:</p> <p>A. No construction activities may occur within 300 feet of any sensitive bat maternity roosts. A qualified biologist shall clearly delineate any bat maternity roosts and any required avoidance buffers, which shall be clearly marked with flags and/or fencing prior to the initiation of construction activities.</p> <p>If construction activities are proposed within 300 feet of a sensitive bat maternity roost, a biological monitor shall be required to observe the behavior of any roosting bats. The construction supervisor shall be notified if the construction activities appear to be altering the bats' normal roosting behavior. No construction activities will be allowed within 300 feet of bat maternity roosts until the additional minimization measures are taken, as determined by the biological monitor in coordination with the County. The biological monitor shall prepare written documentation of all monitoring activities and any additional minimization measures that were taken, which shall be submitted to the County at the completion of construction activities.</p>			
<p><b>MM BIO-4: Sensitive Animals.</b> Future projects proposed within the Specific Plan Area &amp; Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed for any other sensitive animal species that may be present. The project-level biological survey report shall analyze these projects' impacts on sensitive animal species and shall propose mitigation to reduce project impacts to a less than significant level.</p>	<p>In Construction Plans and Specifications. Prior to Demolition Permits.</p>	<p>San Bernardino County Building and Safety Division</p>	
<p><b>MM BIO-5: Sensitive Vegetation Communities.</b> Future projects proposed within the Specific Plan Area &amp; Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be</p>	<p>In Construction Plans and Specifications. Prior to Demolition Permits.</p>	<p>San Bernardino County Building and Safety Division</p>	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
surveyed for sensitive vegetation communities as defined by CDFW. Impacts to sensitive vegetation communities shall first be avoided. Where avoidance is not feasible, sensitive vegetation communities shall be mitigated through habitat acquisition/preservation, restoration, and/or creation.			
<p><b>MM BIO-6: Jurisdictional Resources.</b> A jurisdictional assessment shall be conducted for future projects proposed within the Specific Plan Area &amp; Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). Jurisdictional resources shall be avoided when feasible. Where avoidance is not feasible, project-specific impacts to jurisdictional resources shall be addressed and mitigated by federal and state regulators via applicable consulting and permitting process. The types of mitigation required may include onsite or offsite preservation, enhancement, creation, and/or restoration. Mitigation is typically required at a 1:1 ratio or higher and to be accomplished in close proximity to the impacts or at least in the same watershed. Final requirements and locations are, however, subject to change during applicable consultation/permit processes required by the USACE, RWQCB, and CDFW.</p> <p>Best Management Practices (BMPs) to minimize and avoid impacts to jurisdictional resources during and after construction shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Construction-related equipment will be stored in developed areas, outside of the drainage. No equipment maintenance will be done within or adjacent to the drainage.</li> <li>• Source control and treatment control BMPs will be implemented to minimize the potential contaminants that are generated during and after construction. Water quality BMPs will be implemented throughout the project to capture and treat potential contaminants.</li> <li>• Substances harmful to aquatic life will not be discharged into the drainage. All hazardous substances will be properly handled and stored.</li> </ul>	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<ul style="list-style-type: none"> <li>• A Storm Water Pollution Prevention Plan will be prepared to prevent sediment from entering the drainage during construction.</li> <li>• To avoid attracting predators during construction, the project will be kept clean of debris to the extent possible. All food-related trash items will be enclosed in sealed containers and regularly removed from site.</li> <li>• Construction personnel will strictly limit their activities, vehicles, equipment and construction material to the proposed project footprint, staging areas, and designated routes of travel.</li> <li>• Exclusion fencing will be installed to demarcate the limits of disturbance. The exclusion fencing should be maintained until the completion of construction activities.</li> </ul>			
<p><b>MM BIO-7: Nesting Birds.</b> To the extent possible, construction activities (i.e., demolition, earthwork, clearing, and grubbing) within the Specific Plan Area &amp; Upzone Site, including Opening Year Development—Options 1 and 2 and offsite infrastructure areas, shall occur outside of the general bird nesting season for migratory birds, which is March 15 through August 31 for songbirds and January 1 through August 31 for raptors.</p> <p>If construction activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird nesting season for migratory songbirds (March 15 through August 31) and raptors (January 1 to August 31), a qualified biologist shall perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the MBTA and CFG Code. The pre-construction survey shall be performed no more than three days prior to the commencement of construction activities. The results of the pre-construction survey shall be documented by the qualified biologist. If construction is inactive for more than seven days, an additional survey shall be conducted.</p>	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Building and Safety Division	



Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no impacts within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, or as determined by the qualified biologist. The biological monitor may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.</p>			
<p><b>MM BIO-8: County Regulated Trees.</b> A tree survey shall be conducted for future projects proposed within the Specific Plan Area (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The survey shall be conducted by an ISA-certified arborist to identify trees regulated under the Section 88.01.070 of the County's Code of Ordinances. If regulated trees will be impacted by a project, a tree removal permit must be obtained prior to impacts.</p>	<p>In Construction Plans and Specifications. Prior to Demolition Permits.</p>	<p>San Bernardino County Building and Safety Division</p>	
<p><b>MM WVLC BIO-1:Pre-Construction Focused Surveys of Proposed Conservation Area and Development Area to Confirm Absence of Special-Status Species.</b> <i>Pre-construction Survey within the Proposed Development Area for Western Burrowing Owl.</i> The Project applicant shall retain a qualified biologist to conduct preconstruction surveys for burrowing owls no fewer than 14 days prior to any ground-disturbing activities, to be repeated 24 hours prior to grading. The preconstruction surveys shall be approved by the City of Fontana Director of Community Development and conducted in accordance with current survey protocols provided in the CDFW Staff Report on Burrowing Owl Mitigation (March 7, 2012). In the event a burrowing owl is found to be present on site during the preconstruction survey, the project applicant shall ensure that the applicable avoidance measures outlined in the CDFW Staff Report on Burrowing Owl Mitigation (March 7, 2012) are applied to the proposed project (e.g., avoid direct impacts on occupied burrows during nesting season). Any active avoidance measures during the breeding season must to be coordinated with CDFW.</p>	<p>In Construction Plans and Specifications. Prior to Demolition Permits.</p>	<p>San Bernardino County Building and Safety Division</p>	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p><i>Pre-construction Nesting Bird Survey of the Proposed Development Area.</i> Nesting birds are protected pursuant to the MBTA and California Fish and Game Code. If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (January 1 to August 31), a preconstruction clearance survey for nesting birds shall be completed no more than 3 days prior to ground disturbance. This will ensure that no nesting birds adjacent to the construction area will be disturbed during construction. If nesting birds are found, an avoidance buffer no less than 300 feet shall be established around the nest until all young have fledged and the nest is confirmed by a qualified biologist to be no longer active</p>			
<b>CULTURAL RESOURCES</b>			
<p><b>RR CUL-2:</b> Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.</p>	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Building and Safety	
<p><b>RR CUL-5:</b> If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (California Health and Safety Code Section 7050.5).</p>	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Building and Safety	
<p><b>MM CUL-1: Historical Resources Assessment for Future Development of Planning Area B of the Specific Plan and Upzone Site.</b> Prior to issuance of a grading permit, future development projects in Planning Area B of the Specific Plan or the Upzone Site shall include the preparation of a historical resources assessment prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history to verify that any buildings, structures, or objects over 45 years of age are not eligible for listing as a</p>	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Planning Division and Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
historical resource. The qualified architectural historian or historian shall conduct an evaluation of the potential historic resources in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation (OHP) and shall document the evaluation in a report meeting the State OHP guidelines or on Department of Parks and Recreation Series 523 forms. The report shall be submitted to the County Planning Department for review and concurrence.			
<p><b>MM CUL-2: Archaeological Monitoring of All Developments in the Specific Plan Area and Upzone Site.</b></p> <p>a) Prior to the issuance of each grading permit for the Specific Plan Area and Upzone Site, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that a qualified professional archeologist meeting the Secretary of Interior's PQS for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61) has been retained to conduct monitoring of rough grading activities. The archaeologist shall have the authority to redirect earthmoving activities in the event that suspected cultural resources are unearthed during construction activities.</p> <p>b) The archaeologist shall prepare a Cultural Resources Monitoring and Treatment Plan, which would be approved by the County and describe processes for archaeological and tribal monitoring and for handling incidental discovery of cultural resources for all ground-disturbing construction and pre-construction activities. The monitoring plan shall be provided to the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation for review and comment, as detailed in MM TCR-2. Prior to the issuance of a grading permit, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that all construction workers involved with grading and trenching operations have received training by the archaeologist to recognize archaeological resources, including tribal cultural resources, should such resources be unearthed during ground-disturbing construction activities. Pursuant to MM TCR-1, all Native American Tribal</p>	In Construction Plans and Specifications. Prior to Demolition Permits	San Bernardino County Planning Division and Building and Safety Division	

<p>Representatives, including the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians – Kizh Nation, shall be allowed to attend the training session.</p> <p>c) The training of all construction workers involved with grading and trenching operations shall explain the importance and legal basis for the protection of significant archaeological resources. It will include a brief review of the cultural sensitivity of the construction area and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel involved with grading and trenching operations that begin work following the initial training session must take the training prior to beginning work; the archaeologist shall be available to provide the training on an as-needed basis.</p> <p>d) In the event archaeological resources (artifacts or features) are encountered during ground-disturbing activities, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations within a 100-foot radius of the discovery and see identification and evaluation and evaluation of the suspected resource by the archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note.</p> <p>e) After the archaeologist makes his/her initial assessment of the nature of the find, the archaeologist shall notify the Native American Tribal Representatives—including the San Manuel Band of Mission Indians Cultural Resources Department and the Gabrieleño Band of Mission Indians – Kizh Nation—as to provide Tribal input with regards to the significance and treatment. If it is not of Native American heritage, the archaeologist shall pursue either protection in place or recovery, salvage, and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the County or a with a recognized scientific or educational repository, including the SCCIC. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be</p>			
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Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>the preferred means to avoid impacts to archaeological resources qualifying as historical resources, consistent with CEQA Guidelines Section 15126.4(b)(3)(C). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the Applicant's expense.</p> <p>f) If a significant tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a tribal resource treatment plan is implemented. A tribal resource treatment plan shall be prepared and implemented, subject to approval by the County of San Bernardino, to protect the identified resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological or tribal cultural resource(s) in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the County of San Bernardino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the County of San Bernardino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and the appropriate Native American Tribe(s).</p>			

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p><b>Mitigation Measure CUL-3: Archaeological Resources Assessment for Future Developments in Planning Area B of the Specific Plan and Upzone Site.</b> Prior to the issuance of a grading permit, future developments within Planning Area B of the Specific Plan and Upzone Site will be required to prepare archaeological resource assessments in accordance with the California Office of Historic Preservation: Archaeological Resources Management Report Guidelines, with the purpose to assess, avoid, and mitigate potential impacts to archeological and tribal cultural resources as set forth in CEQA Regulations: Appendix G. Archaeological resources assessments shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's PQS in either prehistoric or historic archaeology. The archaeological resources assessment for undeveloped, large open areas—including along Laurel Avenue within the Specific Plan and the northwest parcel of the Upzone Site—shall include a Phase I pedestrian survey, undertaken to locate any surface cultural materials that may be present. To the extent applicable, the archaeological resources assessment conducted for projects in the Specific Plan Area shall consider analysis and recommendations included in the Phase 1 CRA prepared for the Bloomington Business Park Specific Plan Project (Appendix E of the Draft EIR). In the event archaeological resources are identified by the archaeological resource assessment, Mitigation Measure CUL-2 shall apply.</p>	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Building and Safety Division	
<b>GEOLOGY AND SOILS</b>			
<p><b>RR GEO-1: San Bernardino County Development Code: Building Code.</b> The Project will be designed and constructed in accordance with the San Bernardino County Development Code, which adopts the California Building Code (CBC) and California Residential Code (CRC), which are based on the International Building Code (IBC). New construction, alteration, or rehabilitation shall comply with applicable ordinances set forth by the County and/or by the most recent County building and seismic codes in effect at the time of Project design. In accordance with County Development Code Title 8, Chapter 87.08, a geotechnical investigation is required that must evaluate soil classification, site geology, slope stability, soil strength, position and</p>	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the County Building Official. The geotechnical investigation must be prepared by registered professionals (i.e., California Professional Civil Engineer and as necessary a Professional Engineering Geologist). Recommendations of the report, as they pertain to structural design and construction recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations, must be incorporated into the design and construction of the Project.			
<b>Mitigation Measure GEO-1: Landslide Susceptibility Report.</b> Future development of structures within the area mapped as having moderate to high landslide susceptibility in Planning Area B of the Specific Plan shall prepare a landslide susceptibility investigation by registered professionals (i.e., California Professional Civil Engineer and as necessary a Professional Engineering Geologist). The investigation shall be prepared in accordance with requirements of the latest version of the California Building Code, and as warranted include design and construction recommendations to mitigate potential risks and impacts related to potential landslide hazards.	In Construction Plans and Specifications. Prior to Building Permits.	San Bernardino County Building and Safety Division	
<b>Mitigation Measure GEO-2: Geotechnical Recommendations.</b> The Geotechnical Investigations completed for development of the Specific Plan Area outside of Opening Year—Option 1 and for development of the Upzone Site shall be submitted to the County of San Bernardino for review and approval. The approved recommendations shall be incorporated into the final design of the improvements proposed at the Specific Plan and implemented during construction. Any subsequent recommendations required by the Project's certified geotechnical engineer or engineering geologist shall be implemented to ensure the Project meets structural requirements of the California Building Code.	In Construction Plans and Specifications. Prior to Building Permits.	San Bernardino County Building and Safety Division	
<b>Mitigation Measure GEO-3: Paleontological Resources.</b> Prior to grading activities, the Applicant and/or its contractor shall retain a paleontologist selected from the County's list of qualified paleontologists or one who meets the qualifications of the Society of Vertebrate Paleontology standards as Project Paleontologist. The Project Paleontologist shall prepare a	In Construction Plans and Specifications. Prior to Building Permits.	San Bernardino County Planning Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>paleontological resource mitigation program (PRMP), monitor, salvage, and curate any recovered fossils associated with the Project area, should these be unearthed during ground disturbance within the Project area. Specifically, the Project Paleontologist shall:</p> <ul style="list-style-type: none"> <li>• Be present at the pre-grading conference to establish procedures for paleontological resource surveillance.</li> <li>• Monitor all ground disturbing activities in subareas where unit Qof<sub>3</sub> and Qof<sub>1</sub> are exposed and for ground disturbing activities that are four feet or greater below ground surface where unit Qyf<sub>5</sub> is exposed. The Project Paleontologist may reduce monitoring to spot checks or discontinue at his/her discretion if no intact and significant paleontological resources are encountered after the initial period of full-time monitoring.</li> <li>• Monitor excavations closely to quickly and professionally recover any fossil remains discovered while not impeding development.</li> </ul> <p>The purpose of the PRMP is to establish mitigation monitoring procedures and discovery protocols, based on industrywide best practices (Murphey et al., 2019) and shall include the following procedures:</p> <ul style="list-style-type: none"> <li>• Include a Worker's Environmental Awareness Program (WEAP) training. The WEAP shall be prepared prior to the start of ground disturbance and be presented in person by the Project Paleontologist to all field personnel to describe the types of fossils that may occur in sediments present within the construction areas and the procedures to follow if any are encountered.</li> <li>• Indicate where construction monitoring will be required for the Project and the frequency of required monitoring (i.e., full time, spot checks, etc.).</li> </ul>			



Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<ul style="list-style-type: none"> <li>• Address the collection and processing (e.g., wet- or dry-screening) of sediment samples to analyze for presence/absence of small-fraction and microscopic fossils.</li> <li>• Specify the process to be followed in the event paleontological resources are encountered, including ceasing all ground-disturbing activity within 50 feet of the area of the discovery. The Project Paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.</li> <li>• Describe the different reporting standards to be used for monitoring with negative findings versus monitoring resulting in fossil discoveries.</li> <li>• Provide details on what sediment samples should be collected, analyzed, and processed to determine the presence/absence of fossils in small-fraction and microscopic grain sizes within the Project area. Fossils uncovered during mitigation activities shall be deposited in an accredited and permanent scientific institution, such as the Western Science Center, for the benefit of current and future generations.</li> <li>• Specify the criteria for discarding specific fossil specimens. If the Project Paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by Project planning, then recovery may be applied. <ul style="list-style-type: none"> <li>○ Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes.</li> <li>○ Recovery, salvage and treatment shall be done at the applicant's expense.</li> <li>○ All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist.</li> </ul> </li> </ul>			

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<ul style="list-style-type: none"> <li>Resources shall be identified and curated into an established accredited professional repository.</li> <li>The Project Paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.</li> </ul>			
<b>GREENHOUSE GASSES</b>			
<b>RR GHG-1:</b> New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2016 Building Energy Efficiency Standards and CALGreen are effective starting on January 1, 2017 while the 2019 standards are effective starting January 1, 2020. The Building Energy Efficiency Standards and CALGreen are updated tri-annually, and may ultimately require zero net energy (ZNE) construction.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>RR GHG-2:</b> Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.	In Construction Plans and Specifications. Prior to Demolition Permits	San Bernardino County Building and Safety Division	
<b>RR GHG-3:</b> New development in the unincorporated County of San Bernardino is required to comply with the San Bernardino County GHG Reduction Plan. The 2011 GHG Reduction Plan also directs the County to implement GHG reduction measures to align the County with the GHG reduction goals of AB 32.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>RR GHG-4:</b> The County of San Bernardino requires land uses in the unincorporated area to adhere to the state's Model Water Efficient Landscape Ordinance.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>RR GHG-5:</b> The County of San Bernardino adheres to the requirements of AB 341, AB 1826, and SB 1383. The County of San Bernardino Solid Waste Management Division manages landfill capacity and implements programs to divert waste from landfills, which includes recycling and organics/food waste collection. AB 341 requires business that generate 4 cubic yards of waste or more per week (including multifamily with five or more units) to arrange for	In Construction Plans and Specifications. Prior to Certificates of Occupancy	San Bernardino County Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
recycling services. AB 1826 requires business to recycle their organic waste depending on how much waste they generate per week and also requires the County to implement an organic waste recycling program for business (including multifamily of five or more uses). SB 1383 requires that operators of landfills achieve reductions in short-lived climate pollutants and establishes a target to achieve a 50 percent reduction in statewide disposal of organic waste from 2014 levels by 2020 and 75 percent reduction from 2014 levels by 2025. AB 1383 also establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.			
<b>MM GHG-1: GHG Reduction Measures.</b> Prior to issuance of building permits for each building, the Project Applicant shall provide documentation to the County of San Bernardino Building Department demonstrating that the improvements and/or buildings subject to the building permit application include measures from the 2021 County of San Bernardino Greenhouse Gas Reduction Plan Screening Tables (June 2021), as needed to achieve the required 100 points. Specific measures may be substituted for other measures that achieve an equivalent amount of GHG reduction, subject to the County of San Bernardino Building Department approval.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>RR HAZ 1: Transportation of Hazardous Waste.</b> Hazardous materials and hazardous wastes will be transported to and/or from the projects developed under the Countywide Plan in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (CFR) (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<b>RR HAZ-2: Resource Conservation and Recovery Act.</b> Hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The San Bernardino County Fire Protection District serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Materials Release Response Plans and Inventory Program, (2) California Accidental Release Prevention (CalARP) Program, (3) Aboveground Petroleum Storage Act Program, and (4) UST Program (5) Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs (6) Hazardous Materials Management Plan and Hazardous Material Inventory Statement Program.			
<b>RR HAZ-3: California UST Regulations.</b> Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, San Bernardino County Fire Protection District, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).	In Construction Plans and Specifications. Prior to Demolition Permits.	San Bernardino County Building and Safety Division	
<b>RR HAZ-4: ACMs and LBPs:</b> Demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials (ACMs) or lead-based paint (LBP) will be conducted in accordance with applicable regulations, including, but not limited to: <ul style="list-style-type: none"> <li>• South Coast Air Quality Management District's Rule 1403</li> <li>• California Health and Safety Code (Section 39650 et seq.)</li> <li>• California Code of Regulations (Title 8, Section 1529)</li> <li>• California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])</li> <li>• Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])</li> </ul>	In Construction Plans and Specifications. Prior to Demolition Permits	San Bernardino County Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<b>RR HAZ-5: Removal of Hazardous Materials.</b> The removal of hazardous materials, such as polychlorinated biphenyls (PCBs), mercury-containing light ballast, and mold, will be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers with the hazardous waste operations and emergency response (HAZWOPER) training, as outlined in 29 CFR 1910.120 and 8 CCR 5192.	In Construction Plans and Specifications. Prior to Demolition Permits	San Bernardino County Building and Safety Division	
<b>RR HAZ-6: California Code of Regulations (Title 8, Section 1541):</b> New construction, excavations, and/or new utility lines within 10 feet or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations (Title 8, Section 1541).	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Building and Safety Division	
<b>RR HAZ-10: San Bernardino County Fire Hazard Abatement (FHA) Program.</b> The FHA program shall enforce the fire hazard requirements outlined in San Bernardino County Code Sections 23.0301 to 23.0319.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	
<p><b>MM HAZ-1 Soil Management Plan (SMP):</b> The Project Applicant shall retain a qualified environmental consultant to prepare a SMP for all contaminated soils identified as environmental conditions in the Phase 1 and Phase 2 Environmental Site Assessments (Phases 1 and 2 ESAs) prepared for proposed development within the Specific Plan. The SMP shall be submitted to the San Bernardino County Fire Department, Hazardous Materials Division (SBCFD / HMD) for review and approval prior to the commencement of excavation and grading activities. The SMP shall be implemented during excavation and grading activities of the impacted area to ensure that contaminated soils are properly identified, excavated, and disposed of off-site, as follows:</p> <ul style="list-style-type: none"> <li>• The SMP shall address field screening, air monitoring, impacted soil excavation and segregation, confirmation sampling, stockpile management and sampling, impacted soil disposal, backfill, import soil sampling and tracking, and documentation.</li> <li>• The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. During excavation, Rule 1166 requires that soils identified as</li> </ul>	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>contaminated shall be sprayed with water or another approved vapor suppressant, or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the Project Site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.</p> <ul style="list-style-type: none"> <li>• Prior to the commencement of grading and excavation, the Phases 1 and 2 ESAs shall be submitted to reported to the SBCFD / HMD for review and comment. The recommendations of the SBCFD / HMD shall be incorporated in the SMP. After approval by SBCFD/HMD, the recommendations contained in all Phase 1 and 2 ESAs shall be incorporated into the SMP.</li> <li>• A qualified environmental consultant shall be present on the Project Site during grading and excavation activities in the known or suspected locations of contaminated soils and shall be on call at other times as necessary, to monitor compliance with the SMP and to actively monitor the soils and excavations for evidence of contamination.</li> </ul> <p>During the Project's excavation phase, the Project Applicant shall remove and properly dispose of impacted materials in accordance with the provisions of the SMP. If soil is stockpiled prior to disposal, it will be managed in accordance with the Project's Storm Water Pollution Prevention Plan, prior to its transfer for treatment and/or disposal. All impacted soils would be properly treated and disposed of in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, as well as applicable requirements of the Santa Ana Regional Water Quality Control Board.</p>			
<p><b>MM HAZ-2: Health and Safety Plan.</b> Given the presence of known soil contamination on at least a portion of the proposed development area within the Specific Plan, a Health and Safety Plan shall be prepared in compliance with OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120) and Cal/OSHA requirements (CCR Title 8, General Industry</p>	<p>In Construction Plans and Specifications. Prior to Grading Permits</p>	<p>San Bernardino County Building and Safety Division</p>	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and submitted for review by the SBCFD / HMD. The Health and Safety Plan shall be submitted to the SBCFD / HMD for review and approval prior to the commencement of excavation and grading. The Health and Safety Plan shall address, as appropriate, safety requirements that would serve to avoid significant impacts or risks to workers or the public in the event that elevated levels of subsurface gases are encountered during grading and excavation and shall include any applicable recommendations contained in all Phase 1 and Phase II ESAs, after the ESAs are approved by SBCFD/HMD. The Health and Safety Plan shall address potential vapor encroachment from the soil contamination, and workers shall be trained to identify exposure symptoms and implement alarm response. The Health and Safety Plan shall have emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory personal protective equipment requirements. The Health and Safety Plan shall be signed by all workers involved in the removal of the contaminated soils to demonstrate their understanding of the risks of excavation.</p>			
<b>HYDROLOGY AND WATER QUALITY</b>			
<p><b>RR WQ-1: NPDES/SWPPP.</b> Prior to issuance of any grading or demolition permits, the applicant shall provide the County Building and Safety Division evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.</p>	<p>In Construction Plans and Specifications. Prior to Demolition and Grading Permits</p>	<p>San Bernardino County Building and Safety Division</p>	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<b>RR WQ-2: WQMP.</b> Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Public Works Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Building and Safety Division	
<b>LAND USE AND PLANNING</b>			
<b>RR LU-1</b> The County of San Bernardino Development Code: The County's Development Code (Title 8 of the County Code of Ordinances) provides the basis for zoning designations and development regulations in unincorporated areas.	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Planning Division and Building and Safety Division	
<b>NOISE</b>			
<p><b>RR-NOI-1:</b> The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1207.11.2, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.</p> <p>The California Green Building Standards Code (CALGreen), Chapter 5, Division 5.5, has additional requirements for insulation that affect exterior-interior noise transmission for nonresidential structures: Pursuant to Section 5.507.4.1, Exterior Noise Transmission, Prescriptive Method, wall and roof-ceiling assemblies making up the building or addition envelope or altered envelope and exposed to the noise source shall meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor-indoor transmission class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 within a 65 dBA CNEL noise contour of an airport, or within a 65 dBA CNEL or Ldn noise contour of a freeway, expressway, railroad, industrial source, or fixed-guideway source, as determined by the noise element. Where noise contours are not readily available, buildings exposed to a noise level of 65 dBA Leq for one hour during any hour of operation shall have building, addition, or alteration</p>	In Construction Plans and Specifications. Prior to Building Permits	San Bernardino County Building and Safety Division	



Regulatory Requirement / Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>exterior wall and roof-ceiling assemblies that are exposed to the noise source meet a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum of STC 40 (or OITC 30).</p> <p>Prior to issuance of building permits for projects that include sensitive receptors and are located in ambient noise environments exceeding the "Normally Acceptable" noise and land use compatibility standards (shown in Table 5.12-2), the project applicant shall submit an acoustical study to the County of San Bernardino that demonstrates that the proposed residential building design would provide an interior noise level of 45 dBA CNEL or less for residential uses, as required by the California Building Code, or acceptable levels for nonresidential uses per CALGreen standards. Acceptable methods for reducing noise exposure may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Noise barriers, berms, or other noise reduction techniques could be constructed to reduce noise transmission where reasonable and feasible. Final design of such barriers should be completed during project level review.</li> <li>• Alternative noise reduction techniques could be implemented, such as repaving streets with "quiet" pavement types, including open-grade rubberized asphaltic concrete. The use of quiet pavement can reduce noise levels by up to 7 dBA, depending on the existing pavement type, traffic speed, traffic volumes, and other factors.</li> <li>• Traffic-calming measures to slow traffic, such as speed bumps.</li> <li>• Adequate building sound insulation, such as sound-rated windows and doors, on a case-by-case basis as a method of reducing noise levels in interior spaces.</li> </ul>			
<p><b>RR NOI-2:</b> San Bernardino County Development Code, Construction Noise Sources. Section 83.01.080 establishes standards concerning acceptable noise levels for both noise-sensitive land uses and noise-generating land uses. It prohibits construction activities between 7:00 PM and 7:00 AM on weekdays, or at any time on Sunday or a federal holiday.</p>	<p>In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits</p>	<p>San Bernardino County Building and Safety Division</p>	

<b>Regulatory Requirement /Project Design Feature/ Mitigation Measure</b>	<b>Timing</b>	<b>Responsible for Ensuring Compliance / Verification</b>	<b>Date Completed and Initials</b>
<b>RR NOI-3:</b> San Bernardino County Development Code, Stationary Noise Sources. Section 83.01.080 establishes standards for stationary noise sources in Table 83-2.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	San Bernardino County Building and Safety Division	
<b>RR NOI-4:</b> San Bernardino County Development Code Mobile Noise Sources. Section 83.01.080 establishes standards for mobile noise sources in Table 83-3 including: <ul style="list-style-type: none"> <li>Limiting construction to the daytime hours between 7 AM to 7 PM on Monday through Friday and 9 AM to 6 PM on Saturday. Construction is prohibited on Sundays.</li> </ul>	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	San Bernardino County Building and Safety Division	
<b>RR NOI-5:</b> San Bernardino County Development Code Vibration. Section 83.01.090 prohibits vibration that can be felt without the aid of instruments or produces a particle velocity greater than or equal to two-tenths inch per second peak particle velocity (i.e., 0.20 in/sec PPV) at or beyond the lot line of the source. Exceptions are made for temporary construction, maintenance, repair, or demolition activities between 7:00 AM and 7:00 PM, except Sundays and federal holidays; and motor vehicles not under control of the industrial or commercial use.	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	San Bernardino County Building and Safety Division	
<b>PDF NOI-1: Construction Noise Plan.</b> Prior to the issuance of a grading permit, the following notes be included on grading plans and building plans. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors. <ol style="list-style-type: none"> <li>Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer's standards.</li> <li>Construction contractors shall place all stationary construction equipment so that all emitted noise is generated toward the center of the site and away from the noise sensitive receivers nearest the Project site.</li> <li>Construction contractors shall locate equipment staging areas on the Project site in locations that will create the greatest feasible distance between noise sensitive receivers nearest the Project site.</li> </ol>	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	San Bernardino County Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
4. Construction contractors shall ensure that delivery trucks/haul trucks use designated truck route(s) if possible.			
<p><b>PDF NOI-2: Industrial/Warehousing Operational Noise:</b> Construction Plans, specifications, and permits for development of Development Sites 1, 2, and 4 shall include development of the following walls that shall be completed prior to receipt of certificates of occupancy or operational permits for industrial/warehousing uses on Development Sites 1, 2, and 4:</p> <ul style="list-style-type: none"> <li>• Development Site 1: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 1.</li> <li>• Development Site 2: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 2, and 14-foot-high masonry walls shall be constructed along Locust Avenue and Maple Avenue to screen the truck trailer parking and loading dock areas.</li> <li>• Development Site 4: a 9-foot-high masonry wall shall be constructed along the perimeter of the truck trailer lot to screen the truck trailer parking lot.</li> </ul>	In Construction Plans and Specifications. Prior to Building Permits.	San Bernardino County Building and Safety Division	
<p><b>MM NOI-1: Construction Vibration:</b> Construction Plans, specifications, and permits for construction activities within the Specific Plan area and Upzone Site shall specify that large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, and the use of jack hammers and soil compaction equipment are not to be used within 20-feet of occupied sensitive receiver locations. Construction activities within 20 feet of noise sensitive uses shall utilize small rubber-tired or alternative equipment to reduce construction related vibration below the County's threshold of 0.2 in/sec PPV at sensitive receiver locations.</p>	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	San Bernardino County Building and Safety Division	
<b>TRIBAL CULTURAL RESOURCES</b>			
<p><b>RR TCR-1:</b> Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.</p>	In Construction Plans and Specifications. Prior to Demolition, Grading, and Building Permits	San Bernardino County Planning Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<b>RR TCR-2:</b> Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Planning Division and Building and Safety Division	
<b>MM TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities</b>  A. The Project Applicant/Developer shall retain a Native American monitor from (or approved by) the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation ("Tribes"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject Project, at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitors from the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation shall provide Native America monitoring services on a rotating basis.  B. The Project Applicant/Developer shall provide documentation of its retention of a Native American monitor, as provided in Mitigation Measure TCR-1, to the County Planning Department prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.  C. The Project Applicant/Developer shall provide the Tribe with a minimum of 15 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.  D. The Project Applicant/Developer shall hold at least one pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe(s) will inform and educate the Project's construction and managerial crew and staff members	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Planning Division and Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>(including any Project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the Project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the Project's compliance with the TCR mitigation measures. The Native American Tribe(s) shall be notified of and allowed to attend the pre-grading meeting with the County and Project construction contractors and/or monitor all Project mass grading and trenching activities. In the event that suspected tribal cultural resources are unearthed, the Native American Tribe(s) shall have the authority to redirect earth moving activities in the affected area.</p> <p>E. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/Lead Agency upon written request.</p> <p>F. Native American monitoring for the Project shall conclude upon the latter of the following: (1) written confirmation from a designated Project point of contact to the Tribe representatives that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site Project location are complete; or (2) written notice by the Tribe to the Project Applicant/Developer and the County Planning Department that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the Project site and at any off-site project location possesses the potential to impact TCRs.</p> <p>G. Any and all archaeological or cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant/Developer and the County Planning Department for dissemination to the San Manuel Band of Mission Indians and</p>			

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
the Gabrieleno Band of Mission Indians-Kizh Nation. The County Planning Department and/or Project Applicant/Developer shall, in good faith, consult with both Tribes until all ground disturbing activities of the Project are completed.			
<p><b>MM TCR-2: Discovery of TCRs, Human Remains, and/or Grave Goods</b></p> <p>A. Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation and the San Manuel Band of Mission Indians Cultural Resources Department shall be contacted regarding any cultural resources discovered during construction activities and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. No Project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.</p> <p>Should the find be deemed significant, as defined by CEQA, a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation and San Manuel Band of Mission Indians, and all subsequent finds shall be subject to this Plan. The Project Applicant/Developer shall comply with all provisions of the Plan. The Plan shall allow for a Native American monitor to be present that represents Tribes until all ground disturbance activities occurring at the Project site, including offsite areas, are completed, should they elect to place a monitor on-site.</p> <p>B. The appropriate Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its discretion, per the Cultural Resources Monitoring and Treatment Plan, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.</p> <p>C. If Native American human remains and/or grave goods are discovered or recognized on the Project site or at any off-site project location, then all construction activities shall immediately cease within a 200' radius. Native American "human remains" are defined to include "an inhumation or</p>	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Planning Division and Building and Safety Division	

Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>cremation, and in any state of decomposition or skeletal completeness.” (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as “associated grave goods,” shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)</p> <p>D. Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health &amp; Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.</p> <p>E. Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if, per the Cultural Resources Monitoring and Treatment Plan and the Tribes’ discretion, resuming construction activities at that distance is acceptable and provides the Project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)</p> <p>F. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.</p> <p>G. Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p>			

Regulatory Requirement / Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p><b>MM TCR-3: Procedures for Burials, Funerary Remains, and Grave Goods.</b></p> <p>A. Inadvertent Discovery of Native American Human Remains: Public Resources Code §5097.98 This code invests the NAHC with the authority to designate a Most Likely Descendant (MLD) when Native American human remains and any associated grave items are inadvertently discovered. Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.</p> <p>B. If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.</p> <p>C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated “grave goods” (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.</p> <p>D. In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the Project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.</p> <p>E. In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.</p>	In Construction Plans and Specifications. Prior to Grading Permits	San Bernardino County Planning Division and Building and Safety Division	



Regulatory Requirement /Project Design Feature/ Mitigation Measure	Timing	Responsible for Ensuring Compliance / Verification	Date Completed and Initials
<p>F. Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.</p> <p>G. The Tribes will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p>			

# EXHIBIT E

Bloomington Business Park Specific Plan, link:

<https://lus.sbcounty.gov/wp-content/uploads/sites/48/2022/09/Public-Review-Draft-Bloomington-Specific-Plan-updated-9.9.2022.pdf>

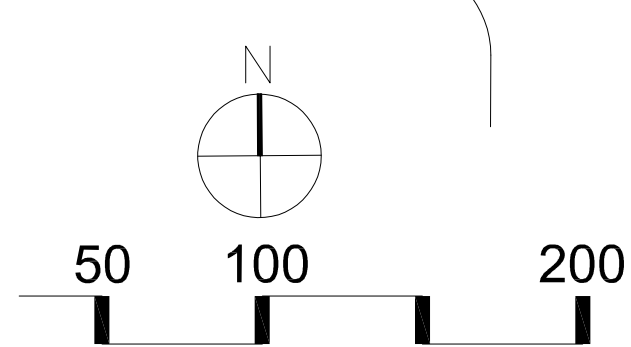
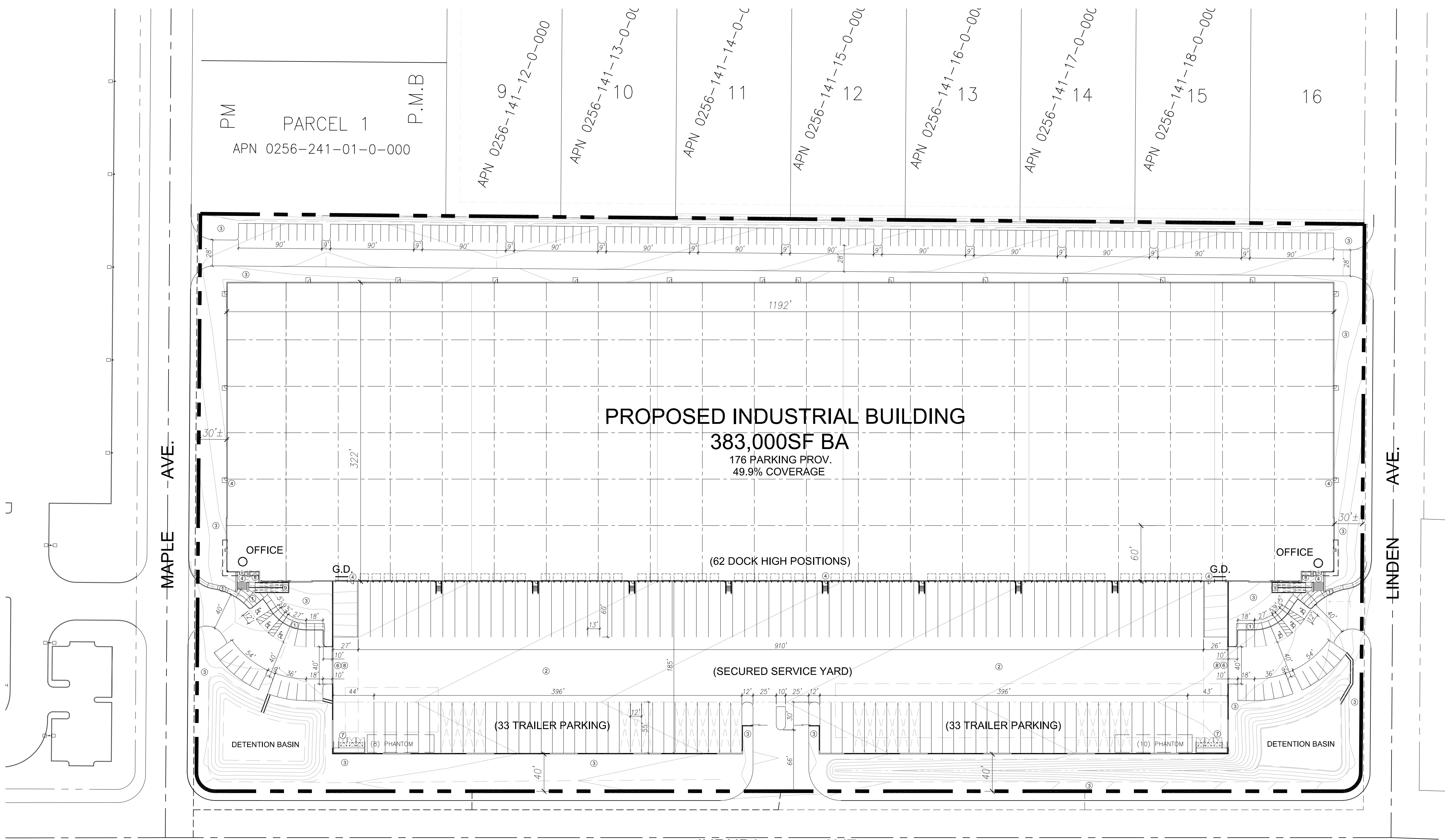
# **EXHIBIT F**

Conditional Use Permit Site Plans Sites 1 – 4  
and Vesting Tentative Parcel Map No. 20300,  
No. 19973, and No. 20340



March 2020 10:00 AM  
Drawing Title: Bloomington Industrial Master Plan  
Drawing No.: 2019-001  
Drawing Date: 03/15/2020  
Drawing By: A.O. Architects  
Drawing Check: A.O. Architects  
Drawing Title: Bloomington Industrial Master Plan  
Drawing No.: 2019-001  
Drawing Date: 03/15/2020  
Drawing By: A.O. Architects  
Drawing Check: A.O. Architects

DISCLAIMER:  
ALL INFORMATION CONTAINED HEREIN MAY BE SUBJECT TO CHANGE PENDING OWNER AND OR AGENCY REVIEW AND IS FOR INFORMATION ONLY.



SITE DATA TABLE												
BUILDING	LAND AREA AC	LAND AREA SF	FAR %	BLDG. FOOT PRINT	BLDG. MEZZ.	BLDG. S.F.	OFFICE S.F.	WAREHOUSE S.F.	OFFICE PARKING	WAREHOUSE PRKG.	PARKING REQ.	PARKING PROV.
1	17.73 AC	772,157	49.6%	383,000SF	~	383,000SF	10,000	373,000SF	40	124	164	176

#### LEGAL DESCRIPTION:

PARCEL 1 (APN: 0256-121-41):  
PARCEL NO. 1 OF PARCEL MAP NO. 185, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 73 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2 (APN: 0256-121-42):  
PARCEL NO. 2 OF PARCEL MAP NO. 185, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2, PAGE 73, RECORDS OF SAID COUNTY.

PARCEL 3 (APN: 0256-121-43):  
PARCEL NO. 3 OF PARCEL MAP NO. 185, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2 OF PARCEL MAPS, PAGE 73, RECORDS OF SAID COUNTY.

PARCEL 4 (APN: 0256-121-44):  
PARCEL NO. 4 OF PARCEL MAP NO. 185, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2 OF PARCEL MAPS, PAGE 73, RECORDS OF SAID COUNTY.

APN: 0256-121-47  
THE WEST 1/2 OF THE EAST 1/2 OF THE WEST 1/2 OF FARM LOT 490, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TROPIC LAND AND WATER COMPANY, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 11 OF MAPS, PAGE 12, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 0256-121-48  
THE EAST ONE-HALF OF THE EAST ONE-HALF OF THE WEST ONE-HALF OF FARM LOT 490, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TROPIC LAND AND WATER CO., IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 11 OF MAPS, PAGE 12, RECORDS OF SAID COUNTY.

DISCLAIMER:  
ALL INFORMATION CONTAINED HEREIN MAY BE SUBJECT TO CHANGE PENDING OWNER AND OR AGENCY REVIEW AND IS FOR INFORMATION ONLY.

APN: 0256-121-48  
THE WEST HALF OF THE WEST HALF OF THE EAST HALF OF FARM LOT 490, SEMI-TROPIC LAND AND WATER COMPANY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 11, PAGE 12 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, CALIFORNIA.

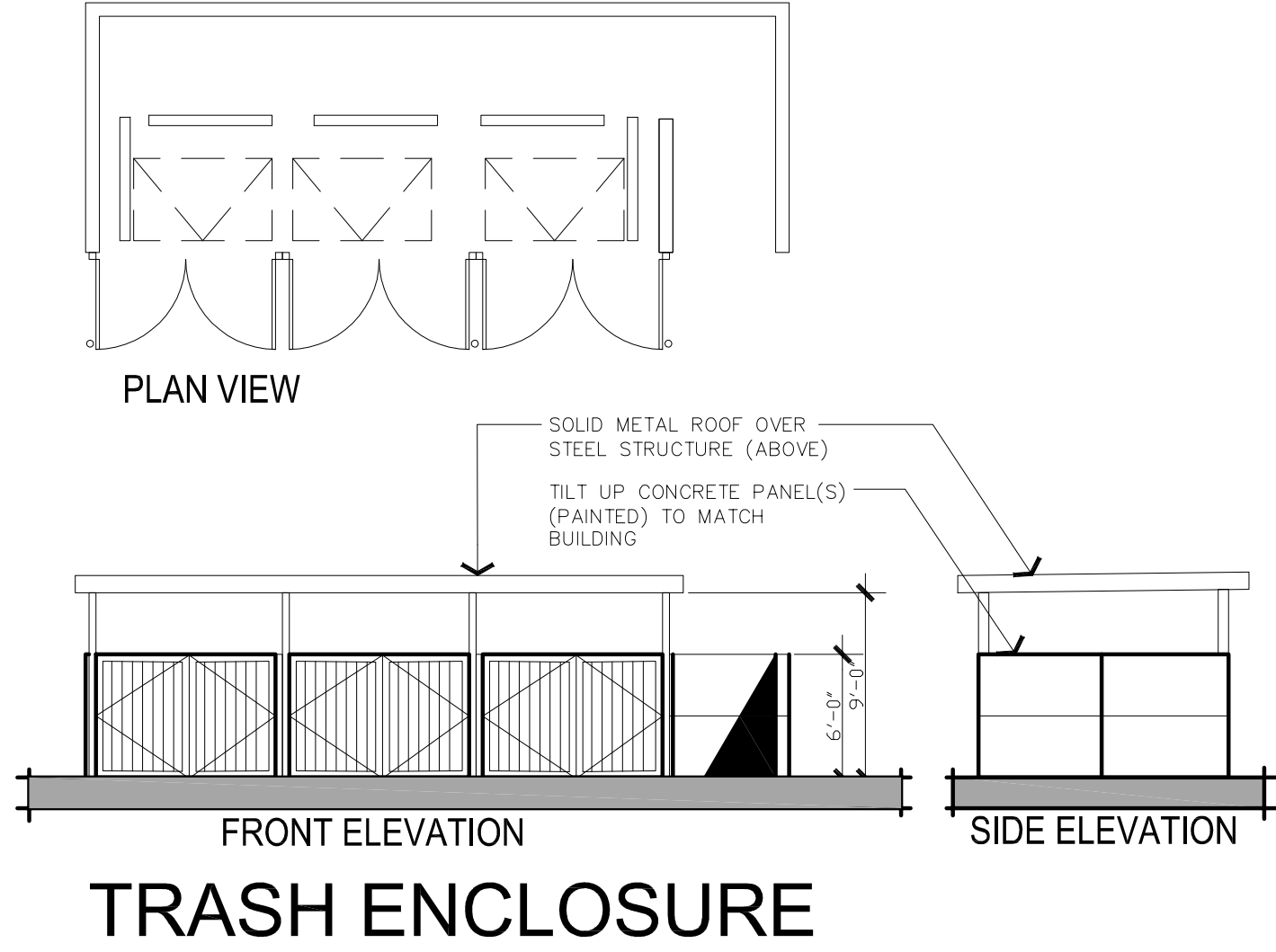
APN: 0256-121-45  
THE EAST HALF OF THE WEST HALF OF THE EAST HALF OF LOT 490, AS SHOWN BY THE MAP OF SUBDIVISION OF LANDS OF THE SEMI-TROPIC LAND AND WATER COMPANY, IN THE CITY OF BLOOMINGTON, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11 PAGE(S) 12 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 1 (APN: 0256-121-37):  
PARCEL NO. 1 OF PARCEL MAP NO. 172, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2 OF PARCEL MAPS, PAGE 33, RECORDS OF SAID COUNTY.

PARCEL 2 (APN: 0256-121-38):  
PARCEL NO. 2 OF PARCEL MAP NO. 172, IN THE CITY OF BLOOMINGTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2 OF PARCEL MAPS, PAGE 33, RECORDS OF SAID COUNTY.

PARCEL 3 (APN: 0256-212-39):  
PARCEL NO. 3 OF PARCEL MAP NO. 172, IN THE CITY OF BLOOMINGTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2 OF PARCEL MAPS, PAGE 33, RECORDS OF SAID COUNTY.

PARCEL 4 (APN: 0256-212-40):  
PARCEL NO. 4 OF PARCEL MAP NO. 172, IN THE CITY OF BLOOMINGTON, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 2 OF PARCEL MAPS, PAGE(S) 33, RECORDS OF SAID COUNTY.



#### GRAPHIC LEGEND:

- = OFFICE ENTRY
- G.D. = GRADE DOOR (14'X14')
- ▢ = A.D.A. ACCESSIBLE PRKG.
- = PROPERTY LINE (SEE CIVIL)
- = DOCK DOOR & LEVELER
- = CANOPY OR OVERHANG
- = CENTERLINE OR GRID LINE
- = EASEMENT (SEE CIVIL)
- ▢ = TRASH ENCLOSURE W/ SOLID ROOF A.D.A. ACCESSIBLE
- = WB-67' TRACTOR TRAILER
- = ADA PATH OF TRAVEL
- ▢ = 12' X 55' TRAILER PARKING
- = LIGHT STANDARD LUMINAIR N.T.S. MUST BE FULLY SHIELDED SEC. 19.7.8.E.2.a.4
- = WALL PACK WITH CUT-OFF N.T.S. SHALL NOT EXCEED 18' ABOVE GRADE

#### OCCUPANCY CLASSIFICATION:

BUILDING: B, S1  
CONSTRUCTION TYPE: IIIB

#### KEY NOTES: (#)

- PEDESTRIAN PAVING (SEE CIVIL & LANDSCAPE)
- CONCRETE VEHICULAR PAVING (SEE CIVIL)
- LANDSCAPE AREA (SEE LANDSCAPE)
- ACCESS DOOR OR EMERGENCY ACCESS DOOR
- STEEL TUBULAR FENCE (8' HEIGHT)
- AUTOMATIC ROLLING GATE (8'-HEIGHT)
- TRASH ENCLOSURE (ADA COMPLIANT)
- PROVIDE KNOX BOX (LOCATION PER FIRE DEPT.)
- ADA RAMP (AS REQUIRED)

#### PARKING STALL SIZES:

STANDARD PARKING STALL - 9' X 19' WITH 2' O.H.  
A.D.A. (HANDICAP) STALLS - 9' X 19' WITH 2' O.H.  
14' X 19' WITH 2' O.H.(VAN)

#### PARKING REQUIREMENTS

OFFICE: 1/250  
WAREHOUSE: 1/1000 0-40K + 1/4000 40K & UP

#### GRAPHIC LEGEND

- OFFICE
- G.D. | GRADE DOOR (14' X 14')
- ▢ ADA ACCESSIBLE PARKING AS PER STATE STANDARDS

#### LAND USE:

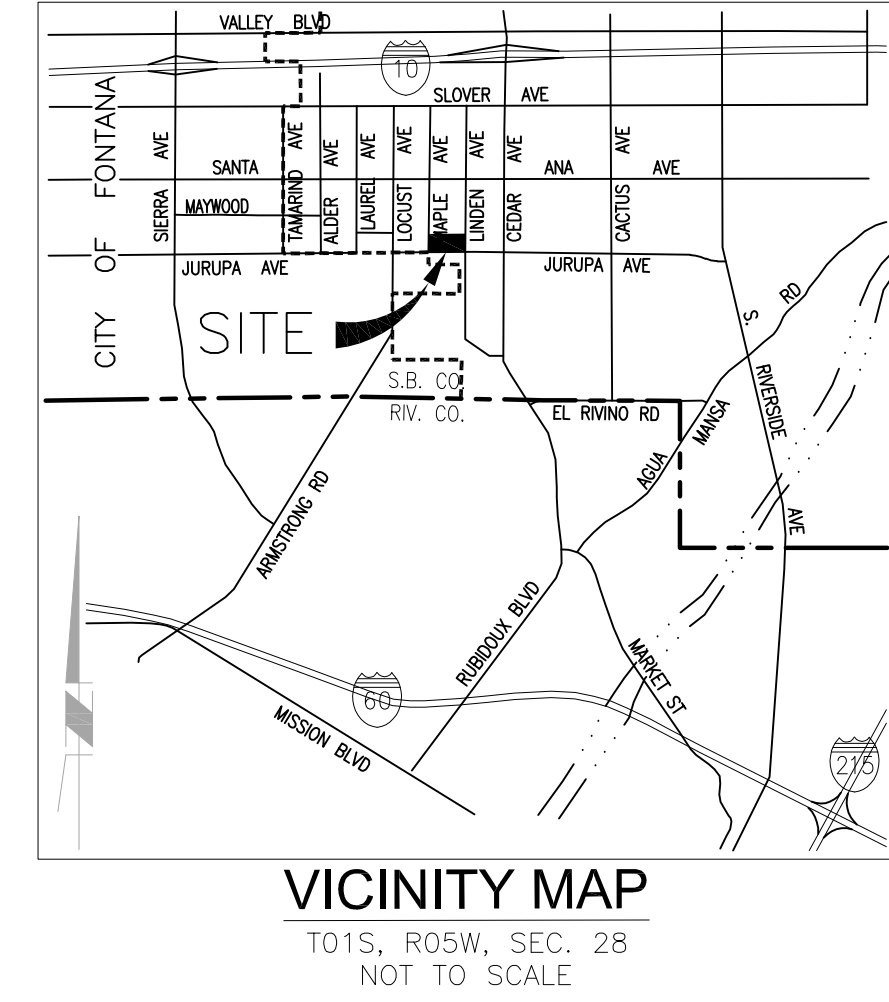
EXISTING: - EXISTING BUILDINGS  
PROPOSED: - MANUFACTURING/WAREHOUSE/OFFICE

#### MAXIMUM BUILDING HEIGHT

150'

#### MAXIMUM FLOOR AREA RATIO

FAR - 50%



#### SHEET DESCRIPTION:

- A1 SITE PLAN & PROJECT DATA
- A2 ENLARGED CONCEPTUAL SITE PLAN
- A3 BUILDING CONCEPTUAL FLOOR PLAN
- A4 BUILDING & SCREEN WALL ELEVATIONS
- A5 COLOR BUILDING ELEVATIONS
- A6 COLOR AND MATERIAL BOARD
- A7 CONCEPTUAL RENDERED VIEWS
- C1 CONCEPTUAL GRADING PLAN
- L1 CONCEPTUAL LANDSCAPE PLAN
- TPM TENTATIVE PARCEL MAP

#### TEAM PLAYERS:

APPLICANT/OWNER: HOWARD INDUSTRIAL PARTNERS  
1944 NORTH TUSTIN STREET, SUITE 122  
ORANGE, CA 92666  
CONTACT: TIM HOWARD  
(TEL) 714-769-9155

ENGINEER: FMCIVIL ENGINEERS, INC.  
29995 TECHNOLOGY DRIVE, SUITE 306  
MURRIETA, CA 92563  
CONTACT: FRANCISCO MARTINEZ  
(TEL) 951-331-9873

#### ARCHITECT

A.O.  
144 NORTH STREET  
ORANGE, CA 92666  
CONTACT: STEPHEN PRZYBYLOWSKI  
TEL-714-639-9860 X 385

#### ASSESSOR'S PARCEL NUMBER

PARCEL NUMBER AS NOTED PER LEGAL DESCRIPTION	APN
PM 185, PARCEL 1	0256-121-41
PM 185, PARCEL 2	0256-121-42
PM 185, PARCEL 3	0256-121-43
PM 185, PARCEL 4	0256-121-44
W. 1/2 OF E. 1/2 OF W. 1/2 OF FARM LOT 490	0256-121-47
E. 1/2 OF E. 1/2 OF W. 1/2 OF FARM LOT 490	0256-121-48
W. 1/2 OF W. 1/2 OF E. 1/2 OF FARM LOT 490	0256-121-46
E. 1/2 OF W. 1/2 OF E. 1/2 OF FARM LOT 490	0256-121-45
PM 172, PARCEL 1	0256-121-37
PM 172, PARCEL 2	0256-121-38
PM 172, PARCEL 3	0256-121-39
PM 172, PARCEL 4	0256-121-40

#### UTILITY COMPANIES:

WATER: WEST VALLEY WATER DISTRICT  
PHONE: (909) 875-13221

ELECTRIC: SOUTHERN CALIFORNIA EDISON  
PHONE: (909) 357-6585

TELEPHONE: AT&T  
PHONE: (858) 886-1288

CABLE: CHARTER COMMUNICATIONS  
PHONE: (909) 634-3224

GAS: SOUTHERN CALIFORNIA GAS COMPANY  
PHONE: (800) 427-2200

SCHOOL: COLTON JOINT UNIFIED SCHOOL DISTRICT  
PHONE: (909) 580-5000

SEWER: PRIVATE SEPTIC SYSTEM

#### PROJECT DESCRIPTION:

A DISTRIBUTION WAREHOUSE FACILITY CONSISTING OF A WAREHOUSE TOTALING 386,000 SQUARE FEET OR 8.86 NET ACRES.

#### PROJECT DATA:

GROSS SITE AREA: 772,156.72 S.F. 17.73 AC.  
NET SITE AREA: 769,449.03 S.F. 17.67 AC.

BUILDING AREA	10,000 S.F.	S.F.
OFFICE	373,000	S.F.
WAREHOUSE	383,000	S.F.

LOT COVERAGE, PROPOSED: 49.9%

PARKING REQUIREMENTS	40 STALLS
10,000 SF OFFICE (1/250 SF)	40 STALLS
0-40,000 SF WAREHOUSE (1/1000 SF)	84 STALLS
40,000 SF + WAREHOUSE (1/4000 SF)	164 STALLS
TOTAL PARKING PROVIDED	176 STALLS

PARKING PROVIDED	4 STALLS
ACCESSIBLE (9' x 18')	2 STALLS
VAN ACCESSIBLE (14' x 18')	152 STALLS
STANDARD (9' x 18')	18 STALLS
PHANTOM STALLS	176 STALLS

TRAILER PARKING PROVIDED	66 STALLS
TRAILER (12' x 55')	66 STALLS

SETBACKS	25'	SIDE STREET = 25'
FRONT =	25'	REAR = 10'
SIDE INTERIOR =	10'	

#### ZONING ORDINANCE

EXISTING ZONING: Single Residential (RS-20M) and Single Residential (RS-1)  
PROPOSED ZONING: SP

# BLOOMINGTON INDUSTRIAL MASTER PLAN BLOOMINGTON, CA

## Howard | Industrial Partners

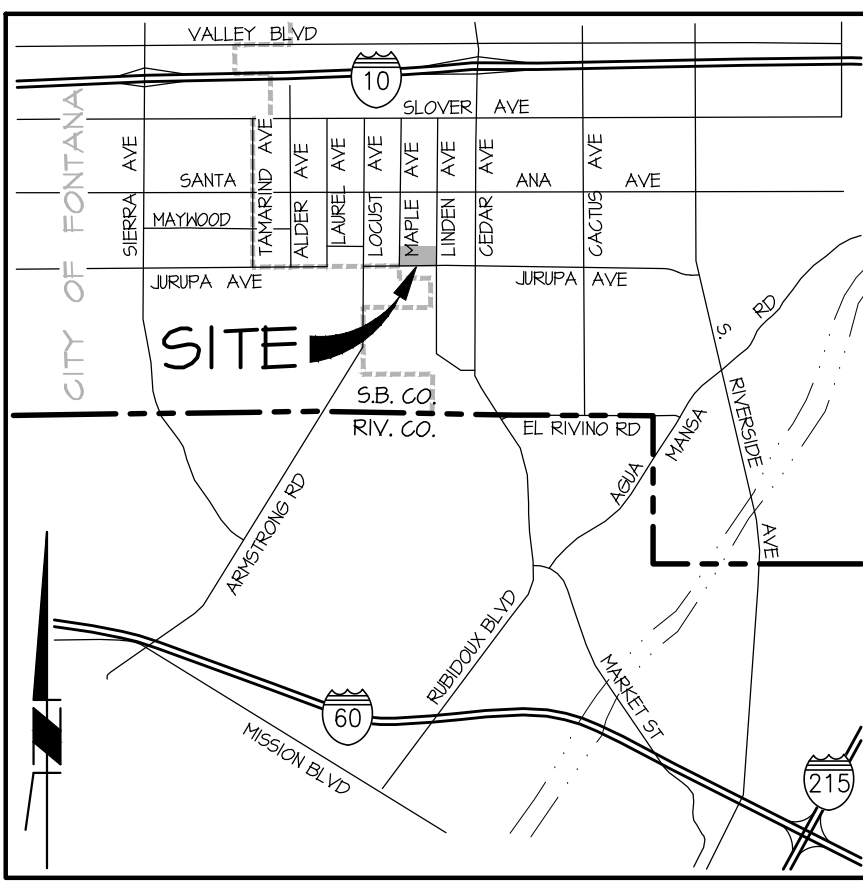
CONCEPTUAL SITE PLAN 06-15-2020

A1

**A.O.** Architecture. Design. Relationships.  
144 North Orange Street, Orange, California 92666  
714 / 639-9860  
aoarchitects.com

Scale  
Job No.  
Date





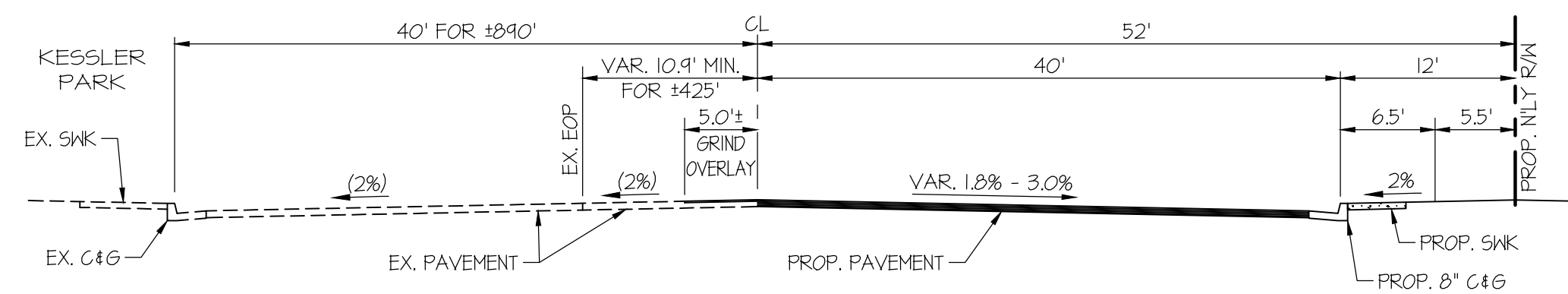
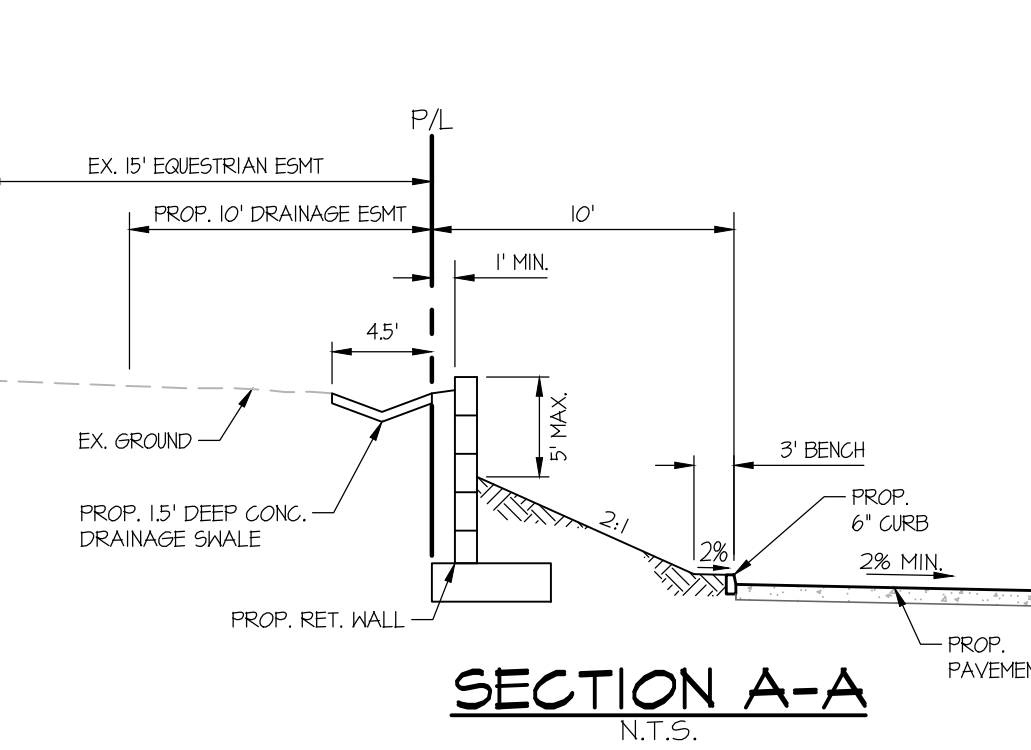
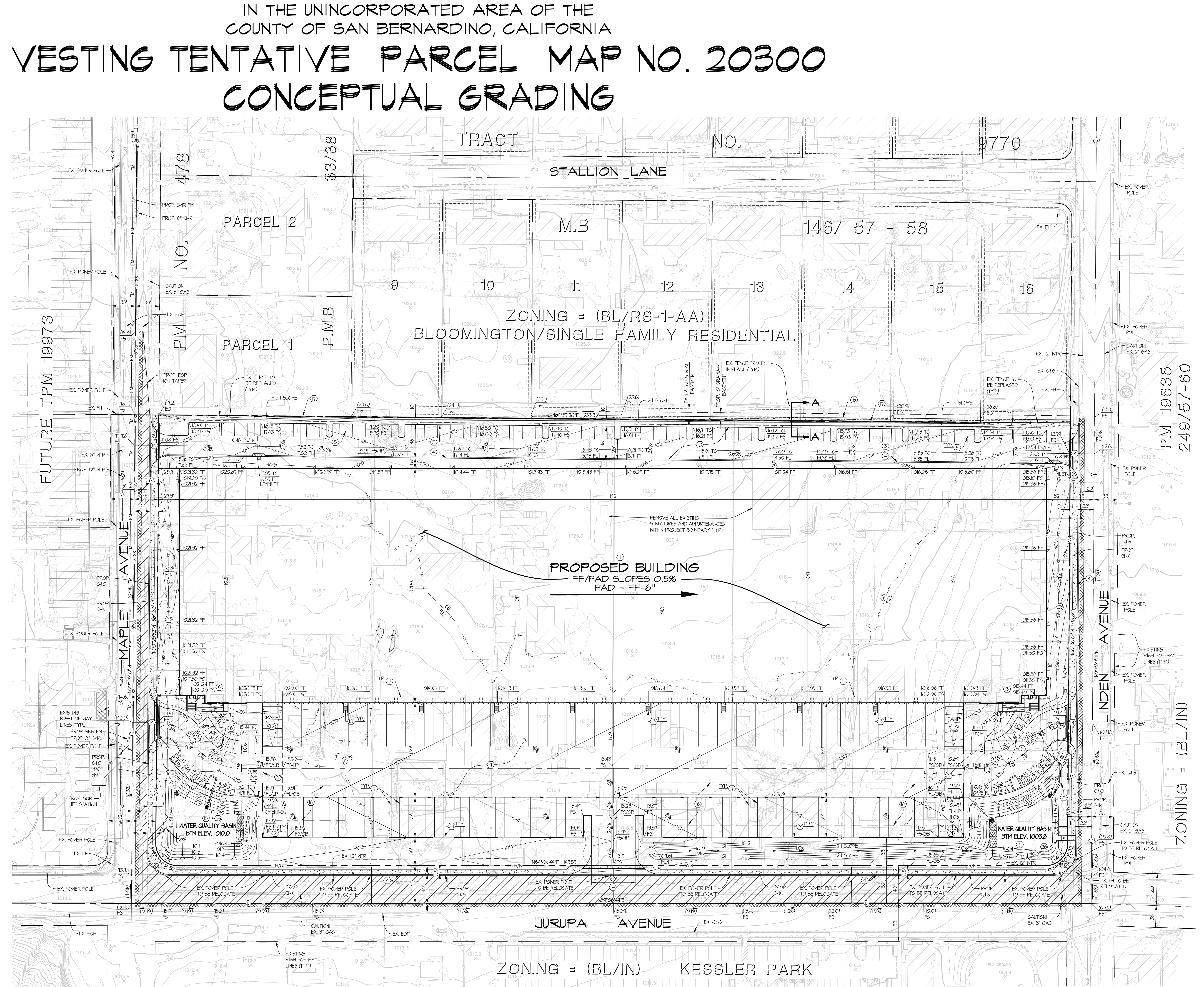
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NOT TO SCALE

LEGEND

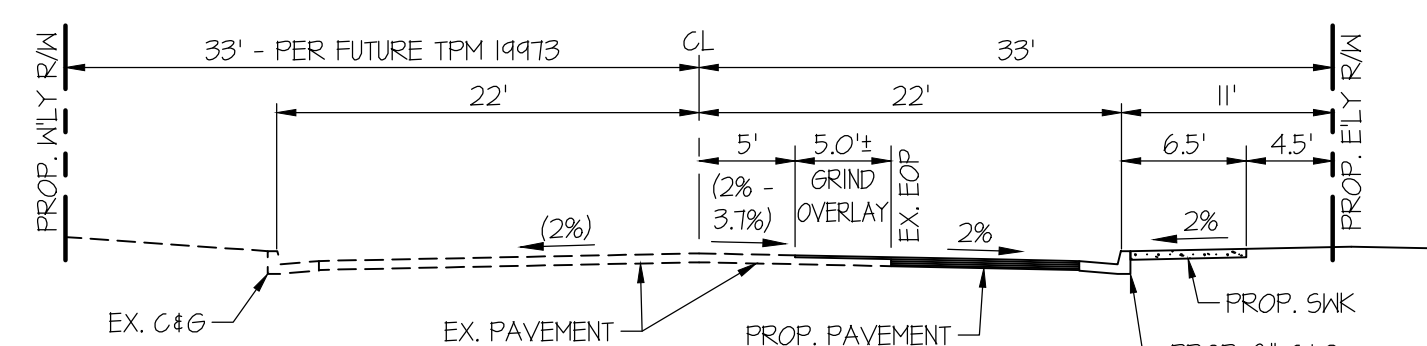
INDEX CONTOUR	INDEX CONTOUR
RETAINING WALL	RETAINING WALL
FENCE	FENCE
EDGE OF PAVEMENT	EDGE OF PAVEMENT
SIGN	SIGN
MANHOLE	MANHOLE
RIGHT OF WAY	RIGHT OF WAY
EASEMENT	EASEMENT
PARCEL LINE	PARCEL LINE
STREET CENTER LINE	STREET CENTER LINE
SCREEN WALL	SCREEN WALL
COMBINATION SCREEN/RETAINING WALL	COMBINATION SCREEN/RETAINING WALL
EXISTING LOT LINE	EXISTING LOT LINE
RIDGE LINE	RIDGE LINE
REBORN GUTTER	REBORN GUTTER
FLOW ARROW	FLOW ARROW
PROPOSED EDGE OF PAVEMENT	PROPOSED EDGE OF PAVEMENT
EXISTING WATER LINE	EXISTING WATER LINE
EXISTING SEWER LINE	EXISTING SEWER LINE
EXISTING STORM DRAIN PIPE	EXISTING STORM DRAIN PIPE
PROPOSED STORM DRAIN PIPE	PROPOSED STORM DRAIN PIPE
CUTFILL LINE	CUTFILL LINE
SLOPE SYMBOL	SLOPE SYMBOL
PROPOSED STREET AC PAVEMENT	PROPOSED STREET AC PAVEMENT
GRIND AND OVERLAY	GRIND AND OVERLAY

SITE PLAN KEYNOTES

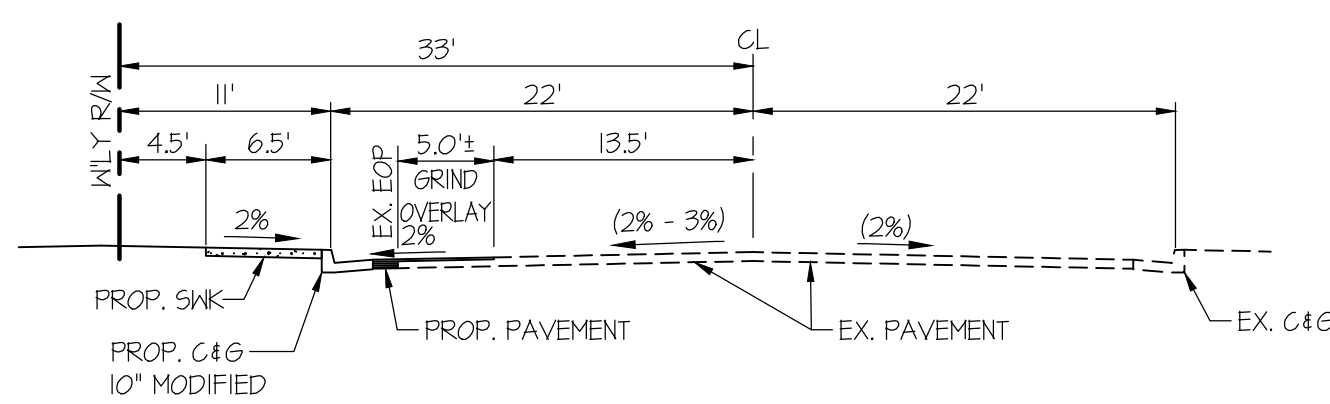
- PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY. BUILDING TO BE DESIGNED PER ARCHITECT'S PLANS
- ON SITE ACCESSIBLE SIDEWALK AND CURB RAMPS.
- CONCRETE CURB
- CONCRETE CURB & GUTTER
- STANDARD PARKING STALL MIN. 9' X 18' - STRIPE PER STANDARDS SHOWN ON ARCHITECT'S PLANS
- HANDICAP PARKING STALL MIN. 9' X 18' - STRIPE PER STANDARDS SHOWN ON ARCHITECT'S PLANS
- TRAILER PARKING STALL MIN. 10' X 55' - STRIPE PER STANDARDS SHOWN ON ARCHITECT'S PLANS
- ACCESSIBLE BUILDING ENTRY WITH ADJACENT BICYCLE RACKS PER ARCHITECT'S PLANS
- PORTLAND CONC. CEMENT (PCC) PAVED TRUCK YARD ARCHITECT'S PLANS
- PORTLAND CONC. CEMENT (PCC) PAVED PARKING PER ARCHITECT'S PLANS
- DOCK HIGH TRUCK DOOR PER ARCHITECT'S PLANS
- GRADE LEVEL RAMP DOOR PER ARCHITECT'S PLANS
- EXTERIOR MAN DOOR AND STAIRS W/GUARD POST PER ARCHITECT'S PLANS
- COMMERCIAL DRIVEWAY APPROACH PER CITY STD. DWS. NO. 204 WITH DECORATIVE CONCRETE PAVING PER ARCHITECT'S PLANS
- WATER QUALITY BASIN
- UNDERGROUND STORM WATER CHAMBER SYSTEM
- PROPOSED COMBINATION SCREEN- CONCRETE RETAINING WALL PER ARCHITECT'S PLANS
- CONCRETE DRAINAGE SHALE
- VEGETATED SHALE
- SEWER LIFT STATION
- APPROXIMATE LOCATION OF TRASH ENCLOSURES PER ARCHITECT'S PLANS
- METAL, MANUAL OPERATED SECURITY GATE WITH KNOX-PAD LOCK FOR FIRE DEPARTMENT ACCESS PER ARCHITECT'S PLANS
- LANDSCAPE AREA PER LANDSCAPE ARCHITECT'S PLANS
- CONCRETE SCREEN WALL PER ARCHITECT'S PLANS
- CONCRETE CHANNEL
- EMERGENCY BASIN OVERFLOW



\*TYPICAL SECONDARY PER SAN BERNARDINO COUNTY STD. NO. 101  
TYPICAL SECTION JURUPA AVENUE  
MAJOR HIGHWAY  
HOR. SCALE: 1"=10'



\*TYPICAL SECONDARY PER SAN BERNARDINO COUNTY STD. NO. 103  
TYPICAL SECTION MAPLE AVENUE  
\*COLLECTOR STREET  
HOR. SCALE: 1"=10'



\*TYPICAL SECONDARY PER SAN BERNARDINO COUNTY STD. NO. 103  
TYPICAL SECTION LINDEN AVENUE  
\*COLLECTOR STREET  
HOR. SCALE: 1"=10'

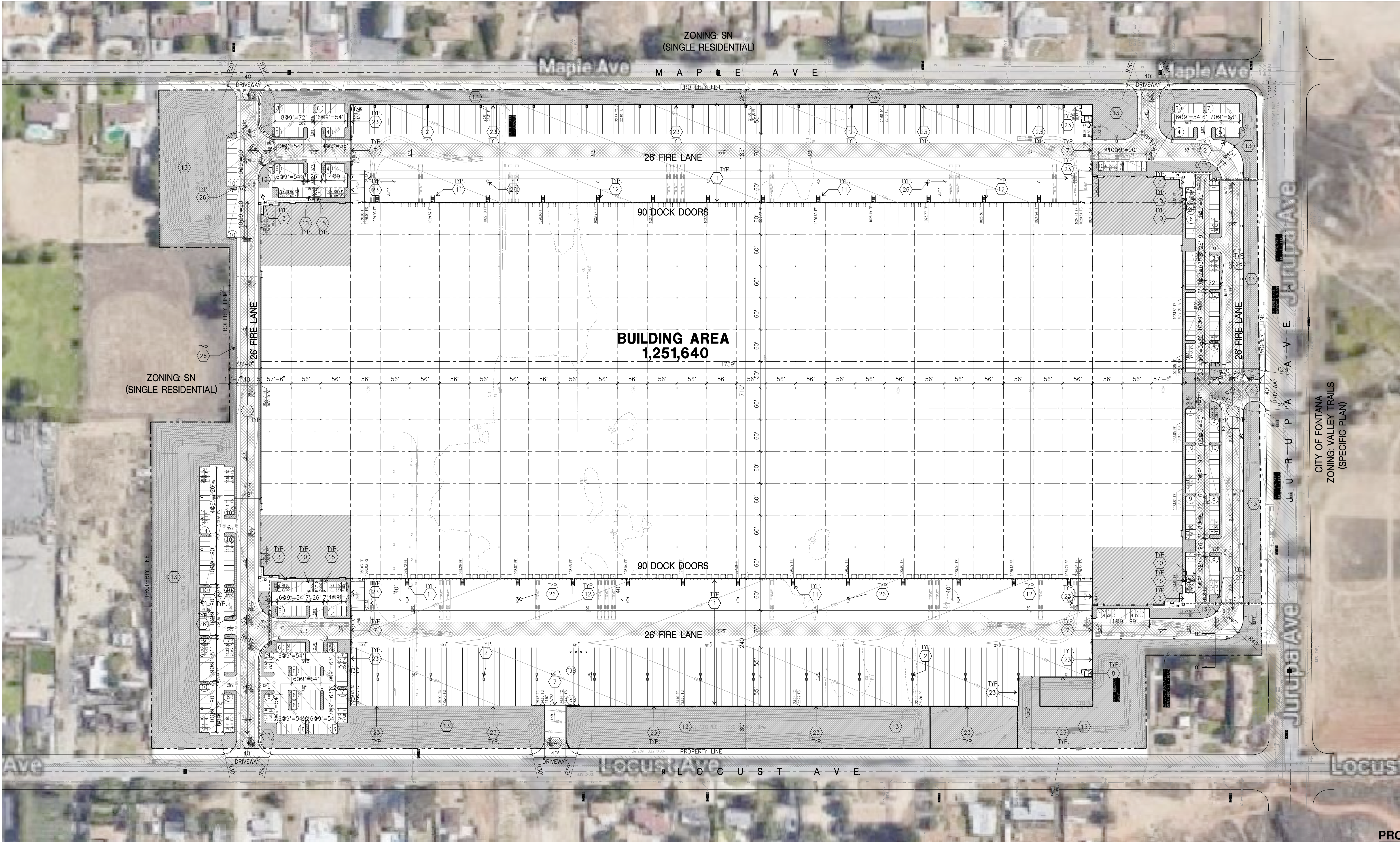


PREPARED BY:  
**F.M.CIVIL**  
ENGINEERS INC.  
29995 TECHNOLOGY DRIVE, SUITE 306 | MARIETTA | CA 92563  
951.973.0201 - FMCIVIL.COM  
FRANCISCO MARTINEZ, JR. R.C.E. / EXP. DATE: 3/31/22

**BENCHMARK**  
BM UF 628 NAVD83 ELEV. = 1006.35 FEET  
FOUND STANDARD MNDSC 3-1/4" ALUMINUM DISC, STAMPED "UF 628 1982" SET IN TOP OF HEADWALL. MONUMENT IS LOCATED 0.1 MILE (0.2 KM) SOUTH FROM THE INTERSECTION OF POPULAR AVE AND JURUPA AVE. 55 FEET (16.8 M) SOUTH OF NICOLE WAY, 26.5 FEET (8.1 M) WEST OF POPULAR AVE AT THE NORTH END OF A 44 FOOT (13.4 M) LONG FLOOD CONTROL CHANNEL WALL.  
**BASIS OF BEARING**  
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE 14NAD83 (REFPOSH 201100) AS DETERMINED LOCALLY BY A LINE BETWEEN CONTIGUOUS OPERATING REFERENCE STATIONS (CORS) M1FP AND ENPP BEING N43-16-17.52W AS DERIVED FROM GEODETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) AND/OR NATIONAL GEODETIC SURVEY (NGS), RESPECTIVELY.

COUNTY OF SAN BERNARDINO	
BLOOMINGTON BUSINESS PARK SFI	
VESTING TENTATIVE PARCEL MAP NO. 20300	
CONCEPTUAL GRADING PLAN	
SCALE: AS SHOWN DATE: MARCH 2022 DESIGNED: AJ CHECKED: FM PLN CK REPR:	<b>F.M.CIVIL</b> ENGINEERS INC. 29995 TECHNOLOGY DRIVE, SUITE 306 MARIETTA   CA 92563 951.973.0201 - FMCIVIL.COM
SHEET <b>2</b> OF 2 SHEETS	





### PROPERTY OWNER

HOWARD INDUSTRIAL PARTNERS  
1944 NORTH TUSTIN STREET, STE. 122  
ORANGE, CA 92665  
714-769-9155

### ADDRESS OF THE PROPERTY

TBD

### ASSPSPR'S PARCEL NUMBER

025611102, 025611106, 025611107, 025611108, 025611111,  
025611119, 025611126, 025611129, 025611140, 025611141,  
025611142, 025611143, 025611144, 025611145, 025611148,  
025611149, 025611150, 025611151, 025611152, 025611153,  
025611155, 025611156, 025611158, 025611159, 025611160,  
025611161, 025611110, 0256111090000

### ZONING

CURRENT ZONING- SINGLE RESIDENTIAL(RS-1)  
PROPOSED ZONING- REGIONAL INDUSTRIAL(R) (VALLEY REGION)

### APPLICANT

HOWARD INDUSTRIAL PARTNERS  
1944 NORTH TUSTIN STREET, STE. 122  
ORANGE, CA 92665  
714-769-9155

### APPLICANT'S RESPRESENTATIVE

HPA, INC.  
18831 BARDEEN AVE SUITE 100  
IRVINE CA 92612  
TEL: 949-862-2108  
ATTN: DEREK KIM

### LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE UNINCORPORATED AREA OF SAN BERNARDINO (BLOOMINGTON AREA), COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS.

PARCELS 1 THROUGH 4 OF PARCEL MAP NO. 4578, IN THE COUNTY OF SAN BERNARDINO, AS PER MAP RECORDED IN BOOK 41, PAGE 80 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

TOGETHER WITH PARCELS 1 THROUGH 4 OF PARCEL MAP NO. 3589, IN THE COUNTY OF SAN BERNARDINO, AS PER MAP RECORDED IN BOOK 33, PAGE 16 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

TOGETHER WITH PARCELS 1 THROUGH 4 OF PARCEL MAP NO. 5220 IN THE COUNTY OF SAN BERNARDINO, AS PER MAP RECORDED IN BOOK 49, PAGE 69 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

TOGETHER WITH LOTS 3, 4 AND 5 OF TRACT NO. 3330, IN THE COUNTY OF SAN BERNARDINO, AS PER MAP RECORDED IN BOOK 44, PAGE 39 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

TOGETHER WITH LOT 484, AND THE NORTH HALF OF THE EAST HALF OF LOT 481, AND THE SOUTH 135 FEET OF THE WEST HALF OF LOT 481,

ACCORDING TO MAP THEREOF, SHOWING SUBDIVISION OF LANDS, BELONGING TO THE SEMI-TROPICAL LAND AND WATER COMPANY, AS PER PLAT RECORDED IN BOOK 11 OF MAPS, PAGE 12, RECORDS OF SAID COUNTY, EXCEPTING THEREFROM A STRIP OF LAND 15 FEET WIDE, THE WEST LINE OF WHICH IS DESCRIBED AS FOLLOWS:

AND TOGETHER WITH THE WEST HALF OF LOT 489, ACCORDING TO MAP THEREOF, SHOWING SUBDIVISION OF LANDS, BELONGING TO THE SEMI-TROPICAL LAND AND WATER COMPANY, AS PER PLAT RECORDED IN BOOK 11 OF MAPS, PAGE 12, RECORDS OF SAID COUNTY, EXCEPTING THEREFROM A STRIP OF LAND 15 FEET WIDE, THE WEST LINE OF WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 8, TRACT NO. 3330 AS PER PLAT RECORDED IN BOOK 44, PAGE 39 OF MAPS; THENCE NORTH 0°05'40" WEST 405.84 FEET ALONG THE EAST LINE OF SAID TRACT, TO A POINT ON THE EAST LINE OF THE WEST 220 FEET OF SAID LOT 489.

### SITE PLAN KEYNOTES

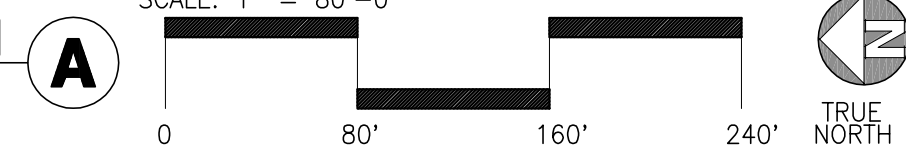
- HEAVY BROOM FINISH PORTLAND CONC. CEMENT PAVEMENT.
- SITE LIGHT POLE W/ CONCRETE BASE.
- CONCRETE WALKWAY
- DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
- 5'-6"x5'-6"x4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
- BREAK AREA PATIO. SEE LANDSCAPE PLANS
- PROVIDE METAL MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. SEE SHEET A4.2
- TRASH COMPACTOR
- APPROXIMATE LOCATION OF TRASH COMPACTOR.
- PRE-CAST CONC. WHEEL STOP
- CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H.
- EXTERIOR CONC. STAIR.
- LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
- HANDICAPPED ENTRY SIGN. SEE SHEET A4.2
- HANDICAPPED PARKING STALL SIGN SEE SHEET A4.2
- BICYCLE RACKS: 1 PER 25 STALLS
- 8 LOOKS REQUIRED. 4 LOOKS PER LOCATION
- APPROXIMATE LOCATION OF THE TRANSFORMER
- MAX 2:1 SLOPE. SEE CIVIL PLANS.
- CONCRETE SIDEWALK. SEE CIVIL PLAN.
- 10'X53' TRAILER STALLS.
- WATER QUALITY BASIN. SEE CIVIL PLANS.
- 6' HIGH SOUND WALL. SEE SHEET A4.1
- 14' HIGH SCREEN WALL W/ ROLLING GATE. SEE SHEET A4.1
- 6' HIGH METAL-PICKET STEEL FENCE. SEE SHEET A4.2
- CONCRETE RETAINING WALL. SEE CIVIL FOR DESIGN. PAINT TO MATCH PRIMARY BUILDING COLOR.
- FIRE HYDRANT

### SITE PLAN GENERAL NOTES

- IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
- SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
- SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS. FOR THICKNESS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12" EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
- FOR TRUCK TURNING TEMPLATE SEE TRUCK TURNING EXHIBIT.
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS
- PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
- APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

### OVERALL SITE PLAN

scale: 1" = 80'-0"



### SITE LEGEND

- LANDSCAPED AREA
- AC. PAVING - SEE "C" DRWGS. FOR THICKNESS
- CONCRETE PAVING
- SEE "C" DRWGS. FOR THICKNESS
- 26' WIDE FIRE APPARATUS ACCESS ROAD.
- PATH OF TRAVEL
- STANDARD PARKING STALL (9' X 18')
- HANDICAP PARKING STALL (9' X 18')

### VICINITY MAP



### PROJECT DATA

<b>SITE AREA</b>	
In s.f.	2,507,668 s.f.
In acres	57.6 ac
<b>BUILDING AREA</b>	
Office	20,000 s.f.
Warehouse	1,231,640 s.f.
TOTAL	1,251,640 s.f.
COVERAGE	49.9%
<b>AUTO PARKING REQUIRED</b>	
Office: 1/250 s.f. of GLA	80 stalls
Whse: 1st 40,000 @ 1/1,000	40 stalls
40,000 and above @ 1/4000	298 stalls
TOTAL	418 stalls
<b>AUTO PARKING PROVIDED</b>	
Accessible ( 9' x 19' )	7 stalls
Van Accessible ( 9' x 19' )	2 stalls
Standard ( 9' x 19' )	411 stalls
TOTAL	420 stalls
<b>TRAILER PARKING PROVIDED</b>	
Trailer (12' x 50')	385 stalls
<b>ZONING ORDINANCE FOR CITY</b>	
Current Zoning Designation - VLDR and LDR	
Single Residential (RS-1)	
Proposed Zoning Designation - Specific Plan	
TBD	
<b>MAXIMUM BUILDING HEIGHT ALLOWED</b>	
Height - 150'	
<b>MAXIMUM FLOOR AREA RATIO</b>	
FAR - 0.55	
<b>LANDSCAPE REQUIREMENT</b>	
Percentage	15%
<b>LANDSCAPE PROVIDED</b>	
Percentage	15.1%
In s.f.	378,557 s.f.
<b>SETBACKS</b>	
Front - 25'	
Side Street - 25'	
Side Interior - 10'	
Rear - 10'	



hpa, inc.  
18831 bardeen avenue, - ste. #100  
irvine, ca  
92612  
tel: 949-863-1770  
fax: 949-863-0851  
email: hpa@hparchs.com

Owner:



1944 North Tustin Street, Ste. 122  
Orange, CA 92665

714-769-9155

Project:

Bloomington  
Commerce  
Center

County of San Bernardino, CA

Consultants:

Civil: T&B PLANNING  
Structural: -  
Mechanical: -  
Plumbing: -  
Electrical: -  
Landscape: -  
Fire Protection: -  
Soils Engineer: -

Title: OVERALL SITE PLAN

Project Number: 17454

Drawn by: D.K.

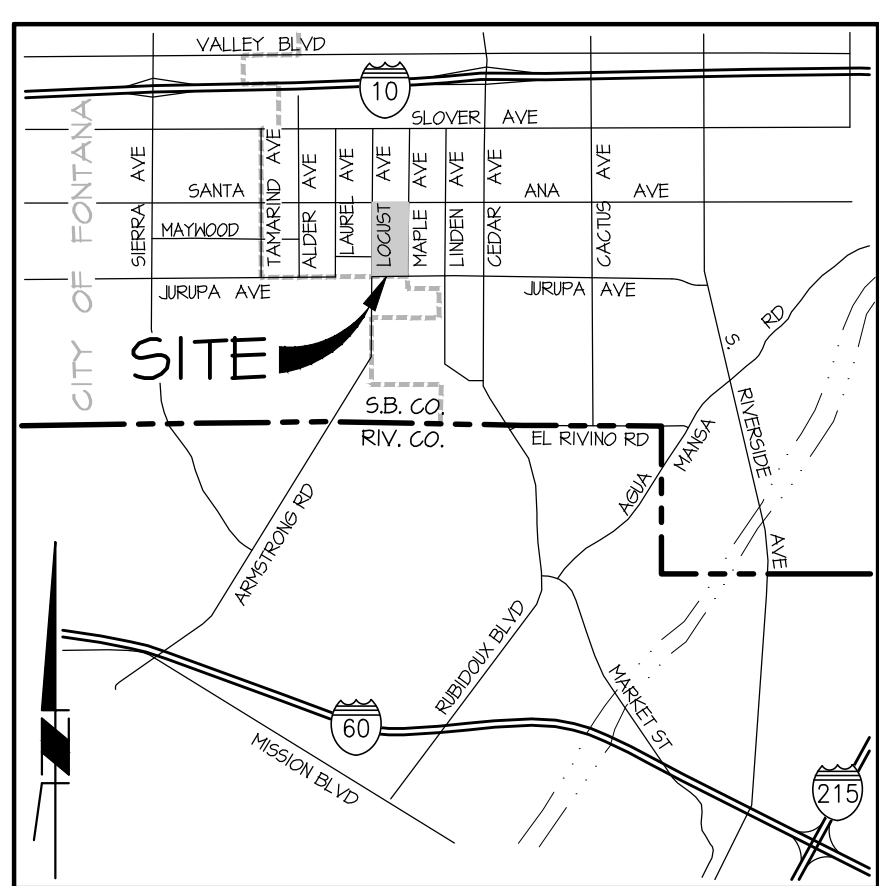
Date: 6.26.18

Revision:

Sheet:

DAB-A1.1





VICINITY MAP  
TO 1/8" = 100' SCALE  
NOT TO SCALE

#### APPLICANT/OWNER

HOWARD INDUSTRIAL PARTNERS  
1444 NORTH TUSTIN STREET, SUITE 122  
ORANGE, CA 92665  
CONTACT: TIM HOWARD  
(714) 941-4155

#### ENGINEER

FMCI CIVIL ENGINEERS INC.  
2885 TECHNOLOGY DRIVE, SUITE 306  
MURRIETA, CA 92563  
CONTACT: FRANCISCO MARTINEZ  
(714) 381-1875

#### ARCHITECT

HFA, INC.  
1805 BARBER AVENUE, SUITE 100  
IRVINE, CA 92612  
CONTACT: DEREK KIM  
(714) 962-2108

#### ASSESSOR'S PARCEL NUMBER

PARCEL NUMBER AS NOTED PER LEGAL DESCRIPTION	APN	PARCEL NUMBER AS NOTED PER LEGAL DESCRIPTION	APN
PARCEL 1	0256-III-26	PARCEL 17	0256-III-42
PARCEL 2	0256-III-50	PARCEL 18	0256-III-40
PARCEL 3	0256-III-51	PARCEL 19	0256-III-43
PARCEL 4	0256-III-52	PARCEL 20	0256-III-41
PARCEL 5	0256-III-53	PARCEL 21	0256-III-56
PARCEL 6	0256-III-54	PARCEL 22	0256-III-39
PARCEL 7	0256-III-24	PARCEL 23	0256-III-60
PARCEL 8	0256-III-45	PARCEL 24	0256-III-61
PARCEL 9	0256-III-46	PARCEL 25	0256-III-05
PARCEL 10	0256-III-44	PARCEL 26	0256-III-04
PARCEL 11	0256-III-07	PARCEL 27	0256-III-03
PARCEL 12	0256-III-04	PARCEL 28	0256-III-02
PARCEL 13	0256-III-08	PARCEL 29	0256-III-11
PARCEL 14	0256-III-01	PARCEL 30	0256-III-10
PARCEL 15	0256-III-06	PARCEL 31	0256-III-59
PARCEL 16	0256-III-18	PARCEL 32	0256-III-19

#### UTILITY COMPANIES:

WATER: WEST VALLEY WATER DISTRICT  
PHONE: (909) 915-1522  
SOUTHERN CALIFORNIA EDISON  
PHONE: (909) 351-6585  
TELEPHONE: AT&T  
PHONE: (858) 886-1288  
CABLE: CHARTER COMMUNICATIONS  
PHONE: (909) 634-5224  
GAS: SOUTHERN CALIFORNIA GAS COMPANY  
PHONE: (800) 427-2200  
SCHOOL: COLTON JOINT UNIFIED SCHOOL DISTRICT  
PHONE: (909) 580-5000  
SEWER: PRIVATE SEPTIC SYSTEM

#### PROJECT DESCRIPTION:

A DISTRIBUTION WAREHOUSE FACILITY CONSISTING OF A WAREHOUSE TOTALING 1,251,640 SQUARE FEET ON 57.57 NET ACRES.

#### PROJECT DATA:

GROSS SITE AREA: 252,824 SF 58.05 AC.  
NET SITE AREA: 250,164 SF 57.57 AC.

**BUILDING AREA**  
OFFICE: 20,000 SF  
WAREHOUSE: 1,231,640 SF  
TOTAL BUILDING AREA: 1,251,640 SF

**LOT COVERAGE: PROPOSED: 44.4%**

**PARKING REQUIREMENTS**  
20,000 SF OFFICE (1/250 SF) 80 STALLS  
0-40,000 SF WAREHOUSE (1/1000 SF) 40 STALLS  
40,000 SF + WAREHOUSE (1/4000 SF) 29 STALLS  
TOTAL PARKING REQUIRED: 147 STALLS

**PARKING PROVIDED**  
ACCESSIBLE (8' x 12') 1 STALL  
VAN ACCESSIBLE (8' x 12') 2 STALLS  
STANDARD (8' x 12') 41 STALLS  
TOTAL PARKING PROVIDED: 43 STALLS

**TRAILER PARKING PROVIDED**  
TRAILER (11' x 55') 385 STALLS

**SETBACKS**  
FROM: 25' SIDE STREET = 25'  
SIDE INTERIOR = 10' REAR = 10'

#### SEWER

EXISTING SEWER: PRIVATE SEPTIC SYSTEMS

PROPOSED SEWER: PUBLIC SEWER TO LIFT STATION

#### EARTHWORK ESTIMATE:

RAIL CUT: 173,400 CY  
RAIL FILL: 248,650 CY  
NET: 75,250 CY IMPORT

HAUL TRIPS:  
ASSUMED (13 CY PER TRIP) = 5,865

#### ZONING ORDINANCE

EXISTING ZONING: BLOOMINGTON/SINGLE FAMILY RESIDENTIAL (BL/SF-1-AA)

PROPOSED ZONING: REGIONAL INDUSTRIAL (IR)

#### TOPOGRAPHY:

PROVIDED BY ROBERT J. LING & ASSOCIATES, INC.  
FLOWN ON 11/4/11  
2552 HAVANT AVE E, TUSTIN, CA 92780  
TEL: (714) 832-2071

#### FLOOD ZONE:

THE SITE LIES WITHIN FLOOD ZONE "X" AREAS OF 0.28 ANNUAL CHANCE FLOOD AND AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE. INUNDATION BY THE 1% ANNUAL CHANCE FLOOD, BASE FLOOD ELEVATIONS DETERMINED AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 06071C-0666H, EFFECTIVE DATE AUGUST 28, 2008.

#### EASEMENT NOTES

SEE SHEET 2

#### LEGAL DESCRIPTION

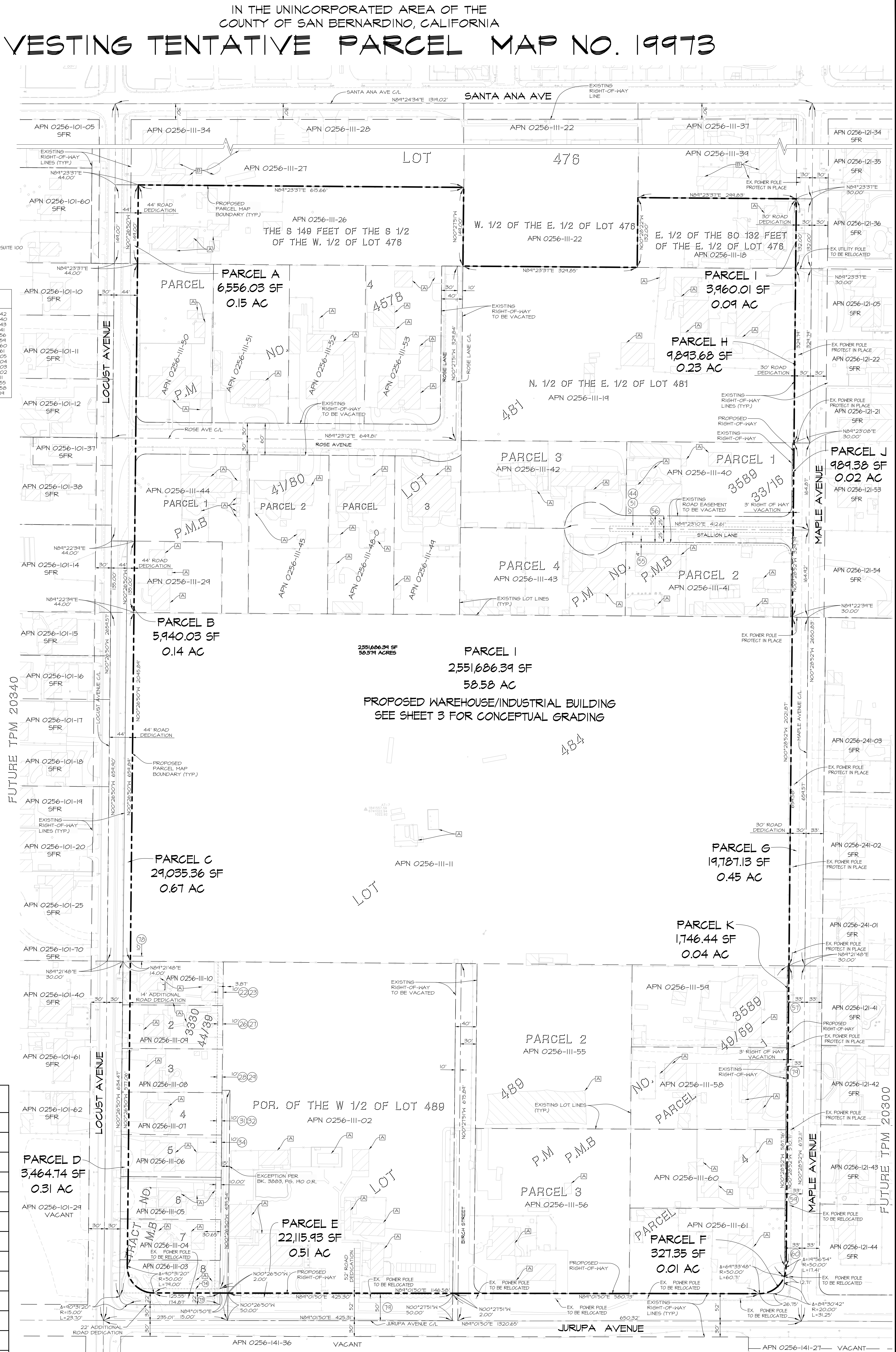
SEE SHEET 2

#### PARCEL DATA

PROPOSED PARCEL	AREA	USE
PARCEL I	2,551,686.39 SF 58.58 AC	WAREHOUSE
PARCEL A	6,556.03 SF 0.15 AC	RIGHT OF WAY DEDICATION
PARCEL B	5,940.03 SF 0.14 AC	RIGHT OF WAY DEDICATION
PARCEL C	29,035.36 SF 0.67 AC	RIGHT OF WAY DEDICATION
PARCEL D	13,464.74 SF 0.31 AC	RIGHT OF WAY DEDICATION
PARCEL E	22,115.93 SF 0.51 AC	RIGHT OF WAY DEDICATION
PARCEL F	327.35 SF 0.01 AC	RIGHT OF WAY DEDICATION
PARCEL G	1,746.44 SF 0.04 AC	RIGHT OF WAY DEDICATION
PARCEL H	9,893.68 SF 0.23 AC	RIGHT OF WAY DEDICATION
PARCEL I	3,960.01 SF 0.09 AC	RIGHT OF WAY DEDICATION
PARCEL J	989.38 SF 0.02 AC	RIGHT OF WAY DEDICATION
PARCEL K	1,746.44 SF 0.04 AC	RIGHT OF WAY DEDICATION
TOTAL	2,666,491.85 SF 61.21 AC	VACATIONS OMITTED FROM TOTAL

#### LEGEND

- [A] EXISTING STRUCTURE(S) TO BE REMOVED
- [X] EXISTING STRUCTURE(S) TO REMAIN
- [E] EASEMENT NUMBER AS SHOWN ON TITLE REPORT



#### NOTES:

- THERE ARE NO-KNOWN WATER WELLS; HOWEVER IF ANY WATER WELLS ARE TO BE FOUND ON-SITE THEY ARE TO BE ABANDONED PER STATE OF CALIFORNIA STANDARDS.
- ALL EXISTING ON-SITE SEPTIC SYSTEMS SHALL BE REMOVED IN ACCORDANCE TO THE REQUIREMENTS OF COUNTY SAN BERNARDINO DEPT. ENVIRONMENTAL HEALTH SERVICES.



#### BENCHMARK

BM UP 620 NAVD83 EL. = 1006.35 FEET  
FOUND STANDARD MDS-3 3/4 INCH ALUMINUM DISC, STAMPED "1" 620 1942" SET IN TOP OF HEADWALL. MONUMENT IS LOCATED 0.1 MILE (0.2 KM) SOUTH FROM THE INTERSECTION OF POPLAR AVE AND JURIPA AVE 58 FEET (16.8 M) SOUTH OF NODLE WAY, 26.5 FEET (8.1 M) WEST OF POPLAR AVE AT THE NORTH END OF A 44 FOOT (13.4 M) LONG FLOOD CONTROL CHANNEL WALL.

#### BASIS OF BEARING

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE 11NAD83 (EPOCH 2011.00) AS DETERMINED LOCALLY BY A LINE BETWEEN CONTIGUOUS OPERATING REFERENCE STATIONS (CORS) MLEP AND ENRP BEING N45-16-11.55N AS DERIVED FROM GEODETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) AND/OR NATIONAL GEODETIC SURVEY (NGS), RESPECTIVELY.

#### COUNTY OF SAN BERNARDINO

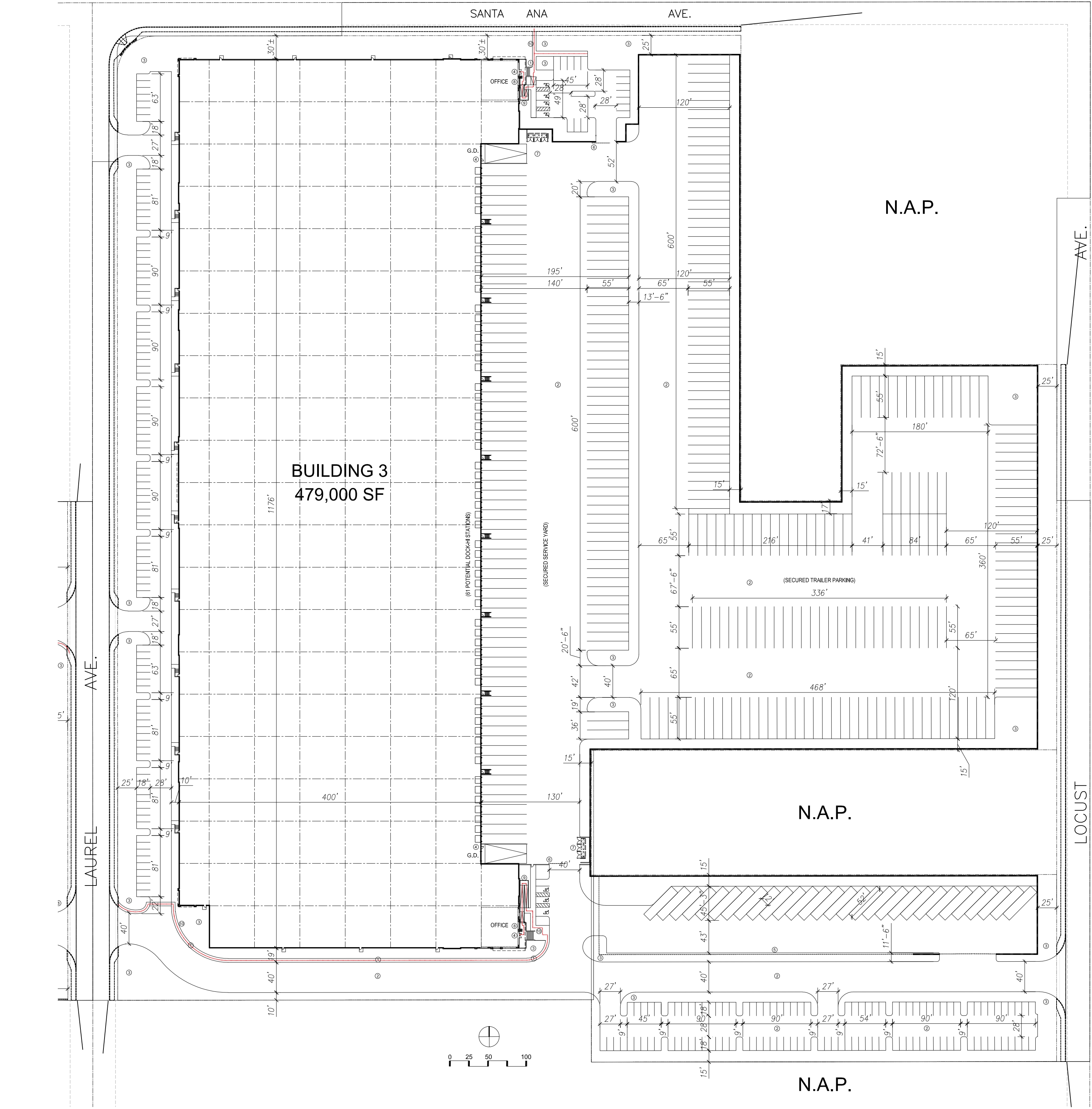
BLOOMINGTON BUSINESS PARK SP2  
VESTING TENTATIVE PARCEL MAP  
NO. 19973

SCALE: AS SHOWN  
DATE: SEPT. 2021  
DESIGNED: FM  
CHECKED: FM  
PLN. CK. REF.  
FMCI CIVIL ENGINEERS INC.  
2885 TECHNOLOGY DRIVE, SUITE 306  
MURRIETA, CA 92563  
TEL: 951.020.1100 - FMCI CIVIL.COM  
SHEET 1 OF 3 SHEETS

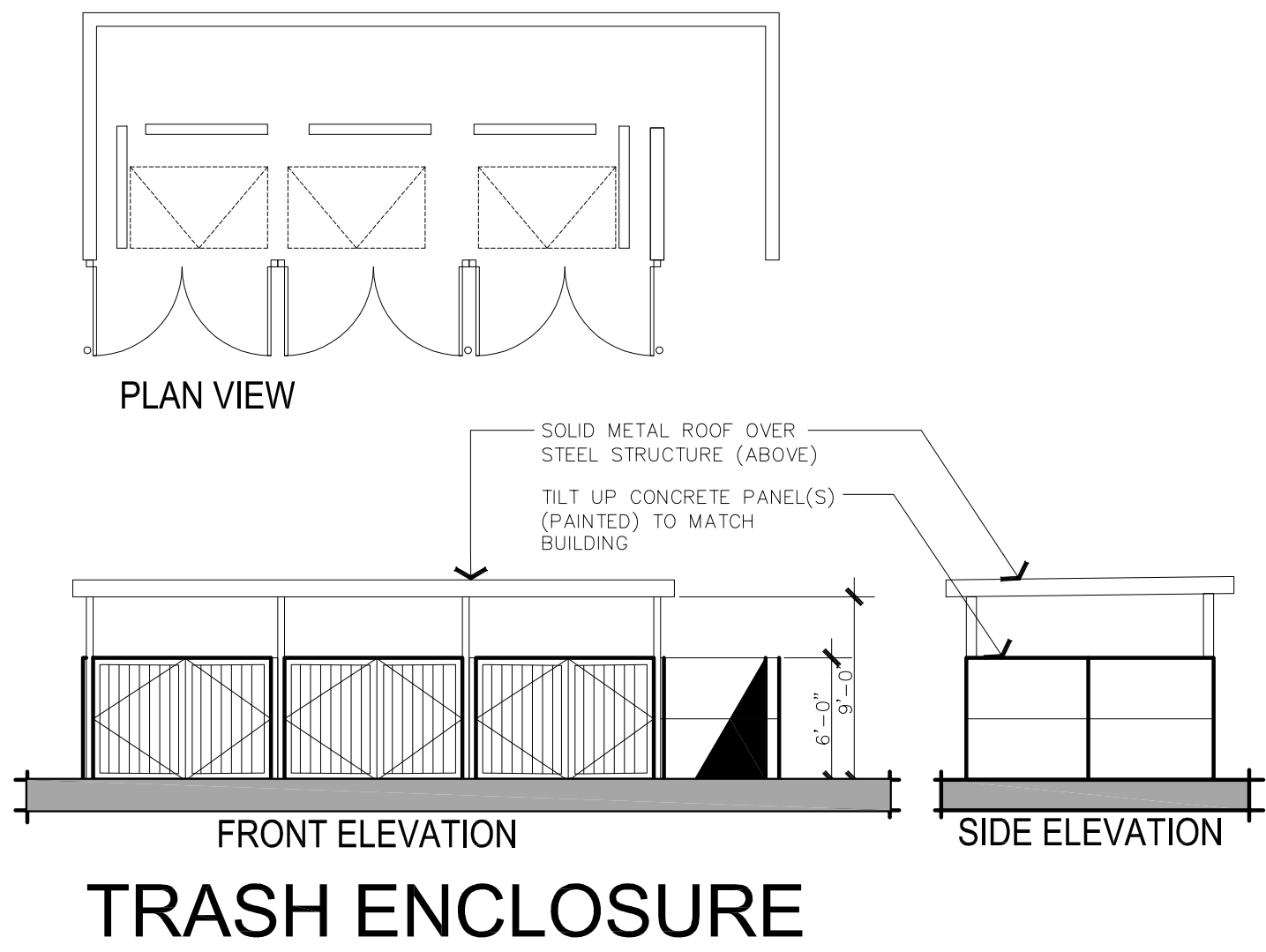


Sheet plotted: April 15, 2021 @ 1:48 PM. dwg last saved: April 15, 2021, 12:00 PM by: SteveP  
Drawing file name: p:\bloomington\graphics\howard\industrial\howard ind building 3 (0203-130-07)\industrial\ao entilement\0203-130-07.dwg  
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**DISCLAIMER:**  
ALL INFORMATION CONTAINED HEREIN MAY BE SUBJECT  
TO CHANGE PENDING OWNER AND/OR AGENCY REVIEW  
AND IS FOR INFORMATION ONLY



LOT-3 SITE DATA TABLE												
BUILDING	LAND AREA AC	LAND AREA SF	COVERAGE %	BLDG. FOOT PRINT	BLDG. MEZZ.	TOTAL BLDG. S.F.	OFFICE S.F.	WAREHOUSE S.F.	WAREHOUSE PRKG.	OFFICE PARKING	PARKING REQ.	PARKING PROV.
3	30.49	AC	1,328,168	36.1%	479,000SF	~	479,000SF	5000	474,000SF	149	20	169
											232	61
												253



LEGAL DESCRIPTION:

PARCEL 1 (APN: 0256-101-57)  
PARCEL 1 OF PARCEL MAP NO. 405, IN THE UNINCORPORATED AREA OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 4, PAGE 92 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2 (APN: 0256-101-58)  
PARCEL 2 OF PARCEL MAP NO. 405, IN THE UNINCORPORATED AREA OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 4, PAGE 92 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3 (APN: 0256-101-49)  
THE NORTH 150 FEET OF THE SOUTH 450 FEET OF THE WEST HALF OF FARM LOT 477, SEMI-TRIPOLY LAND AND WATER COMPANY, AS SHOWN BY MAP ON FILE IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY.

PARCEL 4 (APN: 0256-101-48)  
THE NORTH 150 FEET OF THE SOUTH 300 FEET OF THE WEST 1/2 OF THE WEST 1/2 OF FARM LOT 477, ACCORDING TO MAP OF SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY.

NOTE: AREA AND DISTANCES AS SHOWN ON MAP OF ABOVE DESCRIBED SUBDIVISION INDICATE SAME ARE COMPUTED TO STREET CENTERS.

PARCEL 5 (APN: 0256-101-45)  
THE SOUTH 150 FEET OF THE WEST 1/2 OF FARM LOT 477, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY.

NOTE: AREA AND DISTANCES COMPUTED TO STREET CENTERS.

PARCEL 6 (APN: 0256-101-36)  
THE NORTH 132 FEET OF THE WEST 330 FEET OF THE NORTH 1/2 OF THE WEST 1/2 OF FARM LOT 480, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY.

AREAS AND DISTANCES ARE COMPUTED TO THE CENTER OF ADJOINING STREETS.

PARCEL 7 (APN: 0256-101-35)  
THE NORTH HALF OF THE WEST HALF OF FARM LOT 480, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THE NORTH 132 FEET OF THE WEST 330 FEET THEREOF.

PARCEL 8 (APN: 0256-101-34)  
THE SOUTH HALF OF THE WEST HALF OF FARM LOT 480, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY.

PARCEL 9 (APN: 0256-101-04)  
THE WEST HALF OF THE EAST HALF OF LOT 477, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THE WEST 3 ACRES.

PARCEL 10 (APN: 0256-101-05)  
THE EAST 1/2 OF THE EAST 1/2 OF LOT 477 OF SUBDIVISION OF LANDS BELONGING TO SEMI-TRIPOLY LAND AND WATER COMPANY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF LOCUST AVENUE AND SANTA ANA AVENUE; THENCE SOUTH ALONG THE CENTER LINE OF LOCUST AVENUE, A DISTANCE OF 91.75 FEET; THENCE WEST PARALLEL TO THE CENTER LINE OF SANTA ANA AVENUE, A DISTANCE OF 272.12 FEET; THENCE SOUTH 55 FEET; THENCE WEST PARALLEL TO THE CENTERLINE OF SANTA ANA AVENUE 58 FEET TO A POINT IN THE WEST LINE OF THE EAST 1/2 OF THE EAST 1/2 OF SAID LOT 477; THENCE EAST ALONG THE CENTER LINE OF SANTA ANA AVENUE 330.39 FEET TO THE POINT OF BEGINNING.

AREAS AND DISTANCES ARE COMPUTED TO STREET CENTERS.

PARCEL 11 (APN: 0256-101-06)  
THAT PORTION OF THE EAST HALF OF THE EAST HALF OF FARM LOT 477 ACCORDING TO PLAT SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE CENTER LINE OF LOCUST AVENUE 91.75 FEET SOUTH OF THE INTERSECTION OF THE CENTER LINE OF SANTA ANA AVENUE; THENCE WEST PARALLEL WITH THE CENTER LINE OF SANTA ANA AVENUE 272.12 FEET; THENCE SOUTH PARALLEL WITH THE CENTER LINE OF LOCUST AVENUE A DISTANCE OF 55 FEET; THENCE WEST PARALLEL WITH THE CENTER LINE OF SANTA ANA AVENUE 58 FEET, MORE OR LESS TO THE WEST LINE OF SAID EAST HALF OF THE EAST HALF OF SAID LOT 477; THENCE SOUTH ALONG THE WEST LINE OF SAID EAST HALF OF THE EAST HALF OF SAID LOT 477, A DISTANCE OF 332.39 FEET TO A POINT 480 FEET NORTH OF THE SOUTH LINE OF SAID LOT 477; THENCE EAST PARALLEL TO THE CENTER LINE OF SANTA ANA AVENUE 330 FEET, MORE OR LESS, TO THE CENTERLINE OF LOCUST AVENUE; THENCE NORTH ALONG THE CENTERLINE OF LOCUST AVENUE 272.12 FEET TO THE POINT OF BEGINNING.

PARCEL 12 (APN: 0256-101-07)  
THE NORTH 80 FEET OF THE NORTH 480 FEET OF THE EAST 1/2 OF THE EAST 1/2 OF LOT 477, ACCORDING TO SUBDIVISION OF LANDS BELONGING TO SEMI-TRIPOLY LAND AND WATER COMPANY, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY.

NOTE: AREAS AND DISTANCES ARE COMPUTED STREET CENTERS.

PARCEL 13 (APN: 0256-101-59)  
PARCEL 1 OF PARCEL MAP NO. 3652, IN THE CITY OF BLOOMINGTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 33 PAGE 96 OF PARCEL MAPS, RECORDS OF SAID COUNTY.

PARCEL 14 (APN: 0256-101-60)  
PARCEL 2 OF PARCEL MAP NO. 3652, IN THE CITY OF BLOOMINGTON, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 33 PAGE 96 OF PARCEL MAPS, RECORDS OF SAID COUNTY.

PARCEL 15 (APN: 0256-101-10)  
THE NORTH 1/2 OF THE EAST 1/2 OF FARM LOT 480, SEMI-TRIPOLY LAND AND WATER COMPANY, SUBDIVISION, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 11 OF MAPS, PAGE 12, RECORDS OF SAN BERNARDINO COUNTY.

EXCEPTING THEREFROM THE SOUTH 231 FEET.

PARCEL 16 (APN: 0256-101-11)  
THE NORTH 120 FEET OF THE SOUTH 231 FEET OF THE NORTH 1/2 OF THE EAST 1/2 OF LOT 480, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, RECORDS OF SAID COUNTY.

NOTE: AREA AND DISTANCES OF THE ABOVE DESCRIBED PROPERTY ARE COMPUTED TO THE CENTERS OF THE ADJOINING STREETS SHOWN ON SAID MAP.

PARCEL 17 (APN: 0256-101-12)  
THE SOUTH 111 FEET OF THE NORTH ONE-HALF OF THE EAST ONE-HALF OF LOT 480, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO SEMI-TRIPOLY LAND AND WATER COMPANY, AS PER MAP FILED IN BOOK 11 OF MAPS, PAGE 12, RECORDS OF SAID COUNTY.

NOTE: AREA AND DISTANCES ARE COMPUTED TO STREET CENTERS.

PARCEL 18 (APN: 0256-101-37)  
THE NORTH 52 FEET OF THE EAST 150 FEET OF THE SOUTH 1/2 OF LOT 480, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, AS PER MAP FILED IN BOOK 11, PAGE 12, OF MAPS, RECORDS OF SAID COUNTY.

NOTE: AREAS AND DISTANCES COMPUTED TO STREET CENTERS.

PARCEL 19 (APN: 0256-101-38)  
THE NORTH 1/2 OF THE SOUTH 1/2 OF THE EAST 1/2 OF LOT 480, ACCORDING TO THE MAP SHOWING SUBDIVISION OF LANDS BELONGING TO SEMI-TRIPOLY LAND AND WATER COMPANY, AS PER MAP FILED IN BOOK 11 OF MAPS, PAGE 12, RECORDS OF SAID COUNTY.

NOTE: THE AREA AND DISTANCES OF THE ABOVE DESCRIBED PROPERTY ARE COMPUTED TO THE CENTERS OF THE ADJOINING STREETS SHOWN ON SAID MAP.

PARCEL 20 (APN: 0256-101-14)  
THE SOUTH 1/2 OF THE SOUTH 1/2 OF THE EAST 1/2 OF LOT 480, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 11, PAGE(S) 12, OF MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THE WESTERLY 3 FEET.

ALSO EXCEPTING THE MOBILE/MANUFACTURED HOME LOCATED THEREON.

PARCEL 21 (APN: 0256-101-15)  
THE NORTH 1/2 OF THE NORTH 1/2 OF THE EAST 1/2 OF LOT 480, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO SEMI-TRIPOLY LAND AND WATER COMPANY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 11 OF MAPS, PAGE 12, RECORDS OF SAID COUNTY.

NOTE: AREAS AND DISTANCES ARE MEASURED TO STREET CORNERS, AS SHOWN ON THE RECORDED MAP THEREOF.

PARCEL 22 (APN: 0256-101-02 AND 0256-101-03)  
PARCEL A:  
THE EAST ONE-HALF OF THE WEST ONE-HALF OF FARM LOT 477, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 11 OF MAPS, PAGE 12, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

AREAS AND DISTANCES COMPUTED TO STREET CENTERS.

PARCEL B:  
THE WEST 3 ACRES OF THE WEST 1/2 OF THE EAST 1/2 OF LOT 477, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO THE SEMI-TRIPOLY LAND AND WATER COMPANY, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 11 OF MAPS, PAGE 12, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

AREAS AND DISTANCES ARE COMPUTED TO STREET CENTERS.

GRAPHIC LEGEND:

- O = OFFICE ENTRY
- G.D. = GRADE DOOR (14'X14')
- A.D.A. ACCESSIBLE PRKG.
- PROPERTY LINE (SEE CIVIL)
- DOCK DOOR & LEVELER
- CANOPY OR OVERHANG
- CENTERLINE OR GRID LINE
- EASEMENT (SEE CIVIL)
- TRASH ENCLOSURE W/ SOLID ROOF A.D.A ACCESSIBLE
- WB-67' TRACTOR TRAILER
- ADA PATH OF TRAVEL
- 12' X 55' TRAILER PARKING
- LIGHT STANDARD LUMINAIR N.T.S., MUST BE FULLY SHIELDED SEC. 19.7.8.E.2.a.4
- WALL PACK WITH CUT-OFF N.T.S. SHALL NOT EXCEED 18' ABOVE GRADE

OCCUPANCY CLASSIFICATION:

BUILDING: B, S1  
CONSTRUCTION TYPE: IIIB

KEY NOTES: #

- PEDESTRIAN PAVING (SEE CIVIL & LANDSCAPE)
- CONCRETE VEHICULAR PAVING (SEE CIVIL)
- LANDSCAPE AREA (SEE LANDSCAPE)
- ACCESS DOOR OR EMERGENCY ACCESS DOOR
- STEEL TUBULAR FENCE (9' HEIGHT)
- AUTOMATIC ROLLING GATE (9'-HEIGHT)
- TRASH ENCLOSURE (ADA COMPLIANT)
- PROVIDE KNOX BOX (LOCATION PER FIRE DEPT.)
- ADA RAMP (AS REQUIRED)
- PATH OF TRAVEL

PARKING STALL SIZES:

STANDARD PARKING STALL - 9' X 19' WITH 2' O.H.  
A.D.A. (HANDICAP) STALLS - 9' X 19' WITH 2' O.H.  
14' X 19' WITH 2' O.H.(VAN)

PARKING REQUIREMENTS

OFFICE: 1/250  
WAREHOUSE: 1/1000 0-40K + 1/4000 40K & UP

GRAPHIC LEGEND

- O OFFICE
- G.D. I GRADE DOOR (14' X 14')
- ADA ACCESSIBLE PARKING AS PER STATE STANDARDS

LAND USE:

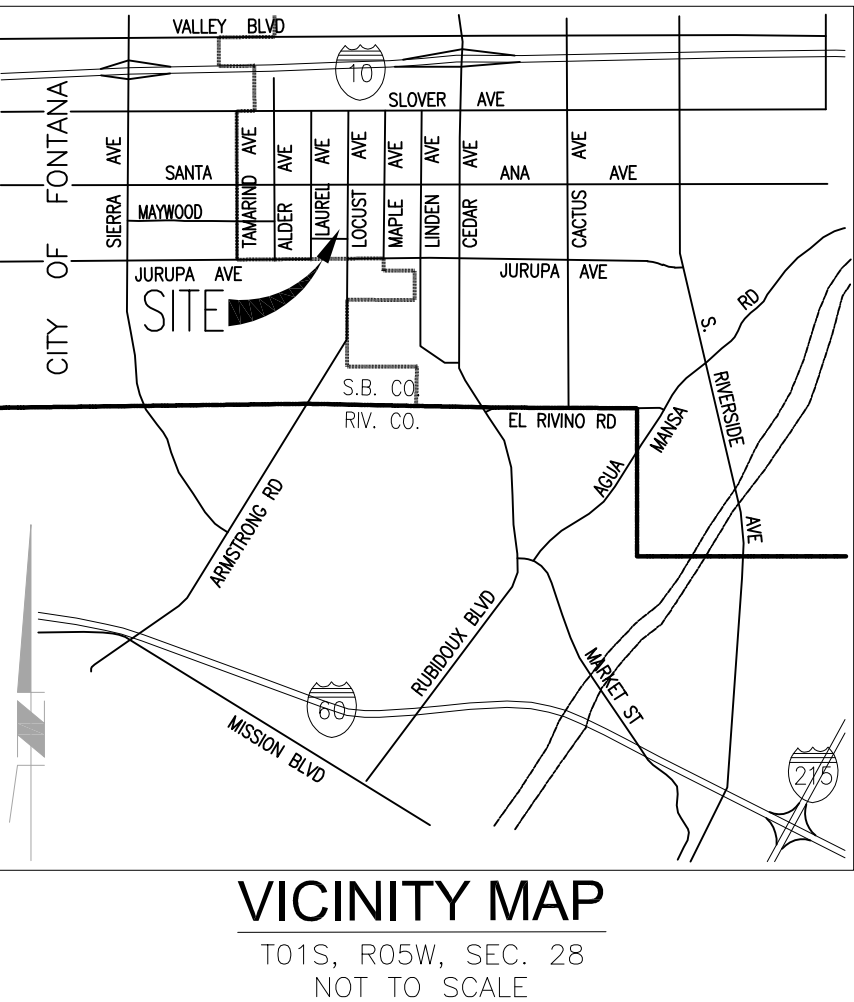
EXISTING: - EXISTING BUILDINGS  
PROPOSED: - MANUFACTURING/WAREHOUSE/OFFICE

MAXIMUM BUILDING HEIGHT

150'

MAXIMUM FLOOR AREA RATIO

FAR - 50%  
15% (sq.ft) Landscaping required.



SHEET DESCRIPTION:

- A1 CONCEPTUAL SITE PLAN & PROJECT DATA
- A2 ENLARGED CONCEPTUAL SITE PLAN
- A3 ENLARGED CONCEPTUAL SITE PLAN
- A4 BUILDING CONCEPTUAL FLOOR PLAN
- A5 BUILDING & SCREEN WALL ELEVATIONS
- A6 COLOR BUILDING ELEVATIONS
- A7 COLOR AND MATERIAL BOARD
- A8 CONCEPTUAL RENDERED VIEWS

TEAM PLAYERS:

**APPLICANT/OWNER**  
HOWARD INDUSTRIAL PARTNERS  
1944 NORTH TUSTIN STREET, SUITE 122  
ORANGE, CA 92665  
CONTACT: TIM HOWARD  
(TEL)951-769-9155

**ENGINEER**  
FMCVIL ENGINEERS INC.  
2995 TECHNOLOGY DRIVE, SUITE 306  
MURRIETA, CA 92563  
CONTACT: FRANCISCO MARTINEZ  
(TEL)951-331-9873

**ENTITLEMENT COORDINATOR**  
EPD SOLUTIONS  
2 PARK PLAZA, SUITE 1120  
IRVINE, CA 92614  
CONTACT: NORAH JAFFAN  
(TEL)949-794-1180

**ARCHITECT**  
AO  
144 NORTH STREET  
ORANGE, CA 92666  
CONTACT: STEPHEN PRZYBYLOWSKI  
TEL-714-417-1122

**LANDSCAPE ARCHITECT**  
HUNTER LANDSCAPE  
711 FEE ANA STREET  
PLACENTIA, CA 92870  
CONTACT: TOM HAYS  
TEL-714-986-2400

ASSESSOR'S PARCEL NUMBER

PARCEL NUMBER AS NOTED PER LEGAL DESCRIPTION	APN
PARCEL 1	0256-101-57
PARCEL 2	0256-101-58
PARCEL 3	0256-101-49
PARCEL 4	0256-101-48
PARCEL 5	0256-101-45
PARCEL 6	0256-101-36
PARCEL 7	0256-101-35
PARCEL 8	0256-101-34
PARCEL 9	0256-101-04
PARCEL 10	0256-101-05
PARCEL 11	0256-101-06
PARCEL 12	0256-101-07
PARCEL 13	0256-101-59
PARCEL 14	0256-101-60
PARCEL 15	0256-101-10
PARCEL 16	0256-101-11
PARCEL 17	0256-101-12
PARCEL 18	0256-101-14
PARCEL 19	0256-101-38
PARCEL 20	0256-101-15
PARCEL 21	0256-101-15
PARCEL 22	0256-101-02, -03

UTILITY COMPANIES:

WATER: WEST VALLEY WATER DISTRICT  
PHONE: (909) 875-13221

ELECTRIC: SOUTHERN CALIFORNIA EDISON  
PHONE: (909) 357-6585

TELEPHONE: AT&T  
PHONE: (858) 886-1288

CABLE: CHARTER COMMUNICATIONS  
PHONE: (909) 634-3224

GAS: SOUTHERN CALIFORNIA GAS COMPANY  
PHONE: (800) 427-2200

SCHOOL: COLTON JOINT UNIFIED SCHOOL DISTRICT  
PHONE: (909) 580-5000

SEWER: PRIVATE SEPTIC SYSTEM

PROJECT DESCRIPTION:

A DISTRIBUTION WAREHOUSE FACILITY CONSISTING OF A  
WAREHOUSE TOTALING 479,000 SQUARE FEET

PROJECT DATA:

GROSS SITE AREA: 1,329,557 S.F. 30.52 AC.

BUILDING AREA		
OFFICE	5,000	S.F.
WAREHOUSE	+474,000	S.F.
TOTAL BUILDING AREA	479,000	S.F.

LOT COVERAGE: PROPOSED: 36.1%

PARKING REQUIREMENTS	
5,000 SF OFFICE (1/250 SF)	20 STALLS
0-40,000 SF WAREHOUSE (1/1000 SF)	40 STALLS
40,000 SF + WAREHOUSE (1/4000 SF)	109 STALLS
TOTAL PARKING REQUIRED	169 STALLS

PARKING PROVIDED	
ACCESSIBLE (9' x 18')	6 STALLS
VAN ACCESSIBLE (14' x 18')	2 STALLS
STANDARD (9' x 18')	224 STALLS
TOTAL PARKING PROVIDED	232 STALLS

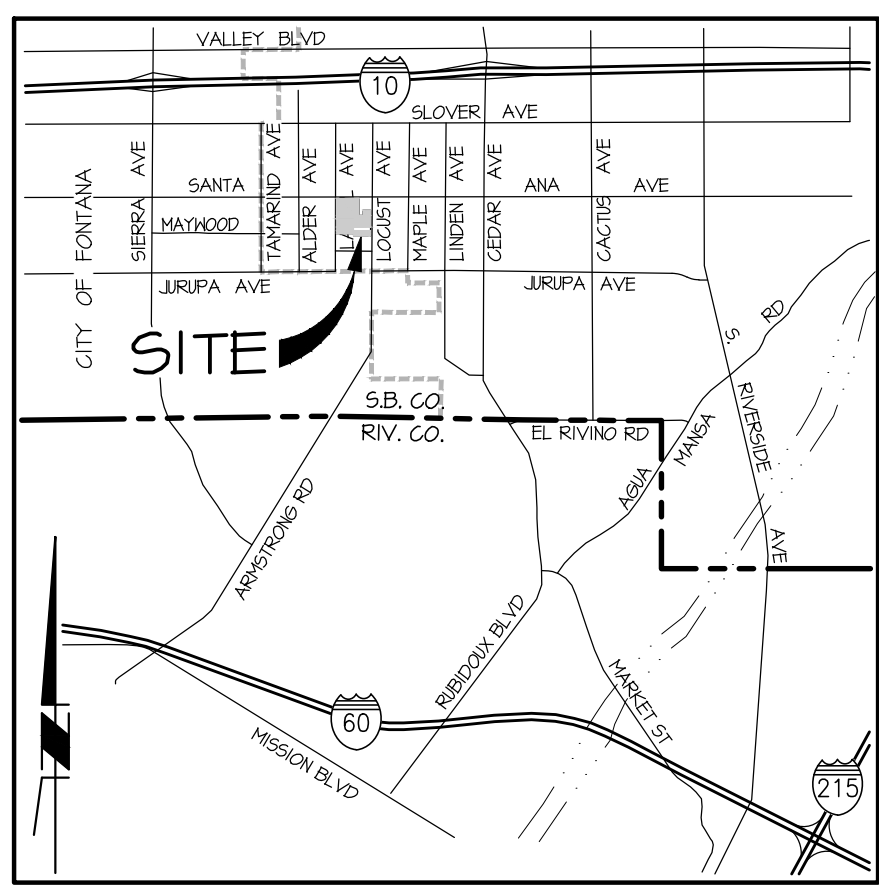
TRAILER PARKING PROVIDED  
TRAILER (12' x 55') 253 STALLS

SETBACKS  
FRONT = 25' SIDE STREET = 25'  
SIDE INTERIOR = 15' REAR = 10'

ZONING ORDINANCE

EXISTING ZONING:  
Single Residential (RS-20M) and Single Residential (RS-1)  
PROPOSED ZONING:  
SP





**APPLICANT/OWNER**  
HOWARD INDUSTRIAL PARTNERS  
144 NORTH 105TH STREET, SUITE 122  
ORANGE, CA 92666  
CONTACT: TIM HOWARD  
(TEL) 714-164-4155

**ENGINEER**  
FMCIVIL ENGINEERS INC.  
2888 TECHNOLOGY DRIVE, SUITE 306  
MURRIETA, CA 92563  
CONTACT: STEPHEN PRZYBYLOWSKI  
(TEL) 714-331-1873

**ARCHITECT**  
AO ARCHITECTURE  
144 NORTH STREET  
ORANGE, CA 92666  
CONTACT: STEPHEN PRZYBYLOWSKI  
(TEL) 714-634-1660

**ASSESSOR'S PARCEL NUMBER**

PARCEL NUMBER AS NOTED PER LEGAL DESCRIPTION	APN
PARCEL 1	0256-101-51
PARCEL 2	0256-101-52
PARCEL 3	0256-101-53
PARCEL 4	0256-101-54
PARCEL 5	0256-101-55
PARCEL 6	0256-101-56
PARCEL 7	0256-101-57
PARCEL 8	0256-101-58
PARCEL 9	0256-101-59
PARCEL 10	0256-101-60
PARCEL 11	0256-101-61
PARCEL 12	0256-101-62
PARCEL 13	0256-101-63
PARCEL 14	0256-101-64
PARCEL 15	0256-101-65
PARCEL 16	0256-101-66
PARCEL 17	0256-101-67
PARCEL 18	0256-101-68
PARCEL 19	0256-101-69
PARCEL 20	0256-101-70
PARCEL 21	0256-101-71
PARCEL 22	0256-101-72

**LEGAL DESCRIPTION**

SEE SHEET 2

**EASEMENT NOTES**

SEE SHEET 2

**PROJECT DESCRIPTION:**

A DISTRIBUTION WAREHOUSE FACILITY CONSISTING OF A WAREHOUSE TOTALING 411,000 SQUARE FEET ON 10.45 NET ACRES.

**PHASING:**

THIS MAP MAY BE RECORDED IN PHASES

**PROJECT DATA:**

GROSS SITE AREA: 143,880 SF. 32.46 AC.  
NET SITE AREA: 133,991 SF. 30.58 AC

**BUILDING AREA**

OFFICE: 5,000 SF.  
WAREHOUSE: 411,000 SF.  
TOTAL BUILDING AREA: 416,000 SF.

**LOT COVERAGE: PROPOSED: 36.1%**

**PARKING REQUIREMENTS**  
5,000 SF OFFICE (1/250 SF) 20 STALLS  
0-40,000 SF WAREHOUSE (1/1,000 SF) 40 STALLS  
40,000 SF + WAREHOUSE (1/4,000 SF) 124 STALLS  
TOTAL PARKING REQUIRED 164 STALLS

**PARKING PROVIDED**  
ACCESSIBLE (8' X 12') 6 STALLS  
VAN ACCESSIBLE (8' X 12') 2 STALLS  
STANDARD (8' X 12') 224 STALLS  
TOTAL PARKING PROVIDED 232 STALLS

**TRAILER PARKING PROVIDED**  
TRAILER (12' X 30') 253 STALLS

**SETBACKS**  
FRONT = 25' SIDE STREET = 25'  
SIDE INTERIOR = 10' REAR = 10'

**EARTHWORK ESTIMATE:**

RAIN CUT: 16,855 CY  
RAIN FILL: 105,275 CY  
NET: 88,420 CY IMPORT

HAUL TRIPS:  
ASSUMED (13 CY PER TRIP) = 6,863

**ZONING ORDINANCE**

**EXISTING ZONING:**  
BLOOMINGTON/SINGLE FAMILY RESIDENTIAL (BL/RS-1-AA)

**PROPOSED ZONING:**  
REGIONAL INDUSTRIAL (IR)

**TOPOGRAPHY:**

PROVIDED BY ROBERT J. LUNG & ASSOCIATES, INC.  
FLOWN ON 1/14/11  
2832 WALNUT AVE E. TUSTIN, CA 92680  
TEL: (714) 832-2077

**FLOOD ZONE:**

THE SITE LIES WITHIN FLOOD ZONE "X" AREAS OF 0.28% ANNUAL CHANCE FLOOD AND AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE. INUNDATION BY THE 1% ANNUAL CHANCE FLOOD, BASE FLOOD ELEVATIONS DETERMINED AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 0601C866H, EFFECTIVE DATE AUGUST 28, 2008.

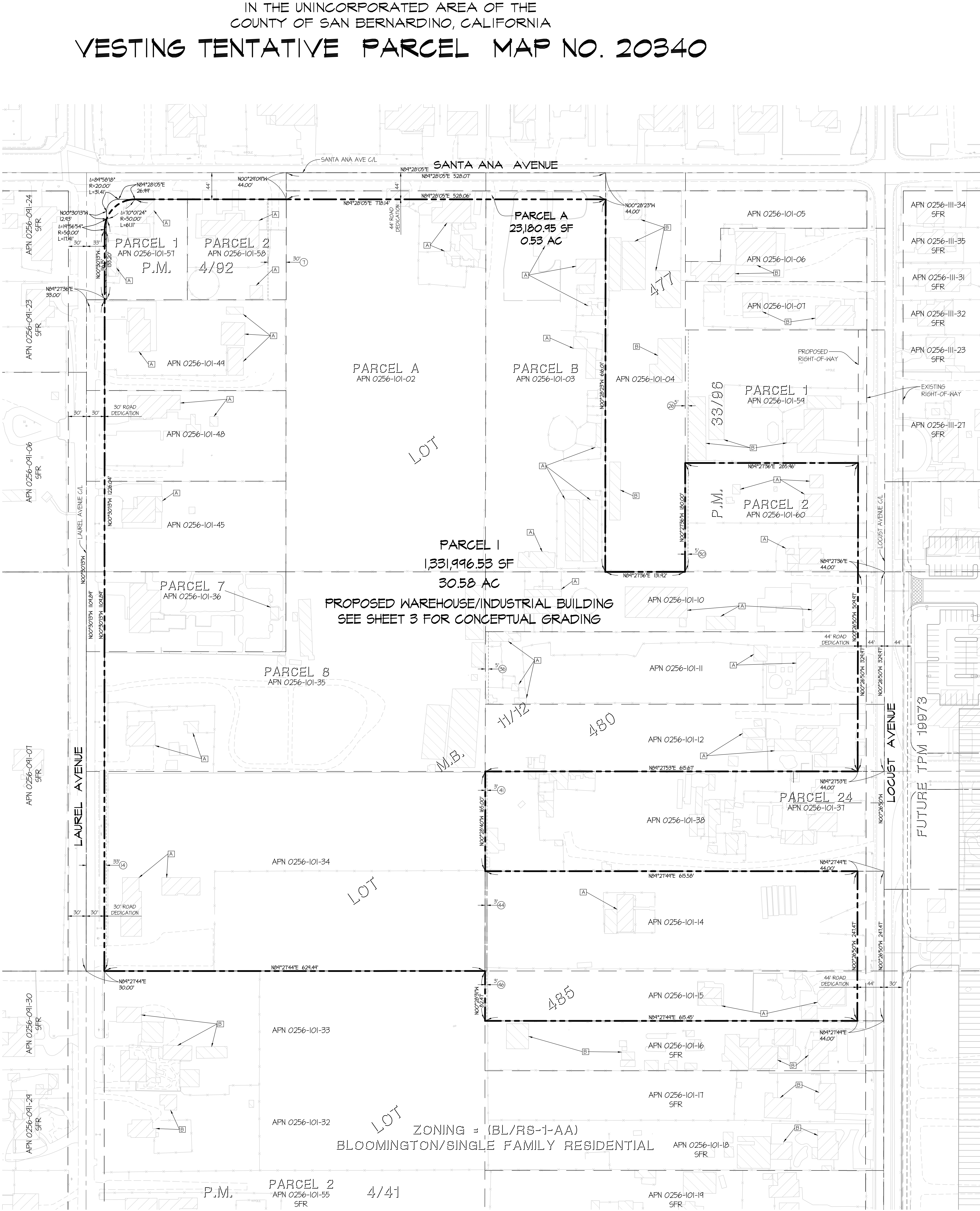
**UTILITY COMPANIES:**

WATER: WEST VALLEY WATER DISTRICT  
PHONE: (909) 875-1322  
ELECTRIC: SOUTHERN CALIFORNIA EDISON  
PHONE: (909) 351-6565  
TELEPHONE: AT&T  
PHONE: (866) 866-1266  
CABLE: CHARTER COMMUNICATIONS  
PHONE: (909) 634-3224  
GAS: SOUTHERN CALIFORNIA GAS COMPANY  
PHONE: (800) 427-2200  
SCHOOL: COLTON JOINT UNIFIED SCHOOL DISTRICT  
PHONE: (909) 590-5000  
SEWER: PRIVATE SEPTIC SYSTEM

**SEWER**

**EXISTING SEWER:**  
PRIVATE SEPTIC SYSTEMS

**PROPOSED SEWER:**  
PUBLIC SEWER TO LIFT STATION

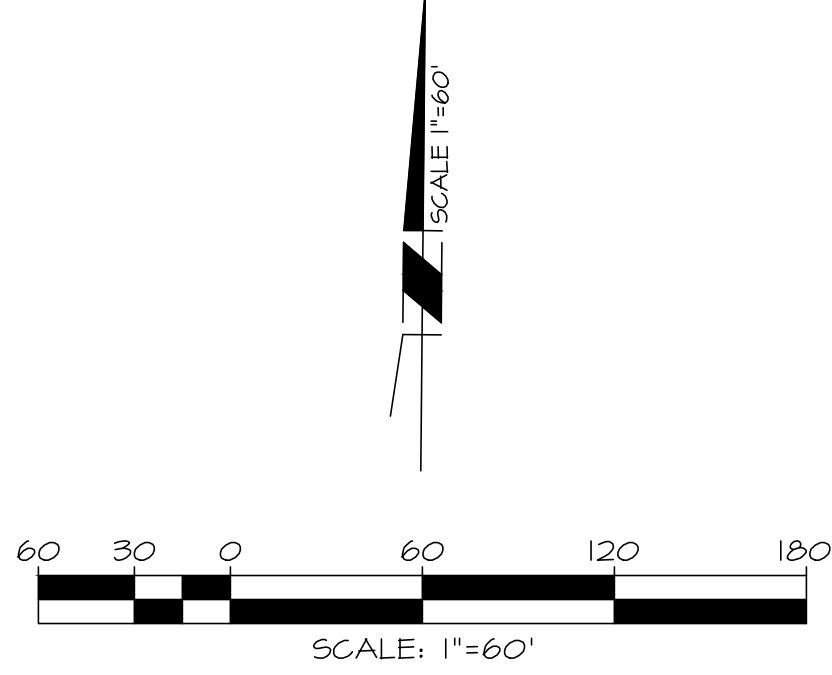


**LEGEND**

- [A] EXISTING STRUCTURE(S) TO BE REMOVED
- [B] EXISTING STRUCTURE(S) TO REMAIN
- [C] EASEMENT NUMBER AS SHOWN ON TITLE REPORT

**NOTES:**

- THERE ARE NO-KNOWN WATER WELLS; HOWEVER IF ANY WATER WELLS ARE TO BE FOUND ON-SITE THEY ARE TO BE ABANDONED PER STATE OF CALIFORNIA STANDARDS.
- ALL EXISTING ON-SITE SEPTIC SYSTEMS SHALL BE REMOVED IN ACCORDANCE TO THE REQUIREMENTS OF COUNTY SAN BERNARDINO DEPT. ENVIRONMENTAL HEALTH SERVICES.



**BENCHMARK**  
BM UP 620 NAVD83 EL. = 1006.35 FEET  
FOUND STANDARD MNDSC 3-1/4 INCH ALUMINUM DISC, STAMPED "UP 620 1942" SET IN TOP OF HEADWALL. MONUMENT IS LOCATED 0.1 MILE (0.2 KM) SOUTH FROM THE INTERSECTION OF POPULAR AVE AND JIRIPA AVE 58 FEET (16.8 M) SOUTH OF NICOLE WAY, 26.5 FEET (8.1 M) WEST OF POPULAR AVE AT THE NORTH END OF A 44 FOOT (13.4 M) LONG FLOOD CONTROL CHANNEL WALL.

**BASIS OF BEARING**  
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE V, NAD83 (EPSG:201100) AS DETERMINED LOCALLY BY A LINE BETWEEN CONTINUOUS OPERATING REFERENCE STATIONS (CORS) MLFP AND ENRP BEING N45-16-11.55N AS DERIVED FROM GEODETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) AND/OR NATIONAL GEODETIC SURVEY (NGS), RESPECTIVELY.

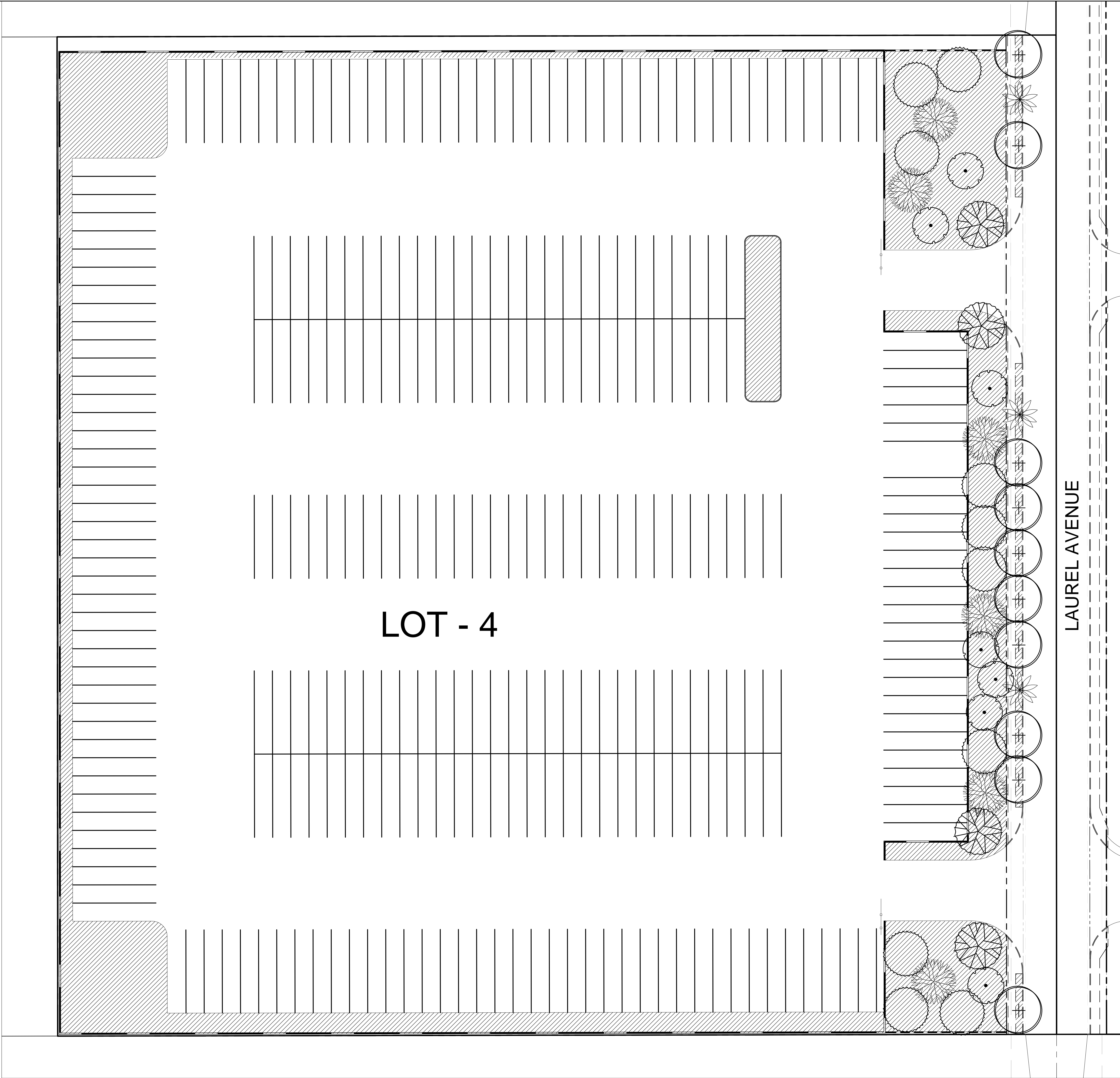
COUNTY OF SAN BERNARDINO  
BLOOMINGTON BUSINESS PARK SP3  
VESTING TENTATIVE PARCEL  
MAP NO. 20340

SCALE: AS SHOWN  
DATE: NOV 2020  
DESIGNED: A.J.  
CHECKED: FM  
PLN CK REF: [ ]

**FMCIVIL** ENGINEERS INC.  
2888 TECHNOLOGY DRIVE, SUITE 306  
MURRIETA, CA 92563  
TEL: 714-331-1873 - FMCIVIL.COM

SHEET 1  
OF 3 SHEETS





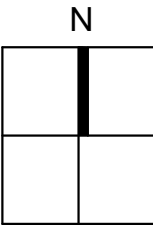
PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Olea 'Wilsonii' Olive	24" Box	7	L	Multi
	Phoenix dactylifera Date Palm	14' bt	3	L	Skinned
	Pinus eldarica Afghan Pine	24" Box	10	L	Standard
	Pistacia chinensis Chinese Pistache	24" Box	10	L	Standard
	Platanus racemosa California Sycamore	24" Box	6	M	Multi
	Quercus agrifolia Coast Live Oak	24" Box	4	M	Multi

SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	REMARKS
	Acanthus mollis Bear's Breech	5 Gal	3'	M	
	Acca sellowiana Pineapple Gauva	5 Gal	3'	M	
	Artemisia 'Powis Castle' Artemisia	5 Gal	2'	L	
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	3'	M	
	Carissa macrocarpa 'Tuttle' Natal Plum	5 Gal	3'	M	
	Cistus 'Sunset Pink' Sunset Pink Rockrose	5 Gal	3'	M	
	Dianella tasmanica Dianella	5 Gal	3'	M	
	Ligustrum j. Texanum Texas Privet	5 Gal	3'	M	
	Rhaphiolepis i. 'Clara' Indian Hawthorn	5 Gal	3'	M	Hedge
	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal	3'	M	Hedge
	Salvia greggii Autumn Sage	5 Gal	3'	L	

ACCENTS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	REMARKS
	Agave 'Blue Flame' Blue Flame Agave	5 Gal		L	
	Agave 'Blue Glow' Blue Glow Agave	5 Gal		L	
	Aloe striata Coral Aloe	1 Gal		L	
	Hesperaloe parviflora Red Yucca	5 Gal		L	
	Lantana 'Gold Mound' Yellow Lantana	5 Gal		L	

GROUNDCOVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Rosa 'Flower Carpet' -Red Red Flower Carpet Rose	1 Gal	30" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Senecio mandraliscae Blue Fingers	4" Pots	12" O.C.	M	
	Trachelospermum jasminodes Star Jasmine	1 Gal	24" O.C.	M	



Bloomington Business Park Trailer Yard

21-027  
03.25.21

Howard Industrial Partners

Bloomington, California



HUNTER LANDSCAPE

711 FEE ANA STREET PLACENTIA, CA 92870  
714.986.2400 FAX 714.986.2408

# EXHIBIT G

## CEQA Findings and Statement of Overriding Consideration

## **EXHIBIT A**

### **FINDINGS AND FACTS IN SUPPORT OF FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE BLOOMINGTON BUSINESS PARK SPECIFIC PLAN SAN BERNARDINO COUNTY, CALIFORNIA STATE CLEARINGHOUSE NO. 2020120545**

#### **1. INTRODUCTION**

The California Environmental Quality Act, Public Resources Code Section 21000 et seq. and the State CEQA Guidelines, 14 Cal. Code of Regs. Section 15000 et seq. (collectively, CEQA) require that a public agency consider the environmental impacts of a project before a project is approved and make specific findings. CEQA Guidelines Section 15091, implementing CEQA Section 21081, provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
  - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.
  - 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA Guidelines Section 15093 further provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) Where the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. This statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed and considered the Draft Environmental Impact Report (DEIR) and the Final Environmental Impact Report (FEIR) for the Bloomington Business Park Specific Plan Project, SCH No. 2020120545 (collectively, the EIR), as well as all other information in the record of proceedings on this matter, the following Findings and Facts in Support of Findings (Findings) and Statement of Overriding Considerations (SOC) are hereby adopted by San Bernardino County (County) in its capacity as the CEQA Lead Agency.

These Findings set forth the environmental basis for the discretionary actions to be undertaken by the County for the development of the Project. These actions include the approval of the Bloomington Business Park Specific Plan, Policy Plan Amendments, Zoning Amendments, Vesting Tentative Parcel Maps, and Conditional Use Permit(s) within the initial development area. These actions are collectively referred to herein as the Project.

## **A. Document Format**

These Findings have been organized into the following sections:

**Section 1** provides an introduction to these Findings.

**Section 2** provides a summary of the Project and overview of the discretionary actions required for approval of the Project, and a statement of the Project’s objectives.

**Section 3** provides a summary of previous environmental reviews related to the Project area that took place prior to the environmental review done specifically for the Project, and a summary of public participation in the environmental review for the Project.

**Section 4** sets forth findings regarding environmental impacts identified in the EIR which were determined not to be significant.

**Section 5** sets forth findings regarding environmental impacts identified in the EIR which can feasibly be mitigated to a less than significant level through the imposition of project design features, regulatory requirements, and/or mitigation measures. In order to ensure compliance and implementation, all of these measures are included in the Mitigation Monitoring and Reporting Program (MMRP) for the Project which shall be adopted by the County together with these Findings in accordance with CEQA Section 21081.6. Where potentially significant impacts can be reduced to less than significant levels through adherence to project design features and regulatory requirements, these findings specify how those impacts were reduced to an acceptable level.

**Section 6** sets forth findings regarding those significant environmental impacts identified in the EIR which the County has determined cannot feasibly be mitigated to a less than significant level.

**Section 7** sets forth findings regarding growth inducement.

**Section 8** sets forth findings regarding significant and unavoidable effects.

**Section 9** sets forth findings regarding alternatives to the proposed Project.

**Section 10** consists of a Statement of Overriding Considerations which sets forth the County's reasons for finding that specific economic, legal, social, technological, and other considerations associated with the Project outweigh the Project's potential unavoidable environmental effects.

## **B. Custodian and Location of Records**

The documents and other materials which constitute the administrative record for the County's actions related to the Project are located at San Bernardino County, Land Use Services Department, Planning Division, 385 North Arrowhead Avenue, First Floor, San Bernardino, CA 92415-0187. San Bernardino County is the custodian of the administrative record for the Project.

## **2. PROJECT SUMMARY**

### **A. 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. The Specific Plan Area consists of approximately 213 acres generally 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.

### **B. Project Description**

The Project includes two sites:

#### **1. Bloomington Business Park Specific Plan**

The Specific Plan Area is 213 acres and the Specific Plan is separated into two planning areas: Planning Area A and Planning Area B. Planning Area A is approximately 141.4 acres and has a proposed opening year of 2022. 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**

<b>Planning Areas</b>	<b>Acres</b>	<b>Development Capacity</b>
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 <sup>1</sup>
<b>Total</b>	<b>213</b>	<b>Up to 3,235,836 SF</b>

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

Adoption of the 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 Draft EIR analyzes 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 is 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 2022. 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 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. This development option is analyzed in the Draft EIR at the project-level.

### ***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 2022 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. Applications for this development option have not been submitted to the County. The Draft EIR provides project-level impact analysis for this option, unless otherwise stated (e.g., Opening Year – Option 2 is analyzed at the project-level in the aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, greenhouse gas, land use and planning, noise, population and housing, public services, transportation, tribal cultural resources, and utilities analyses in the Draft EIR).

### ***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. 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. These impacts are analyzed at the programmatic level based on the future buildout of the entire Specific Plan (i.e., buildout of both Planning Area A and Planning Area B to their maximum FAR, which is inclusive of both Opening Year Option 1 and Option 2 at a project level).



## **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. The Project does not propose physical developments or improvements at the Upzone Site; therefore, these impacts are analyzed at the programmatic level in the Draft EIR.

### **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)

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

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

## **C. Statement of Project Objectives**

The fundamental goal of the Project is to accomplish the orderly development of an industrial business park. The Project would achieve this goal through the following objectives:

- Create a comprehensive master plan for the Specific Plan Area to provide a mix of industrial and business park uses with supporting infrastructure facilities.
- Provide economic opportunities and job growth within the Bloomington community by enhancing the community's available range of industrial and business park employment generating uses.
- Provide for a master-planned, job-producing development near the I-10 corridor to accommodate uses that benefit from access to the regional transportation network.
- Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.

- Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan Area.
- Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development.
- Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.
- Provide an area in which replacement housing units could be built pursuant to Senate Bill 330.

### **3. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION**

The FEIR includes the Draft Environmental Impact Report (Draft EIR) dated September 29, 2021, written comments on the Draft EIR that were received during the public review period, written responses to those comments, and changes to the Draft EIR. In conformance with CEQA and the State CEQA Guidelines, San Bernardino County conducted an extensive environmental review of the Bloomington Business Park Specific Plan Project, including the following:

- Completion of the Notice of Preparation (NOP), which were released for an initial 30-day public review period from December 30, 2020, through January 29, 2021, and then extended through February 8, 2021. The NOP was posted at the San Bernardino County Clerk office on December 30, 2020. The notice was mailed to reviewing agencies and to Bloomington residents and owners within 1,300' radius from the Specific Plan Area and a 700' radius from the Upzone Site. Copies of the DEIR were made available for public review on the County's website at: <http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx>. The NOP was not made available at physical locations due to the Governor's Executive Order N-54-20.
- Completion of a scoping process, in which the public was invited by the County to participate. The scoping meeting for the EIR was held virtually on January 14, 2021, at 6:00PM through Zoom, accessed through the following link: <http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx>.
- Preparation of a Draft EIR by the County, which was made available for a 75-day public review period (September 29, 2021, to December 15, 2021). The Draft EIR consisted of the analysis of the Bloomington Business Park Specific Plan Project and appendices, including the NOP and responses to the NOP. The Notice of Availability (NOA) for the Draft EIR was sent to all property owners and occupants within a 1,300' radius from the Specific Plan Area and a 700' radius from the Upzone Site, all persons, agencies and organizations on the interest list interested persons, posted to the State Clearinghouse website for distribution to public agencies, and published in the San Bernardino County Sun. The NOA was posted at the San Bernardino County Land Use Services Department's office on September 29, 2021. Copies of the Draft EIR were made available for public review at San Bernardino County Land Use Services Department Office, Bloomington Branch Library, and it was available for download via the County's website at <http://cms.sbcounty.gov/lus/Planning/Environmental/Valley.aspx>.
- Preparation of a Final EIR, including the Comments and Responses to Comments on the Draft EIR, occurred. The Final EIR/Response to Comments contains: comments on the DEIR, responses to those comments, revisions to the Draft EIR, and appended

documents. The Final EIR Response to Comments was released for a 10-day agency review period prior to the certification of the Final EIR on September 9, 2022.

- Public hearings were held for the proposed Project, including a Planning Commission hearing and a Board of Supervisors Hearing.
  - A notice of the Planning Commission hearing for the Project was mailed on September 9, 2022 to all property owners of record within 1,300' radius from the Specific Plan Area and a 700' radius from the Upzone Site and all individuals that requested to be notified, and posted at the site and at the San Bernardino County Land Use Services Department's office, as required by established public hearing posting procedures. A notice of the Planning Commission hearing was also published in the San Bernardino County Sun on September 11, 2022.
  - A notice of the Board of Supervisors hearing for the Project was mailed on XX, 2022 to all property owners of record within 1,300' radius from the Specific Plan Area and a 700' radius from the Upzone Site and all individuals that requested to be notified. A notice for the Board of Supervisors hearing was posted at the site and at the San Bernardino County Land Use Services Department's office as required by established public hearing posting procedures. Additionally, notice for the Board of Supervisors hearing was published in the San Bernardino County Sun on XX, 2022.

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed Project consists of the following documents and other evidence, at a minimum:

- NOP and all other public notices issued by the County in conjunction with the proposed Project;
- The Final EIR (includes Draft EIR) for the proposed Project;
- All written comments submitted by agencies and members of the public during the public review comment periods on the Draft EIR;
- All responses to written comments submitted by agencies and members of the public during the public review comment period on the Draft EIR;
- The Mitigation Monitoring and Reporting Program (MMRP);
- The reports and technical memoranda included or referenced in the Response to Comments of the Final EIR;
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and Final EIR;
- The Ordinances and Resolutions adopted by the County in connection with the proposed Project, and all documents incorporated by reference therein;
- Matters of common knowledge to the County, including but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

The documents and other material that constitute the record of proceedings on which these findings are based are located at the San Bernardino County Land Use Services Department Office at 385 North Arrowhead Avenue, 1st Floor, San Bernardino, CA 92415. The custodian for

these documents is San Bernardino County. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and 14 California Code Regulations Section 15091(e).

#### **4. FINDINGS FOR ENVIRONMENTAL EFFECTS WHICH WERE DETERMINED NOT TO BE SIGNIFICANT**

Based upon the EIR prepared for the Project, the County determined that the Project would have no impact or a less than significant impact on the following environmental topic areas and that no further, detailed analysis of these topics was required in the EIR:

- Mineral Resources
- Recreation
- Wildfire

The evidence in support of the finding that the Project will not have a significant impact on these environmental topic areas are set forth in the Draft EIR which is incorporated by reference.

For those environmental impacts that were analyzed in the Draft EIR, the County determined, based upon the CEQA threshold criteria for significance, that the Project would have *no impact or a less than significant impact* to the following environmental topic areas, and that no mitigation measures were required. This determination is based upon the environmental analysis in the Draft EIR and the comments received on the Draft EIR. No substantial evidence was submitted to or identified by the County which indicated that the Project would result in a significant impact related to the following.

#### **Aesthetics**

**Impact Finding AE-1:** The Project would have a less than significant adverse effect on a scenic vista (Draft EIR Page 5.1-12).

#### **Facts in Support of Findings:**

Specific Plan Area & Upzone Site: Two scenic resources exist within the Project area: the San Gabriel Mountains to the north and the Jurupa Hills to the south. However, the Project site is not located within the viewshed of these two scenic resources. There are no designated scenic viewpoints near the Specific Plan Area and Upzone Site that provide unobstructed viewsheds of the San Bernardino and San Gabriel Mountains and Jurupa Hills. Distant views of the surrounding mountains and ridgelines are visible; however, they are fragmented by existing buildings, utility poles, trees, and other elements of the built environment. Therefore, Project implementation would not significantly affect scenic views of the San Bernardino and San Gabriel Mountains and Jurupa Hills. Impacts would be less than significant, and no mitigation would be required.

**Impact Finding AE-2:** The Project would not damage a Scenic Resource within a State Scenic Highway (Draft EIR Page 5.1-12).

#### **Facts in Support of Findings:**

Specific Plan Area & Upzone Site: The Project site is not located within the vicinity of a State Scenic Highway. No state- or county-designated scenic highways currently exist in Bloomington.

The closest designated State Scenic Highway is a segment of Route 55, in Orange County, approximately 23 miles southwest of Bloomington. Therefore, Project implementation would not damage a scenic resource within a State Scenic Highway.

**Impact Finding AE-3:** The Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and would not conflict with applicable zoning and other regulations governing scenic quality (Draft EIR Page 5.1-13).

**Facts in Support of Findings:**

Specific Plan Area: The existing visual character of the Project site is dominated by single-family residential properties, with traditional ranch and minimal traditional architectural styles of one to two stories in height. The change from existing residential uses to the proposed light industrial business park would change the character of the site. However, the change in character represented by the business park development would be consistent with the San Bernardino County Development Code's design guidelines that include standards related to building architecture, landscaping, infrastructure, and road system design standards. Draft EIR Table 5.1-1 shows that the Project would be consistent with the San Bernardino Countywide Plan policies that govern scenic quality. Also, Draft EIR Table 5.1-2 shows that the Project would be consistent with the Proposed Specific Plan design standards that regulate visual character. Therefore, impacts related to conflict with an aesthetics related policy would not occur.

Upzone Site: The existing visual character of the Upzone site consists of existing single-family residential uses. Project implementation would rezone the Upzone Site from low-density to multi-family residential. All future development would be required to comply with building and design standards provided in the San Bernardino County Development Code for multi-family residential uses in the Valley Region, as well as Countywide Plan policies. Therefore, the Project would not conflict with zoning and regulations, and impacts would be less than significant.

**Impact Finding AE-4:** The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (Draft EIR Page 5.1-21).

**Facts in Support of Findings:**

Construction – Specific Plan Area and Upzone Site: Limited, if any, nighttime lighting would be needed during Project construction. Chapter 83.07 of the San Bernardino County Development Code limits construction between the hours of 7 a.m. to 7 p.m. Monday to Saturday, with no construction activity permitted on Sundays and national holidays. Thus, most construction activity would occur during daytime hours during the week, and construction-related illumination would be used for limited safety and security purposes and would be required to be directed downward. In addition, construction of the Project would not include any materials that would generate offsite glare that could direct light to sensitive receptors. Therefore, impacts related to lighting and glare during construction would be less than significant.

Operations

Specific Plan Area: All development proposed within the Specific Plan Area would comply with its development standards (see Draft EIR Table 5.1-2); the San Bernardino County Development Code, which provide regulations and standards to minimize light pollution, glare, and light trespass, including Section 83.07.050, which provides standards for glare and outdoor lighting for new development in the Valley Region; and RR AE-2, which enforces adherence with the California Building Code, including provisions of the CalGreen Building Energy Efficiency

Standards related to lighting. Mandatory compliance with these regulations would ensure that developments within the Specific Plan would not cause a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Planning Area A, Opening Year Development – Options 1 and 2: The proposed development of three industrial warehouses and trailer parking lot would comply with the lighting specifications of the Specific Plan, RR AE-2, and San Bernardino County Development Code.

The proposed improvements in Planning Area A would include exterior security lighting throughout the sites. The lighting fixtures would be 35 feet tall and would be energy efficient, in compliance with California Building Code Title 24 requirements. The lights would be shielded and/or recessed so that glare and reflections are confined to each site's boundaries and directed downward and away from adjoining residential properties and public roadways. Once the final design and placement of the light sources are identified, as required by the Specific Plan, a photometric lighting plan will be prepared for each of the four development sites; the photometric lighting plan will project the illumination levels at the property lines of the surrounding light sensitive uses and public rights-of-way to ensure that the planned lighting will not exceed the five-tenths foot-candles limit at residential property lines. Once constructed and prior to the operation of each development, in accordance with Development Code Section 83.07.050, light measurements would be conducted to confirm that measured illumination at residential property lines and rights-of-way would be less than five-tenths foot-candles. Adjustments to the lamp and/or additional shields would be installed to ensure the Project meets development standards. Therefore, light and glare impacts would be less than significant.

Upzone Site: Development of the Upzone Site would comply with the San Bernardino County Development Code and RR AE-2. Accordingly, light and glare impacts would be less than significant.

### **Agriculture and Forestry**

**Impact Finding AG-1:** The Project would convert California Resource Agency–designated prime farmland and farmland of statewide importance to non-agricultural use; however, impacts would not exceed the Land Evaluation and Site Assessment (LESA) Model threshold of significance (Draft EIR Page 5.2-8).

### **Facts in Support of Findings:**

Specific Plan Area: The Specific Plan Area includes 0.04 acre of prime farmland and 23.55 acres of farmland of statewide importance (all mapped entirely within Planning Area A). However, this area is not considered actively productive agricultural lands pursuant to California Civil Code Section 3482.5(e). Further, the Countywide Plan Environmental Impact Report (CWP EIR) Impact 5.2-1 acknowledges growth in Bloomington and states that implementation of the Countywide Plan could convert up to 35 acres of mapped farmlands in Bloomington to nonagricultural land use. Project implementation would cause the conversion of 23.59 acres of mapped farmland and reduce the acreage of farmland in Bloomington to 11.4 acres. In accordance with Countywide Plan Policy NR-7.2 and Public Resources Code Section 21061.2, an agricultural resource evaluation was prepared for the Project. The evaluation found that the Project's conversion of the prime farmland and farmland of statewide importance to nonagricultural use is not considered significant. As the Project has complied with Policy NR-7.2 and the conversion of the site's farmlands to nonagricultural is not considered significant, Project impacts on the conversion of mapped farmlands to non-agricultural uses would be less than significant and no mitigation would be required.

Upzone Site: The Upzone Site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed Zoning Amendment and Policy Plan Amendment associated with the Upzone Site would not convert any farmland to non-agricultural use. No impact would occur.

**Impact Finding AG-2:** The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract (Draft EIR Page 5.2-9).

**Facts in Support of Findings:**

Specific Plan Area: There is no Williamson Act contract on the site. The Project would amend the Specific Plan site's two land use zoning districts of RS-1-AA and RS-20M to Specific Plan (SP). This process would also remove the Agriculture Overlay districts that exist over the Specific Plan Project site. Removal of the AA Overlay would not constitute a conflict with the existing zoning as the AA Overlay exists only to supplement the primary, underlying residential zoning districts (RS-1 and RS-20M). Therefore, the Project would not result in conflict with existing zoning for agriculture use of a Williamson Act contract. No impact would occur, and no mitigation would be required.

Upzone Site: The site is not zoned for agricultural use, nor does it have an AA Overlay. Additionally, there is no Williamson Act contract on any parcel within the Project site. Therefore, implementation of the proposed Zoning Amendment and Policy Plan Amendment for the Upzone Site would not conflict with existing zoning for agricultural use or with a Williamson Act contract. No impact would occur, and no mitigation would be required.

**Impact Finding AG-3:** The Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production (Draft EIR Page 5.2-9).

**Facts in Support of Findings:**

Specific Plan Area & Upzone Site: The Specific Plan Area nor the Upzone Site are zoned for forest land, timberland, or timberland production, nor are either surrounded by forest land, timberland, or timberland production land. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production.

**Impact Finding AG-4:** The Project would not result in the loss of forest land or conversion of forest land to a non-forest use (Draft EIR Page 5.2-10).

**Facts in Support of Findings:**

Specific Plan Area & Upzone Site: The Specific Plan Area nor the Upzone Site contain forest land as defined by Public Resources Code Section 12220(g). Therefore, the Project would have no impact related to the loss of forest land or the conversion of forest land to a non-forest use.

**Impact Finding AG-5:** The Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use (Draft EIR Page 5.2-10).

**Facts in Support of Findings:**

Specific Plan Area: Project implementation would not facilitate the conversion of farmland within the Project vicinity to non-agricultural use. Additionally, there is no forest land within the vicinity of the Specific Plan Area. Therefore, the Project would not result in the conversion of farmland to a non-agricultural use or the conversion of forest land to non-forest use. Impacts would be less than significant.

Upzone Site: There is no farmland, agricultural uses, or forest land within or surrounding the Upzone Site. The proposed Zoning Amendment and Policy Plan Amendment associated with the Upzone Site would not involve other changes in the existing environment that could result in the conversion of farmland to agricultural use or conversion of forest land to non-forest use. No impacts would occur, and no mitigation is required.

### **Air Quality**

**Impact Finding AQ-4:** The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (Draft EIR Page 5.3-54).

#### **Facts in Support of Findings:**

Specific Plan Area & Upzone Site: The proposed Project would implement industrial and residential development within the Project area. These land uses do not involve the types of uses that would emit objectionable odors affecting a substantial number of people. Residential development generates limited odors related to cleaning, repairing, and cooking, which are not substantial and do not affect a substantial number of people.

Odors generated by industrial land uses are generated from uses such as manufacturing facilities, paint/coating operations, refineries, chemical manufacturing, and food manufacturing facilities. At the current time the specific tenants and uses of the proposed industrial buildings is unknown. However, new tenants for these types of uses would be required to be reviewed through the County's permitting process.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials.

In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with other operation- and construction-generated emissions, such as odors, would be less than significant.

### **Biological Resources:**

**Impact Finding BIO-6:** The Project would not conflict with the provisions or an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan (Draft EIR Page 5.4-23).

#### **Facts in Support of Findings:**



Specific Plan Area & Upzone Site: The Specific Plan Area, offsite infrastructure areas, and Upzone Site overlap with the proposed Upper Santa Ana River Habitat Conservation Plan. None of the projects/facilities identified in the Habitat Conservation Plan encompass the Specific Plan Area, offsite infrastructure areas, nor the Upzone Site now or in the future. As such, the Project would not conflict with Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plan, and impacts would be less than significant.

### **Cultural Resources**

**Impact Finding CUL-3:** The Project would not disturb any human remains, including those interred outside of formal cemeteries (Draft EIR Page 5.5-12).

#### **Facts in Support of Findings:**

Specific Plan Area & Upzone Site: No known burial grounds, graveyards, or dedicated cemeteries exist within the Specific Plan Area or Upzone Site. However, it is possible that human remains are buried outside of formal cemeteries and may be discovered through ground disturbance related to construction activities. Should human remains be unearthed during grading and excavation activities, the Project would be required to comply with California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5, which provide guidance on the discovery of human remains and its treatment or disposition, with appropriate dignity. Through mandatory compliance with these required regulations, included in CWP EIR as RR CUL-5, potential significant impacts to undiscovered human remains would be less than significant.

#### **Regulatory Requirements:**

**RR CUL-2:** Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.

**RR CUL-5:** If human remains are discovered within a project site, disturbance of the site must stop until the coroner has investigated and made recommendations for the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative. If the coroner has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (California Health and Safety Code Section 7050.5).

### **Energy**

**Impact Finding E-1:** The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation (Draft EIR Page 5.6-5).

#### **Facts in Support of Findings:**

Specific Plan Area & Upzone Site:  
Construction

During construction of the proposed Specific Plan scenarios and buildout of the Upzone Site, energy would be consumed in three general forms, petroleum-based fuels, electricity, and energy used in the production of construction materials. Construction activities related to the proposed business park buildings, residences in the Upzone Site, and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California.

Draft EIR Table 5.6-1 details estimated construction electricity usage for the Specific Plan Development scenarios. Total construction electricity usage for Opening Year – Option 1 would be approximately 1,740,046 kWh, construction of Opening Year – Option 2 would utilize 2,133,770 kWh, and construction of the Future Development Area - Specific Plan Buildout would utilize 385,800 kWh. Draft EIR Tables 5.6-2, 5.6-3, and 5.6-4 estimates the amount of diesel fuel that would be needed to construct each of the Specific Plan Development scenarios. Construction of Opening Year – Option 1 is estimated to result in the need for 183,525 gallons of diesel fuel. Construction of Opening Year – Option 2 is estimated to result in the need for 103,357 gallons of diesel fuel. Construction of the Future Development Area - Specific Plan Buildout is estimated to result in the need for 67,674 gallons of diesel fuel.

Draft EIR Table 5.6-5 shows that construction workers would use approximately 84,643 gallons of fuel in automobiles for the Opening Year – Option 1. Draft EIR Tables 5.6-6 and 5.6-7 show that approximately 103,357 gallons of fuel would be used by automobiles for Opening Year – Option 2, and 17,617 gallons of fuel would be used by automobiles for the Future Development Area - Specific Plan Buildout.

Draft EIR Table 5.6-8 shows that approximately 50,568 gallons of fuel would be used by light duty trucks for construction of Opening Year – Option 1. Draft EIR Table 5.6-9 shows that approximately 61,679 gallons of fuel would be used by light duty trucks for construction of Opening Year – Option 2, and Draft EIR Table 5.6-10 shows that approximately 10,531 gallons of fuel would be used by light duty trucks for construction of the Future Development Area - Specific Plan Buildout.

Draft EIR Table 5.6-11 shows that approximately 53,877 gallons of fuel would be used by light duty 2 trucks for construction of Opening Year – Option 1. Draft EIR Table 5.6-12 shows that approximately 65,716 gallons of fuel would be used by light duty 2 trucks for construction of Opening Year – Option 2, and Draft EIR Table 5.6-13 shows that approximately 11,134 gallons of fuel would be used by light duty 2 trucks for construction of the Future Development Area - Specific Plan Buildout.

Draft EIR Tables 5.6-14 shows that construction related vendor trips (vehicles that deliver materials to the site during construction) and hauling trips for Opening Year – Option 1 would use approximately 28,802 gallons of fuel would be used by medium high duty trucks. The same needs for construction of Opening Year – Option 2 would use approximately 35,303 gallons of fuel, as shown in Draft EIR Table 5.6-15 and construction of the Future Development Area - Specific Plan Buildout would use approximately 6,198 gallons of fuel, as shown in Draft EIR Table 5.6-16.

Draft EIR Table 5.6-17 shows that construction related vendor trips (vehicles that deliver materials to the site during construction) and hauling trips for Opening Year – Option 1 would use approximately 113,453 gallons of fuel would be used by heavy high duty trucks. The construction of Opening Year – Option 2 would use approximately 123,765 gallons of fuel, as shown in Draft

EIR Table 5.6-18 and construction of the Future Development Area - Specific Plan Buildout would use approximately 12,599 gallons of fuel, as shown in Draft EIR Table 5.6-19.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations and compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption on the Project site. Overall, construction activities would require limited energy consumption and would comply with all existing regulations. Thus, impacts related to construction energy usage would be less than significant.

### Operations

Once operational, the business park uses would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of buildings, water heating, operation of electrical systems and plug-in appliances within buildings, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed.

Draft EIR Table 5.6-20, operation of Opening Year – Option 1 is estimated to annually use 1,521,796 gallons of fuel. Draft EIR Table 5.6-21 shows that operation of Opening Year – Option 2 is estimated to annually use 2,022,047 gallons of fuel, and Draft EIR Table 5.6-22 shows that operation of the Future Development Area - Specific Plan Buildout is estimated to annually use 1,174,606 gallons of fuel.

Draft EIR Table 5.6-23 details that operation of Opening Year – Option 1 would use approximately 3,022,510 thousand British thermal units (kBtu) per year of natural gas. Opening Year – Option 2 would use approximately 3,878,220 kBtu and the Future Development Area - Specific Plan Buildout would use approximately 2,128,532 kBtu.

While no development within the Upzone Site is proposed at this time, Draft EIR Table 5.6-23 shows that operation of 480 dwelling units at the Upzone Site at full buildout would result in an increase of 7,522,563 kBtu/year.

Draft EIR Table 5.6-24 details that approximately 4,628,344 kilowatt-hour (kWh) per year of electricity would be used for operation of Opening Year – Option 1, approximately 5,353,275 kWh annually would be used for operation of Opening Year – Option 2, and approximately 5,065,430 kWh annually would be used for operation of the Future Development Area - Specific Plan Buildout. In addition, Draft EIR Table 5.6-24 shows that operation of the Upzone at buildout would result in an increase of 3,149,821 kWh/year.

Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through County permitting, assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and California Code of Regulations (CCR) Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

**Impact Finding E-2:** The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Draft EIR Page 5.6-16).

### **Facts in Support of Findings:**

Specific Plan Area & Upzone Site: The proposed Specific Plan and residences within the Upzone would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of proposed or future developments within the Specific Plan and future developments within the Upzone Site. The County's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, as described in Draft EIR Section 5.2 *Air Quality*, the Specific Plan plans and specifications shall require signs at loading dock facilities that identify the anti-idling regulations. Thus, the Project would not conflict with the idling limits imposed by CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling. Furthermore, the Specific Plan and development of the Upzone site would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The proposed buildings within the Specific Plan would be solar ready, and residences within the Upzone Site would have solar infrastructure as required by CCR Title 24 requirements. Although the Specific Plan's future tenants are not currently known, and the use of solar panels is generally tailored to the electrical demands of the tenant, the building tenants would be able to install solar panels. Thus, the Specific Plan and Upzone would not obstruct use of renewable energy or energy efficiency. Overall, the Specific Plan and Upzone Site would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

### **Geology and Soils**

**Impact Finding GEO-1i:** The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Draft EIR Page 5.7-15).

#### **Facts in Support of Finding:**

Specific Plan Area & Upzone Site: The Specific Plan Area and Upzone Site are not within an Alquist-Priolo Earthquake Fault Zone, and there are no known active faults within 500 feet of either site. The nearest active fault zone is the San Bernardino Section of the San Jacinto Fault Zone, which is 3.7 miles northeast from the Specific Plan Area and 3 miles northeast from the Upzone Site. Since no known faults exist within a mile of the Specific Plan Area and Upzone Site, and the sites are not located within an Alquist-Priolo Earthquake Fault Zone, impacts related to rupture of a known earthquake fault would not occur.

**Impact Finding GEO-1ii:** The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking (Draft EIR Page 5.7-15).

#### **Facts in Support of Finding:**

Specific Plan Area & Upzone Site: The Specific Plan Area and Upzone Site are within a seismically active region, with numerous faults capable of producing significant ground motions. Developments of the Specific Plan Area and Upzone Site would be required to adhere to the provisions of the California Building Code (CBC) as part of the building plan check and development review process. Compliance with the requirements of the CBC for structural safety would reduce hazards from strong ground shaking. Because the Project would be required to be constructed in compliance with the CBC and the County Development Code, which would be

verified through the County's plan check and permitting process and is included as RR GEO-1, the Project would result in a less than significant impact related to strong seismic ground shaking.

**Impact Finding GEO-1iii:** The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction (Draft EIR Page 5.7-16).

**Facts in Support of Finding:**

Specific Plan Area & Upzone Site: According to the Countywide Plan, neither the Specific Plan Area nor the Upzone Site is in a liquefaction hazard area. Geotechnical Investigations completed for the Specific Plan Area confirmed this; additionally, none of the borings conducted for the geotechnical investigations encountered ground water. All development within the Specific Plan Area and Upzone Site are required to be designed and constructed in compliance with the CBC, pursuant to the County Development Code as Chapter 15.04 (RR GEO-1). Compliance with the CBC, as included as RR GEO-1, would require proper construction of building footings and foundations so that structures would withstand the effects of potential ground movement, including liquefaction and settlement. Therefore, impacts from seismic-related ground failure, including liquefaction and settlement at both the Specific Plan Area and Upzone Site would be less than significant level.

**Regulatory Requirements:**

**RR GEO-1: San Bernardino County Development Code: Building Code.** The Project will be designed and constructed in accordance with the San Bernardino County Development Code, which adopts the California Building Code (CBC) and California Residential Code (CRC), which are based on the International Building Code (IBC). New construction, alteration, or rehabilitation shall comply with applicable ordinances set forth by the County and/or by the most recent County building and seismic codes in effect at the time of Project design. In accordance with County Development Code Title 8, Chapter 87.08, a geotechnical investigation is required that must evaluate soil classification, site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the County Building Official. The geotechnical investigation must be prepared by registered professionals (i.e., California Professional Civil Engineer and as necessary a Professional Engineering Geologist). Recommendations of the report, as they pertain to structural design and construction recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations, must be incorporated into the design and construction of the Project.

**Impact Finding GEO-2:** The Project would not result in substantial soil erosion or the loss of topsoil (Draft EIR Page 5.7-17).

**Facts in Support of Finding:**

Specific Plan Area and Upzone Site:

Construction

All projects in the County are required to conform to the permit requirements, which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP), prepared in compliance with the

National Pollutant Discharge Elimination System (NPDES) permit. The SWPPP will identify potential sources of erosion and sedimentation loss of topsoil during construction, identify erosion control best management practices (BMPs) to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding. Additionally, construction would comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would further limit the loss of topsoil during construction activities. With compliance with the County Development Code, Regional Water Quality Control Board (RWQCB) requirements, and the BMPs in the SWPPP, potential construction impacts related to erosion and loss of topsoil at the Specific Plan Area and Upzone Site would be less than significant.

### Operations

The proposed Project includes installation of landscaping, such that during operation of the Project substantial areas of loose topsoil that could erode would not exist. Onsite drainage features that would be installed by the Project have been designed to slow, filter, and slowly discharge stormwater into the offsite drainage system. Implementation of the Project requires County approval of a Water Quality Management Plan (WQMP), which would ensure that the County's Development Code, RWQCB requirements, and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant.

**Impact Finding GEO-4:** The Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) and would not create substantial risks to life or property (Draft EIR Page 5.7-19).

### **Facts in Support of Finding:**

Specific Plan Area: The Specific Plan Area is underlain by silty sands with no appreciable clay content. The onsite materials have a low to non-expansive index. Therefore, no impacts related to expansive soils would occur.

Upzone Site: Future development within the Upzone Site would comply with CWP EIR RR GEO-1 to determine expansive soil potential and, if warranted, soils would be mitigated to standards established by CBC regulations. Therefore, potential impacts related to unstable expansive soils within the Upzone Site would be less than significant.

### **Regulatory Requirements:**

**RR GEO-1: San Bernardino County Development Code: Building Code.** As listed previously.

**Impact Finding GEO-5:** The Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (Draft EIR Page 5.7-19).

### **Facts in Support of Finding:**

Specific Plan Area & Upzone Site: Development at the Specific Plan Area and Upzone Site would be connected to existing sewer infrastructure in the surrounding roadways and would not require use of septic tanks or alternative methods for disposal of wastewater into subsurface soils.

Therefore, impacts related to septic tanks or alternative wastewater disposal methods would not occur.

### **Greenhouse Gas Emissions**

**Impact Finding GHG-2:** The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases (GHGs) (Draft EIR Page 5.8-25).

#### **Facts in Support of Findings:**

Specific Plan Area & Upzone Site: San Bernardino County's Greenhouse Gas Reduction Plan was designed to implement GHG reduction efforts at the local level. Because the proposed Specific Plan and Upzone include features that result in over 100 points of GHG reduction measures listed in the County's Screening Tables, it would be consistent with the County's GHG Plan, and conflict with the County's GHG Reduction Plan would not occur.

As detailed in Draft EIR Tables 5.8-8 and 5.8-9, the Specific Plan development and the residences developed within the Upzone Site would include contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed Specific Plan and Upzone would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it does not interfere with implementation of the GHG reduction measures listed in CARB's 2007 Scoping Plan or CARB's Updated Scoping Plan (2017). CARB's Updated Scoping Plan reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order S-3-05, and codified by AB 32.

As discussed in Impact GHG-1 (Draft EIR Page 5.8-10), development resulting from the Specific Plan and Upzone would include sustainable design features related to reduction of GHG emissions that would meet existing regulatory requirements and be consistent with CARB's Scoping Plans (2007 and 2017). The Specific Plan and Upzone Site are consistent with AB 32 and SB 32 through implementation of measures that address GHG emissions related to building energy, solid waste management, wastewater, and water conveyance. Thus, the Project would be consistent with the State's requirements for GHG reductions.

In addition, the County has included the efficient use of energy resources as a goal in the General Plan Conservation Element. As detailed in Draft EIR Table 5.8-10, the Project would not conflict with the relevant General Plan goals and policies.

Overall, the proposed Specific Plan and Upzone Site would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The Project would be implemented in compliance with state energy standards provided in Title 24, in addition to provision of sustainable design features. The Project would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; or Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050 because it would be consistent with the CARB 2007 and 2017 Scoping Plans, which are intended to achieve the reduction targets required by the state. In addition, the Project would be consistent with the relevant County General Plan goal and policies. Thus, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would not occur.

## **Hazards and Hazardous Materials**

**Impact Finding HAZ-1:** The Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials (Draft EIR Page 5.9-16).

### **Facts in Support of Finding:** **Specific Plan Area & Upzone Site:**

#### **Construction**

Construction of the Specific Plan Area and the Upzone site will require the use of heavy construction equipment (e.g., dozers, excavators, tractors) that would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid. These substances are considered hazardous if improperly stored, handled, or transported. Additionally, other routine materials such as paints, adhesives, and solvents, could also result in accidental releases or spills that could pose risks to people and the environment.

Construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of the hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to asbestos-containing material [ACM]) and Section 1532.1 (pertaining to lead based paint [LBP]); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to underground storage tanks [UST]); Code of Federal Regulations (CFR), Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the United States Department of Transportation (USDOT), California Division of Occupational Safety and Health (CalOSHA), California Environmental Protection Agency (CalEPA) and Department of Toxic Substances control (DTSC). Additionally, construction activities would require a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System General Construction Permit (included in the Draft EIR as RR HYD-1) and enforced by the Santa Ana RWQCB.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Specific Plan Area and Upzone Site would limit potentially significant hazards to construction workers, the public, and the environment. Impacts would be less than significant.

#### **Operations**

##### **Specific Plan Area**

The Specific Plan Area would be developed with light industrial uses, including professional office, warehousing, processing, and light manufacturing. Depending on the type of business, operations would require the use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; and San Bernardino County Code Sections 23.0602 and 23.0107) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and San Bernardino County.



Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with a managing local agency, known as the Certified Unified Program Agency (CUPA). In San Bernardino County, the County Fire Department is the CUPA. If the operations of future tenants of the proposed warehouse facilities exceed established thresholds, CUPA permits will be required. The County requires businesses subject to any of the CUPA permits to file a Business Emergency/Contingency Plan. Additionally, businesses would be required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses would be required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. The compliance with existing laws and regulations governing hazard and hazardous materials would reduce potential impacts related the routine transport, use, and disposal of the hazardous materials to less than significant.

#### Upzone Site

The Upzone Site would not include manufacturing and industrial land uses or use of large amounts of hazardous materials, therefore, impacts related to the transport, disposal, or release of hazardous materials would be less than significant.

#### **Regulatory Requirements:**

**RR HAZ 1: Transportation of Hazardous Waste.** Hazardous materials and hazardous wastes will be transported to and/or from the projects developed under the Countywide Plan in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (CFR) (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

**Impact Finding HAZ-3:** The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school (Draft EIR Page 5.9-27).

#### **Facts in Support of Finding:**

Specific Plan Area: There are three schools within one-quarter mile of the Specific Plan Area: Walter Zimmerman Elementary School, Ruth O. Harris Middle School, and Bloomington High School.

Construction: As discussed in Impact HAZ-1, use of the hazardous materials would be regulated by the DTSC, EPA, California Occupational Safety & Health Administration, and the San Bernardino County Fire Department (SBCFD) Hazardous Materials Division. Additionally, as discussed in Draft EIR Section 5.3, *Air Quality*, construction-related emissions would be regulated by SCAQMD Rules 401 and 403. Furthermore, to the extent possible, construction vehicles accessing the sites would use truck routes away from the schools. Therefore, potential construction-related impacts at the schools caused by hazardous emissions and materials would be less than significant.

Operations: The future building occupants of the industrial business park are not yet identified. Any business that handles, stores, transports, or disposes of substantial amounts or acute

hazardous materials would be required to comply with CUPA permitting requirements and create a business Emergency/Contingency Plan that addresses the safe handling, storage, and disposal of hazardous materials and actions that can be taken in the event of hazardous materials spills, releases and emergencies. Compliance with existing regulations related to hazardous materials would reduce the potential of Project operations to pose a hazard to nearby schools to a less than significant level.

Upzone Site: There are two schools within one-quarter mile of the Upzone Site: Mary B. Lewis Elementary School and Gerald A. Smith Elementary School. Rezoning of the Upzone Site would allow the development of up to 480 dwelling units on the site, which is directly across Locus Avenue from Mary B. Lewis Elementary School. Schools and residential uses are compatible land uses. Residential development uses indoor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance. Thus, as the presence and onsite storage of these materials are common for residential uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency), impacts in this regard to the Upzone Site would be less than significant.

**Impact Finding HAZ-4:** The Project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment (Draft EIR Page 5.9-28).

#### **Facts in Support of Finding:**

Specific Plan Area: According to the Phase 1 Environmental Site Assessments (ESAs), 16 hazardous materials sites were identified within the vicinity of the Specific Plan Area. One of the 16 sites was identified to have a Historic Recognized Environmental Condition (HREC). The property at 18110 Rose Avenue, located within the development footprint of the Opening Year Development – Option 1, had contaminated soils removed in 1995, under the oversight of the SBCFD. As contaminated soils have been removed, potential impacts related to this property's listing on Government Code Section 65962.5 are less than significant. The other listed properties previously handled and/or currently handle hazardous materials; however, these properties had no reported violations or complaints. Therefore, the Phase 1 ESAs determined that these other properties were compliant and not a concern related to the proposed industrial development. Therefore, potential hazards and impacts related to the development of the properties on or adjacent to the Specific Plan Area that are listed on databases prepared pursuant to Government Code Section 65962.5 are less than significant.

Future Development Area – Specific Plan Buildout: The Phase 1 ESAs and Desktop Review did not identify any properties within or adjacent to the development area listed on a database pursuant to Government Code Section 65962.5. All future development within the Specific Plan Area would be required to implement RR HAZ-1 through RR HAZ-6 to address potential environmental conditions prior to their development. Therefore, with implementation of regulatory requirements, impacts would be less than significant.

Upzone Site: The Upzone Site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Notwithstanding, future development within the Specific Plan Area would be required to implement RR HAZ-1 through RR HAZ-6 to address potential environmental conditions prior to their development. Therefore, with implementation of regulatory requirements, impacts would be less than significant.

#### **Regulatory Requirements:**

**RR HAZ 1: Transportation of Hazardous Waste.** As listed previously.

**RR HAZ-2: Resource Conservation and Recovery Act.** Hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The San Bernardino County Fire Protection District serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Materials Release Response Plans and Inventory Program, (2) California Accidental Release Prevention (CalARP) Program, (3) Aboveground Petroleum Storage Act Program, and (4) UST Program (5) Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs (6) Hazardous Materials Management Plan and Hazardous Material Inventory Statement Program.

**RR HAZ-3: California UST Regulations.** Underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, San Bernardino County Fire Protection District, South Coast Air Quality Management District, and/or other regulatory agencies, as necessary. Use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

**RR HAZ-4: ACMs and LBPs:** Demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials (ACMs) or lead-based paint (LBP) will be conducted in accordance with applicable regulations, including, but not limited to:

- South Coast Air Quality Management District's Rule 1403
- California Health and Safety Code (Section 39650 et seq.)
- California Code of Regulations (Title 8, Section 1529)
- California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])
- Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])

**RR HAZ-5: Removal of Hazardous Materials.** The removal of hazardous materials, such as polychlorinated biphenyls (PCBs), mercury-containing light ballast, and mold, will be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers with the hazardous waste operations and emergency response (HAZWOPER) training, as outlined in 29 CFR 1910.120 and 8 CCR 5192.

**RR HAZ-6: California Code of Regulations (Title 8, Section 1541):** New construction, excavations, and/or new utility lines within 10 feet or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations (Title 8, Section 1541).

**Impact Finding HAZ-5:** The Project would not result in a safety hazard or excessive noise for people residing or working in the project area for a project located within an airport land use plan, or where such a plan has not been adopted, be within two miles of a public airport or public use airport (Draft EIR Page 5.9-31).

### **Facts in Support of Finding:**

Specific Plan Area & Upzone Site: The Specific Plan Area and Upzone Site are approximately 10 miles east and 12 miles northeast of the Ontario International Airport, respectively. According to the Ontario International Airport Land Use Compatibility Plan, both sites are outside of the 60-65 dBA CNEL noise contour and would not be subject to excessive noise levels due to operations at the Ontario International Airport. The sites are also outside of the established airport safety zones. Thus, Specific Plan buildout would not result in a safety hazard or excessive noise for people residing or working in the area. As such, no impact would occur.

**Impact Finding HAZ-6:** The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan (Draft EIR Page 5.9-31).

### **Facts in Support of Finding:**

#### Specific Plan Area & Upzone Site:

##### Construction

Construction activities associated with the Specific Plan Area and Upzone Site that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles during required temporary road restrictions. In accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), prior to any activity that would encroach into a right-of-way, the area of encroachment must be safeguarded through the installation of safety devices to ensure that construction activities would not physically interfere with emergency access or evacuation. Compliance with Section 503 of the California Fire Code would be specified by the County's Building and Safety Division during the construction permitting process. As such, construction of the Specific Plan Area and future construction within the Upzone Site would not block County-designated evacuation routes along Valley Boulevard, Slover Avenue, and the San Bernardino Freeway (I-10). The Project would not interfere with operation of the County Emergency Operations Center and would not interfere with operations of emergency response agencies or with coordination and cooperation between such agencies. Therefore, implementation of the Project through the County's permitting process would reduce potential construction related physical interference impacts to emergency access to a less than significant level.

##### Operations

The Project would include vehicular access to the Specific Plan Area from surrounding roadways including Santa Ana Avenue, Locust Avenue, Alder Avenue, Jurupa Avenue, and Linden Avenue. As described in Section 5.13, *Transportation*, these driveways and roadways would provide adequate and safe circulation to, from, and through the Business Park Site and would provide a variety of routes for emergency responders to access the site and surrounding areas. Additionally, in order to limit truck traffic into the community north of the Specific Plan Area and allow access to the area from emergency responders, Project truck routes would be limited to south of Site 4 on Laurel Avenue, south of Sites 2 and 3 on Locust Avenue, south of Site 2 on Maple Avenue, Jurupa Avenue, and Cedar Avenue.

At the Upzone Site, primary vehicle access would likely be provided from Locust Avenue, San Bernardino Avenue, and Hawthorne Avenue. Development would comply with County Development Code standards, which will require design and construction specifications to allow adequate emergency access to the site and ensure that roadway improvements would meet public safety requirements. Furthermore, drivers are expected to comply with all state driving

laws, roadway signage, as well as restrictions related to vehicle stopping and parking. Therefore, the Project would not impair implementation or interfere with adopted emergency response or evacuation plans. Impacts would be less than significant.

**Impact Finding HAZ-7:** The Project would not expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires (Draft EIR Page 5.9-32).

#### **Facts in Support of Findings:**

Specific Plan Area & Upzone Site: The Specific Plan Area and Upzone Site are in developed areas that are not within identified wildland fire hazard areas or areas where residences are intermixed with wildlands. Nonetheless, Project implementation would require adherence to the following chapters of the County Development Code to reduce potential fire hazards: Chapter 63.01 Uniform Building Code, Chapter 63.04 Uniform Mechanical Code, Chapter 63.02 National Electric Code, and Chapter 23.01 San Bernardino Fire Code. The Project would also be required to comply with guidelines from the SBCFD related to fire prevention and subject to review during the plan check process by the County's Building Division. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death from wildfires, and impacts would be less than significant.

#### **Regulatory Requirements:**

**RR HAZ-10: San Bernardino County Fire Hazard Abatement (FHA) Program.** The FHA program shall enforce the fire hazard requirements outlined in San Bernardino County Code Sections 23.0301 to 23.0319.

#### **Hydrology and Water Quality**

**Impact Finding WQ-1:** The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality (Draft EIR Page 5.10-9).

#### **Facts in Support of Finding:**

##### **Construction**

Specific Plan Area and Upzone Site: Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

However, the use of BMPs during construction implemented as part of a SWPPP as required by the San Bernardino County Stormwater Program and the MS4 permit would serve to ensure that

Project impacts related to construction activities resulting in a degradation of water quality would be less than significant. All future development of the Upzone Site and Specific Plan would require project-specific BMPs and a SWPPP as well, which are implemented as part of the County's construction permitting process.

Mandatory compliance with the SWPPP, included as RR WQ-1, would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Plans for grading, drainage, erosion control and water quality would be reviewed by the County's Public Works Department prior to issuance of grading permits to ensure that the applicable and required BMPs are constructed during implementation of the Project.

Therefore, compliance with the San Bernardino County Development Code and Stormwater Program, MS4 permit, and other applicable requirements, which would be verified during the County's construction permitting process, would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

### Operation

Opening Year Development – Option 1: Operation of the proposed business park and industrial uses would increase impermeable surfaces that would result in an increase in the volume of surface runoff and potential pollutants from vehicles. Operation of the proposed land uses could generate pollutants including trash, debris, oil residue, and other residue that could be deposited on streets, sidewalks, driveways, paved areas, and other surfaces and wash into receiving waters. The pollutants of concern that could be released include bacteria, nutrients, oil and grease, metals, organics, and pesticides.

Pursuant to the requirements of the County's NPDES Permit, the Project would be required to implement a Water Quality Management Plan (WQMP) (included in Chapter 83.15 of the County's Code) and included as RR WQ-2, which is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long term conditions via BMPs.

Construction activities related to installation of onsite stormwater drainage that would serve the proposed Opening Year Development – Option 1, were evaluated as part of the Project, and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. Adherence to the existing regulations as implemented by the County's Code and included as RR WQ-2, would ensure that Opening Year Option 1 impacts related to degradation of water quality from operational activities would be less than significant.

Opening Year Development – Option 2: Drainage improvements under Opening Year Option 2 would be consistent with proposed storm drain infrastructure to be constructed under Opening Year Option 1. Additionally, impacts under Opening Year Option 2 would be consistent with the impacts discussed above under Opening Year Option 1; however, Opening Year Option 2 would result in slightly greater impervious surface area than proposed under Opening Year Option 1. Under the Opening Year Option 2, proposed development would be required to meet the specifications of the County's NPDES Permit and the Project would be required to implement a WQMP pursuant to Chapter 83.15 of the County's Code and included as RR WQ-2. Post construction BMP and LID included in the WQMP would avoid potential quality degradation of receiving waters resulting from proposed development. Plans for grading, drainage, erosion control and water quality would be reviewed by the County's Public Works Department prior to

issuance of grading permits to ensure that the applicable and required LID BMPs are constructed during implementation.

Adherence to the existing regulations as implemented by the County's Code would ensure that Opening Year Option 2 impacts related to degradation of water quality from operational activities would be less than significant.

Future Development Area – Specific Plan Buildout: Proposed development of the Future Development Area scenario, existing and future proposed development would be required to meet the specifications of the County's NPDES Permit and the Project would be required to implement a WQMP pursuant to Chapter 83.15 of the County's Code and included as RR WQ-2. Post construction BMP and LID included in the WQMP would avoid potential quality degradation of receiving waters resulting from proposed development. Plans for grading, drainage, erosion control and water quality would be reviewed by the County's Public Works Department prior to issuance of grading permits to ensure that the applicable and required LID BMPs are constructed during implementation. Adherence to the existing regulations as implemented by the Specific Plan, County's Code, and NPDES permit would ensure that Specific Plan Buildout impacts related to degradation of water quality from operational activities would be less than significant.

Upzone Site: Long-term impacts of operation on the Upzone Site would involve those relative to residential development rather than industrial development. However, no physical changes would occur on the Upzone Site with implementation of the proposed Project. Future development of the Upzone Site would be required to comply with the provisions of Chapter 83.15 of the County's Code. A site-specific WQMP (included as RR WQ-2) would be required to be prepared and implemented for future development of the Upzone Site at such time that development is proposed for the Upzone Site, in order to address potential impacts relative to construction related and operational water quality standards and waste discharge requirements. As such, impacts would be less than significant.

### **Regulatory Requirements:**

**RR WQ-1: NPDES/SWPPP.** Prior to issuance of any grading or demolition permits, the applicant shall provide the County Building and Safety Division evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The Project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

**RR WQ-2: WQMP.** Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Public Works Department. The WQMP shall be submitted using the San Bernardino County Stormwater Program's model form and shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development project in order to minimize the adverse effects on receiving waters.

**Impact Finding WQ-2:** The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the Basin (Draft EIR Page 5.10-14).

### **Facts in Support of Finding:**

Specific Plan Area & Upzone Site: As detailed in Draft EIR Section 5.17, Utilities and Service Systems, West Valley Water District's water supply would be sufficient during both normal years and multiple dry year conditions between 2020 and 2040 to meet all of the District's estimated needs, including the proposed Project. Therefore, the Project would not result in changes to the projected groundwater pumping that would decrease groundwater supplies. Thus, impacts related to groundwater supplies would be less than significant.

Additionally, compliance with the MS4 permit requirements, the County's Code, and other applicable requirements implemented through the WQMP, which would be verified during the Project permitting process, would ensure that Project impacts related to groundwater depletion and recharge would be less than significant.

**Impact Finding WQ-3:** The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site (Draft EIR Page 5.10-17).

### **Facts in Support of Finding:**

#### Construction

Specific Plan Area and Upzone Site: The existing NPDES Construction General Permit, as included in the County's Code as Chapter 35.01, and RR WQ-1, requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for construction activities that disturb 1-acre or more of soils. The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities to a less than significant level.

#### Operation

Opening Year Development – Option 1: Opening Year Option 1 would maintain the existing drainage pattern on the site and the onsite storm drain system has been sized to adequately accommodate the stormwater flows from the Specific Plan Area. Runoff would be conveyed via incorporation of onsite BMPs, sized to capture and mitigate the WQMP volume of site stormwater. Onsite BMPs would be sized to capture and infiltrate the calculated WQMP volume of site storm water. Further, the BMPs identified in the WQMPs would reduce the potential for erosion and siltation.

Opening Year Development – Option 2: Operation of the Opening Year Option 2 would be consistent with impacts described under Opening Year – Option 1. Proposed drainage would be designed to accommodate flows from the entire Specific Plan Area. Under the Opening Year Option 2, proposed development would be required to meet the specifications of the County's NPDES Permit and the Project would be required to implement a WQMP pursuant to Chapter 83.15 of the County's Code, as included as RR WQ-2. Further, the BMPs identified in the WQMP would reduce potentially significant impacts related to stormwater runoff to downstream water bodies.

Future Development Area – Specific Plan Buildout: Under the Specific Plan Buildout scenario, proposed development would be required to meet the specifications of the County's NPDES Permit, and the Applicant would be required to implement a WQMP pursuant to Chapter 83.15 of



the County's Code. Further, the BMPs identified in the WQMP would reduce potentially significant impacts related to stormwater runoff. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the County's Department of Public Works to ensure that it limits the potential for erosion and siltation. Adherence to the existing regulations would ensure that Specific Plan Buildout impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

Upzone Site: Pursuant to Chapter 83.15 of the County's Code, a site-specific WQMP would be required to be prepared and implemented for future development of the Upzone Site in order to meet requirements related to on- or off-site erosion and siltation. Therefore, adherence to the existing regulations would ensure that Upzone Site impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

#### **Regulatory Requirements:**

**RR WQ-1: NPDES/SWPPP.** As listed previously.

**RR WQ-2: WQMP.** As listed previously.

**Impact Finding WQ-4:** The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site (Draft EIR Page 6.10-19).

#### **Facts in Support of Finding:**

##### Construction

Specific Plan Area and Upzone Site: As described previously, implementation of the Project requires a SWPPP (included as RR WQ-1) that would address site specific drainage issues related to construction of the Project and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the County's NPDES Permit and a SWPPP, as verified by the County through the construction permitting process, would prevent construction-related impacts related to potential alteration of a drainage pattern or flooding on or off-site from development activities. Therefore, impacts would be less than significant.

##### Operation

Opening Year Development – Option 1: The Proposed development would result in an increase in impervious surfaces. As a result, the Project would increase surface flows compared to existing conditions. Installation of new storm water drainage facilities, including biofiltration basins, subsurface infiltration basins, pervious landscaped areas, and new storm drains would be installed by the Opening Year Option 1. The proposed drainage system would collect onsite flows via a series of subsurface storm drains and sheet flows within pre-treatment drainage basins. These drainage basins would then drain into the subsurface basins which would slow and filter the runoff before its discharge through new storm drain connections to the improved roadway drainage infrastructure (see Draft EIR Page 5.10-20).

As detailed in the Preliminary WQMPs (Appendix I to the Draft EIR), the proposed onsite drainage infrastructure has capacity to retain well over 100 percent of the WQMP Design Capture Volume flow emanating from each drainage management area. In addition, landscaped areas would accept runoff water from impervious surfaces. The drainage facilities proposed for the Specific Plan Area have been sized to be consistent with the County MS4 permit requirements, the County's Development Code, and County's Master Plans of Drainage and Comprehensive Storm Drain Plan objectives. Thus, implementation of the Opening Year Option 1 would not substantially increase the rate or amount of surface runoff, such that flooding would occur. Impacts would be less than significant.

Opening Year Development – Option 2: Operation of the Opening Year Option 2 would be consistent with impacts described under Opening Year Option 1. Proposed drainage has been designed to accommodate flows from the entire Specific Plan Area. Under the Opening Year Option 2, proposed development would be required to meet the specifications of the County's NPDES Permit and the Project would be required to implement a WQMP pursuant to Chapter 83.15 of the County's Code and included as RR WQ-2. The WQMP would include infiltration BMPs and LID consistent with MS4 permit requirements. LID infiltration BMPs would be used to capture, retain and infiltrate the calculated WQMP volume of site storm water. Thus, development in accordance with the Opening Year Option 2 would not substantially increase the rate or amount of surface runoff, such that flooding would occur.

Future Development Area – Specific Plan Buildout: Under the Specific Plan Buildout scenario, proposed development would be required to meet the specifications of the County's NPDES Permit and the Project would be required to implement a WQMP pursuant to Chapter 83.15 of the County's Code, and RR WQ-2. The WQMP would include infiltration BMPs and LID consistent with MS4 permit requirements. LID infiltration BMPs would be used to capture, infiltrate, or filter the 85th percentile of a 24-hour precipitation event. Thus, development in accordance with the Specific Plan Buildout would not substantially increase the rate or amount of surface runoff, such that flooding would occur. Impacts would be less than significant.

Upzone Site: Pursuant to Chapter 83.15 of the County's Code, a site-specific WQMP would be required to be prepared and implemented for future development of the Upzone Site at such time that development is proposed. Similar to the discussion above, new development of the Upzone Site would require consistency with MS4 permit requirements that LID infiltration BMPs be used to capture, retain and infiltrate the calculated WQMP volume of site storm water. Thus, operational impacts related to alteration of a drainage pattern or flooding from operational activities would be less than significant.

**Impact Finding WQ-5:** The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff (Draft EIR Page 5.10-21).

#### **Facts in Support of Finding:**

Specific Plan Area: Development under all proposed Project scenarios includes installation of a subsurface storm drain system that would capture runoff from impervious areas and drain it into one of onsite infiltration basins that have been designed to accommodate the anticipated runoff from the Specific Plan Area. As discussed previously, the Project would be required to prepare a WQMP pursuant to Chapter 35.01 of the County Code. WQMPs are required to include BMPs for

source control, pollution prevention, site design, and structural treatment control. As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of the Project to result in a degradation of water quality. Plans for grading, drainage, erosion control and water quality would be reviewed by the County's Public Works Department prior to issuance of grading permits to ensure that the applicable and required LID BMPs are constructed during implementation of the Project. Overall, adherence to the existing regulations, as implemented by the County Code, would ensure that Project impacts related to storm water drainage and polluted runoff would be less than significant.

Upzone Site: Pursuant to Chapter 83.15 of the County's Development Code, a site-specific WQMP would be required to be prepared and implemented for future development of the Upzone Site at such time that development is proposed for the Upzone Site, in order to address potential impacts relative existing or planned stormwater drainage system capacity. Overall, adherence to the existing regulations as implemented by the County Code would ensure that Upzone Site operational impacts related to storm water drainage and polluted runoff would be less than significant.

**Impact Finding WQ-6:** The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows (Draft EIR Page 5.10-22).

**Facts in Support of Finding:**

Specific Plan Area: The proposed Project would develop the site with approximately 4,370,037 square feet of net new impervious surfaces, resulting in a substantial increase of imperviousness. Proposed surface and subsurface infiltration basins would regulate the rate and velocity of stormwater flows and would control the amount of discharge into the off-site drainage system. The drainage facilities proposed for the Project have been sized to adequately accommodate the stormwater flows from the proposed development and are consistent with the County drainage plans and MS4 permit requirements. Thus, although the proposed Project would result in a substantial increase in impervious surfaces on the site, the proposed drainage infrastructure would maintain the existing drainage pattern and accommodate flows, such that storm flows would not be impeded or redirected. Therefore, impacts would be less than significant

Upzone Site: Pursuant to Chapter 83.15 of the County's Development Code, a site-specific WQMP would be required to be prepared and implemented for future development of the Upzone Site at such time that development is proposed to ensure MS4 permit requirements are met. Overall, implementation of a WQMP through the County's permitting approval process would ensure that Upzone Site operational impacts related to alteration of a drainage pattern or flooding from operational activities would be less than significant.

**Impact Finding WQ-7:** The Project would not be located in flood hazard, tsunami, or seiche zones, and risk release of pollutants due to Project inundation (Draft EIR Page 5.10-23).

**Facts in Support of Finding:**

Specific Plan Area and Upzone Site: Both the Specific Plan Area and Upzone Site are located in Flood Zone X, which is identified as an area outside the 100-year and 500-year flood plains. Thus, the Project is not located within a flood hazard zone. Additionally, the Project is located inland and not located in a coastal zone, therefore risk of tsunami would not impact the Project. The

Specific Plan Area and Upzone Site do not contain and are not adjacent to any water bodies that could seiche. The nearest body of water is Santa Ana River, approximately three miles to the southwest, which is not a contained body of water with seiche potential. Therefore, the Project would result in no impacts related to seiche.

**Impact Finding WQ-8:** The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Draft EIR Page 5.10-23).

**Facts in Support of Finding:** The Project area is located within the Santa Ana RWQCB's jurisdiction and the Chino Basin, which is governed by the Chino Basin Watermaster.

Specific Plan Area: Use of BMPs during construction, implemented as part of a WQMP as required by the NPDES Storm Water Permit (included as RR WQ-2), would serve to ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant. Plans for grading, drainage, erosion control and water quality would be reviewed by the County's Public Works Department prior to issuance of grading permits to ensure compliance. Thus, construction of the Project would not conflict or obstruct implementation of a water quality control plan.

Upzone Site: Pursuant to the County's NPDES Permit, preparation of a SWPPP, per RR WQ-1, and implementation of construction and operational BMPs through a WQMP, per RR WQ-2, would be required for development of the Upzone Site. Compliance with regulatory requirements through County permitting would ensure operational activities within the Upzone Site would result in less than significant impacts to water quality and would not significantly impact the beneficial uses of receiving waters. Therefore, future development within the Upzone Site would not conflict with or obstruct implementation of a water quality control plan, and impacts would be less than significant.

#### **Regulatory Requirements:**

**RR WQ-1: NPDES/SWPPP.** As listed previously.

**RR WQ-2: WQMP.** As listed previously.

#### **Land Use and Planning**

**Impact Finding LU-1:** The Project would not physically divide an established community (Draft EIR Page 5.11-6).

#### **Facts in Support of Finding:**

Specific Plan Area: Project implementation of the Specific Plan would result in the redevelopment of residential and non-conforming commercial-business uses with special development, i.e., industrial-business park land uses. As the Project would be developed along the southern edge of a community, with industrial uses located directly east of the Project site and planned industrial uses to the south of the Project site, its development and operation would not physically divide it. Therefore, impacts related to dividing an established community would be less than significant and no mitigation is required.

Upzone Site: The proposed Project would result in changing the designation of the Upzone Site to Medium Density Residential (MDR) and zoning to Multiple Residential (RM). No development

is proposed as part of the Project. Therefore, no impacts related to dividing an established community within the Upzone Site would occur and no mitigation is required.

**Impact Finding LU-2:** The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect (Draft EIR Page 5.11-7).

### **Facts in Support of Finding:**

#### **Specific Plan Area and Upzone Site**

**SCAG Regional Transportation Plan/ Sustainable Communities Strategy Policies:** SCAG's RTP/SCS policies focus largely on regional transportation and the efficiency of transportation, which are not directly applicable to the Project. As shown in Draft EIR Table 5.11-1, the Project would not conflict with the adopted RTP/SCS. Therefore, implementation of the Project would not result in conflict with SCAG policies, and impacts would not occur.

**San Bernardino Countywide Plan Policies:** The proposed Project has been prepared in accordance with the goals and policies of the San Bernardino Countywide Plan. Draft EIR Table 5.11-2 lists the General Plan policies that are applicable to the Project and evaluates the Project's compliance with each policy. As detailed, the Specific Plan would be consistent with the applicable General Plan policies, and impacts related to a conflict with a General Plan policy would not occur.

**Air Quality Management Plan:** SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. The Project would comply with the policies set forth by the AQMP (Draft EIR pp. 5.11-17 to 5.11-18). No impact would occur.

**San Bernardino County Greenhouse Gas Emission Reduction Plan:** San Bernardino County adopted a Greenhouse Gas Reduction Plan in September 2011, (updated in 2021), which provides guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects located within the unincorporated communities of San Bernardino County. The Project would comply with the Basin Plan (Draft EIR p. 5.11-18). No impact would occur.

**Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan):** The Basin Plan describes existing water quality conditions and establishes water quality goals and policies for all the ground and surface waters of the region. The Project would comply with the Basin Plan (Draft EIR p. 5.11-18). No impact would occur.

### **Regulatory Requirements:**

**RR LU-1: The County of San Bernardino Development Code.** The County's Development Code (Title 8 of the County Code of Ordinances) provides the basis for zoning designations and development regulations in unincorporated areas.

### **Noise**

**Impact Finding NOI-3:** The Project would not expose people residing or working in the Project area to excessive noise levels within an airport land use plan or within two miles of a public airport (Draft EIR Page 5.12-52).

**Facts in Support of Finding:**

Specific Plan Area and Upzone Site: The Specific Plan Area and Upzone Site are approximately 10 miles east and 12 miles northeast of the Ontario International Airport, respectively. According to the Ontario International Airport Land Use Compatibility Plan, both sites are located outside of the 60-65 dBA CNEL noise contour and would not be subject to excessive noise levels due to operations at the Ontario International Airport. The Specific Plan Area and Upzone Site are approximately 10 miles southwest and 9 miles southwest of the San Bernardino International Airport, respectively. According to the San Bernardino International Airport-Eastgate Air Cargo Facility – Aircraft Noise Contour Development, both sites are outside of the 60-65 dBA CNEL noise contour. Thus, implementation and development of the Specific Plan and Upzone Site would not result in a safety hazard or exposure to excessive noise for people residing or working in the area, and no impacts would occur.

**Population and Housing**

**Impact Finding POP-1:** The Project would not induce substantial population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure) (Draft EIR Page 5.13-6).

**Facts in Support of Finding:**

Specific Plan Area: The Project would transition the Specific Plan Area from low density residential uses to light industrial and business park uses. The Project would generate additional long-term jobs in the area and may induce some population growth; however, a majority of employees are expected to come from within the region. Additionally, the immediate availability in the labor pool in the vicinity of the Specific Plan Area is not expected to be constrained due to the current 7.7 percent unemployment rate in the County. By providing new employment opportunities within the community, the Project would contribute toward a more balanced jobs-to-housing ratio (Draft EIR Table 5.13-5), and as such, the available labor pool in the County as well as in Bloomington would adequately meet the Specific Plan's employment demands without directly resulting in new residents or unplanned population growth. Any impact related to population growth would be less than significant.

Upzone Site: The proposed rezone of the Upzone Site would change the zoning from single-family residential to multi-family residential. Though approval of the Project would only rezone the Upzone Site and no physical development or improvements have been proposed at this time, full buildout of the Upzone Site is estimated to result in an additional 480 dwelling units and a net population increase of 725 persons. The SCAG projects population and housing growth in the unincorporated County area (including Bloomington). By 2045, SCAG projects population will increase by 45,000 persons (15 percent) and the numbers of households will increase by 17,900 units (18 percent). Thus, the region is already anticipated to continue growing in population and housing. Therefore, increases to population and housing growth as a result of buildout of the Upzone Site are not considered a significant impact to the environment in unincorporated San Bernardino County or in Bloomington because the net increase would not be substantial unplanned growth.

**Impact Finding POP-2:** The Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere (Draft EIR Page 5.13-9).

**Facts in Support of Finding:**

Specific Plan Area: Implementation of the Project could result in the potential displacements of 78 residential structures (as a result of Opening Year Development – Option 1 and 2) and an additional 39 residential structures (as a result of future development of Planning Area B). However, housing displaced by the Project could be accommodated by the existing housing stock in the region (Draft EIR p. 5.13-10). Additionally, existing residential uses (including nonconforming structures) may remain as they are for as long as desired by the property owners. Therefore, the proposed Policy Plan Amendment and Zoning Amendment associated with the Upzone Site would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.

Upzone Site: Implementation of the Project would result in the potential displacements of 21 single-family dwelling to accommodate up to 480 multi-family residential units. However, housing displaced by the Project could be accommodated by the existing housing stock in the region (Draft EIR p. 5.13-10). Additionally, existing residential uses (including nonconforming structures) may remain as they are for as long as desired by the property owners. Therefore, the proposed Policy Plan Amendment and Zoning Amendment associated with the Upzone Site would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.

**Public Services**

Fire Protection

**Impact Finding PS-1:** The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and response times or other performance objectives for fire protection services (Draft EIR Page 5.14-8).

**Facts in Support of Findings:**

Specific Plan Area and Upzone Site: Implementation of the Project would result in additional calls for fire department services, which would increase needs for fire department staffing and equipment. However, the proposed structures would be constructed from non-flammable concrete and cement, the buildings would have automatic ceiling-mounted fire sprinkler system and would include all fire related safety features pursuant to the California Fire Code (CFC), the County's Building Department and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the Project, and the Fire Department would complete an inspection of all new structures before approval of occupancy permits to ensure that all fire safety features are installed appropriately.

In addition, the San Bernardino County Fire Department has three existing fire stations within 4.5 miles from the Specific Plan Area and Upzone Site; the closest of which is 2.1 roadway miles from the Specific Plan Area and 1.3 roadway miles from the Upzone Site. These existing fire facilities would respond to any emergency or medical services within the Project vicinity, with Station 76

being the primary responding station, as it is the closest to the site. Calls for emergency services from the Project would be accommodated by the existing fire service facilities, and buildout of the Project would not result in a significant impact on the ability to maintain adequate level of fire protection service to the area.

Additionally, the Project would be required to comply with the provisions of the San Bernardino County Fire Protection District Fee Ordinance (Ordinance No. FPD-01), which requires the Project Applicant to make a fee payment to the County that is applied to the funding for fire protection facilities and services. The fees collected would ensure the level of fire protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of new facilities. Therefore, with the payment of development fees pursuant to Ordinance No. FPD-01 and adherence to CFC and County building standards, Project impacts to fire services would be less than significant.

#### Police Services

**Impact Finding PS-2:** The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and response times or other performance objectives for police services (Draft EIR Page 5.14-9).

#### **Facts in Support of Findings:**

Specific Plan Area and Upzone Site: Implementation of the Project would result in the addition of employees, residents, and potentially valuable goods within the Project area, which could result in an increase in calls for law enforcement services. However, the San Bernardino County Sheriff's Department has adequate capacity to serve the proposed Project. Additionally, property tax revenue generated by development of the Project would provide funding for police services and would help to offset the Project's increase in the demand for services.

Overall, implementation of the proposed Project would result in an incremental increase in demands on law enforcement services; but would not be substantial compared to the existing services provided by the Sherriff's Department. Furthermore, buildout of the proposed Project would not result or require development of new, or expansion of existing, Sherriff Department facilities, and impacts would be less than significant.

#### School Services

**Impact Finding PS-3:** The Project would not result in substantial adverse physical impacts associated with school services or the provision of new or physically altered school facilities (Draft EIR Page 5.14-10).

#### **Facts in Support of Findings:**

Specific Plan Area and Upzone Site: Project implementation could result in the loss of up to 213 single-family units in the Specific Plan Area. At the Upzone Site, up to 52 single-family units would be removed and up to 480 multi-family units could be constructed. Based on the Colton Joint Unified School District's student generation rates provided in the CWP EIR (0.7225 per single-family unit and 0.4841per multi-family unit), the Project would generate up to 41 students. According to the District's current attendance boundary maps, the students generated at the Upzone Site would attend Smith Elementary, Baca Middle, and Bloomington High.



Under state law, development projects are required to pay school impact fees in accordance with Senate Bill 50 (SB 50) at the time of building permit issuance. The funding program established by SB 50 allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs and has been found by the legislature to constitute “full and complete mitigation of the impacts of any legislative or adjudicative act...on the provision of adequate school facilities” (Government Code Section 65995[h]). Mandatory payment of school fees would reduce impacts to District schools to less than significant. Furthermore, any project associated with expanding school facilities, whether related to the construction of new facilities or modernization of existing facilities, would be subject to environmental review and mitigation pursuant to CEQA. As such, with Project payment of fees to Colton Joint Unified School District, impacts to school services would be less than significant.

#### Parks and Recreational Services

**Impact Finding PS-4:** The Project would not result in substantial adverse physical impacts associated with park and recreational services or the provision of new or physically altered parks facilities (Draft EIR Page 5.14-10).

#### **Facts in Support of Findings:**

Specific Plan Area and Upzone Site: Full buildout of the proposed Project would result in the generation of new employees and residents in Bloomington. Although new employees and residents may occasionally use local parks, such increase in use is considered marginal and would not result in deterioration to facilities such that the construction or expansion of recreational facilities would be necessary. Additionally, the CWP EIR addressed the demand increase in park services and provides that development (residential and nonresidential) in the Bloomington Community would be accompanied by a direct increase in property tax revenue assessed explicitly for the Bloomington Park and Recreational District to provide park and recreation service. The funds would be used to maintain and operate the existing park facilities and construct additional facilities, as deemed warranted by the Parks and Recreation District. Approval of the proposed Project would proportionately fund necessary improvements created by the Project's increase in use of existing park and recreation facilities. Therefore, impacts related to public parks would be a less than significant impact.

#### Other Services

**Impact Finding PS-5:** The Project would not result in substantial adverse physical impacts associated with other government services or the provision of new or physically altered other public facilities (Draft EIR Page 5.14-10).

#### **Facts in Support of Findings:**

Specific Plan Area & Upzone Site: The Project would contribute to an increased demand for expanded government services and facilities, including libraries, community recreation centers, public health facilities, and/or animal shelters. However, the Project would generate new tax revenues that would contribute to and supplement existing revenue sources for the maintenance and enhancement of these facilities. As such, Project implementation would not adversely affect public facilities or require the construction of new or modified public facilities that are not already addressed in the Draft EIR. Impacts would be less than significant.

## **Transportation**

**Impact Finding TR-1:** The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (Draft EIR Page 5.15-6).

### **Facts in Support of Finding:**

#### **Specific Plan Area**

**Transit:** The Specific Plan Area is served by Omnitrans Route 329. This existing transit service would continue to serve its ridership in the area and may also serve employees of the Specific Plan area. The proposed Specific Plan would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

**Bicycle Facilities:** The Countywide Plan Transportation & Mobility Element identifies Cedar Avenue, Jurupa Avenue, Santa Ana Avenue, and Locust Avenue for planned Class II bike lanes. Class II bike lanes are striped lanes that provide bike travel and can be next to a curb or parking lane. Implementation of the Specific Plan would not alter or conflict with existing or planned bike lanes or bicycle transportation. Thus, impacts related to bicycle facilities would not occur.

**Pedestrian Facilities:** Implementation of the Specific Plan would include roadway improvements within the Specific Plan area that would provide for new sidewalks where none exist currently, thereby improving pedestrian facilities and the sidewalk network. Therefore, the proposed Specific Plan would also not conflict with pedestrian facilities, but instead would provide additional facilities. Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

#### **Upzone Site**

**Transit:** The Upzone Site is served by Omnitrans Route 19, which has stops along San Bernardino Avenue. This existing transit service would continue to serve its ridership in the area and may also serve future residents within the Upzone Site. The proposed rezoning of the Upzone Site would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

**Bicycle Facilities:** The Countywide Plan Transportation & Mobility Element identifies San Bernardino Avenue and Locust Avenue for planned Class II bike lanes. Class II bike lanes are striped lanes that provide bike travel and can be next to a curb or parking lane. The existing bike lanes would be available for use by future residents within the Upzone Site. The proposed rezoning of the Upzone Site would not alter or conflict with existing or planned bike lanes or bicycle transportation, and impacts related to bike lanes would not occur.

**Pedestrian Facilities:** The proposed rezoning of the Upzone Site would not alter any existing sidewalks. Future residential development within the Upzone Site would be reviewed during the permitting process for consistency with transit, bicycle, and pedestrian facilities. Therefore, implementation of the Upzone would not conflict with pedestrian facilities.

**Impact Finding TR-2:** The Project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) regarding vehicle miles traveled (Draft EIR Page 5.15-7).

### **Facts in Support of Finding:**

Specific Plan Area: As described in the Draft EIR, a project is considered to have a less than significant impact if the project vehicle miles traveled (VMT) per person/employee is at least four percent below the existing VMT per person for the unincorporated County. The calculated VMT per employee for the Specific Plan in 2021 was 18.95 VMT per employee (Draft EIR Table 5.15-2), which is less than the baseline VMT threshold of 22.88 VMT per employee. Therefore, VMT impacts from implementation of the Specific Plan would be less than significant.

Upzone Site: As described in the EIR, a project is considered to have a less than significant impact if the project VMT per person/resident is at least four percent below the existing VMT per person for the unincorporated County. The calculated VMT per person for the Upzone Site in 2021 was 23.26 VMT per person (Draft EIR Table 5.15-3), which is less than the calculated threshold of 50.76 VMT per person. Therefore, VMT impacts related to the Upzone would be less than significant.

**Impact Finding TR-3:** The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Draft EIR 5.15-8).

### **Facts in Support of Finding:**

Specific Plan Area: Access to the Specific Plan area would be provided from driveways along Jurupa Avenue and Linden Avenue, and internal driveways along Laurel Avenue, Locust Avenue, and Maple Avenue would be accessed by Santa Ana Avenue or Jurupa Avenue (except for Laurel Avenue as it does not connect to Jurupa Avenue). A signalized intersection would be constructed on Locust Avenue at Driveway #6 as part of the Circulation Plan and infrastructure improvements to provide access to development sites on the east and west sides of Locust Avenue. Truck access would be limited to Jurupa Avenue as only passenger vehicles would have access to Santa Ana Avenue.

All improvements within the public rights-of-way would be installed in conformance with County design standards. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the site. Sight distance at each Project driveway would be reviewed for conformance with San Bernardino County sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. Accordingly, the Project would not create or substantially increase safety hazards due to any design feature.

Upzone Site: No development or improvements are proposed at the Upzone Site as part of the implementation of the Specific Plan. Therefore, the Project would not substantially increase hazards due to geometric design features or incompatible uses at the Upzone Site. Future residential development at the Upzone Site would be evaluated for potential to increase hazards due to geometric design features or incompatible uses at a project-level under separate environmental review and through the County's development permitting process. Therefore, the Project would not create or substantially increase safety hazards due to any design feature.

**Impact Finding TR-4:** The Project would not result in inadequate emergency access (Draft EIR 5.15-9).

### **Facts in Support of Finding:**

Specific Plan Area: Specific Plan buildout would not result in inadequate emergency access to or from the Specific Plan area for emergency vehicles. The Specific Plan would not interfere with the circulation of emergency vehicles along public streets during operation, and roadway improvements resulting from the Circulation Plan would be expected to improve roadway conditions from the existing setting. The Project would be designed to provide access for all emergency vehicles and meet all applicable San Bernardino County Fire and Police Department access requirements. Therefore, impacts would be less than significant.

Upzone Site: The proposed zone change on the Upzone Site would not result in inadequate emergency access and direct access to the Upzone Site. Future development within the Upzone Site would be designed to provide access for all emergency vehicles and meet all applicable San Bernardino County Fire and Police Department access requirements. Therefore, impacts would be less than significant.

### **Utilities and Service Systems**

**Impact Finding UT-1**: The Project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects (Draft EIR Page 5.17-8).

#### **Facts in Support of Finding:**

Specific Plan Area: The proposed Project would include the construction of the following updated water infrastructure:

- Construction of a 16-inch diameter waterline within the Laurel Avenue right-of-way from the existing 12-inch diameter waterline to approximately 1,000 feet southward to serve the southwestern portion of the Specific Plan;
- Upgrade the existing 10-inch diameter waterline in Locust Avenue to a 16-inch diameter waterline between Santa Ana Avenue and the existing 12-inch diameter waterline connecting to Jurupa Avenue;
- Provide a new 12-inch diameter waterline connection in Maple Avenue between the existing 12-inch diameter waterline which runs north to Santa Ana Avenue and the existing 12-inch diameter waterline connecting to the Jurupa Avenue 12-inch diameter waterline;
- Construct a new 12-inch diameter waterline cross-tie between Locust Avenue and Laurel Avenue approximately mid-block between Santa Ana Avenue and Jurupa Avenue.

The new onsite water system would convey water supplies to the proposed residences, industrial uses, and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water. These improvements are consistent with West Valley Water District (WVWD) master plan.

The proposed Project would continue to receive water supplies through the existing 12-inch water main located Linden Avenue and the existing 20-inch water line in Santa Ana Avenue. Both of these water lines have the capacity to provide the increased water supplies needed to serve the proposed Project.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed multi-family residential and commercial uses is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout the Draft EIR. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Upzone Site: No development within the Upzone Site is proposed at this time; however, future development will likely require the construction of additional onsite water infrastructure to serve the proposed future development. There would be no upgrades to off-site facilities required. Therefore, the zone change within the Upzone Site would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

**Impact Finding UT-2:** There are sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years (Draft EIR Page 5.17-9).

**Facts in Support of Finding:**

Specific Plan Area: As shown in Draft EIR Table 5.17-5, the proposed Project would result in a total demand of 477 acre-feet per year (AFY) at full occupancy, which would be a 328 AFY increase in comparison to the water demand from the existing buildings that are included in the Urban Water Management Plan (UWMP) assumptions. The County's 2020 UWMP assumed that the County's total water supply would increase from 36,400 AF in 2020 to 48,400 AF in 2040, which constitutes an increase of 12,000 AF. The UWMP assessed the projected water demand and supply in the service area and concluded that WVWD has an adequate water supply to meet all demands within its service area to 2040. Thus, the County would have water supplies available to serve the Project.

In addition, WVWD has verified that it has the water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with the Project, in addition to existing and planned future uses. Therefore, impacts related to water supplies from the proposed Project would be less than significant.

Upzone Site: Based on the Fontana Water Company (FWC) UWMP's per capita water demand rate of 156 gallons per capita per day, the potential population increase of 725 persons (estimated full buildout) would result in an additional water demand of 126.7 AFY. The FWC has verified that it has the water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with existing and planned future uses within the company's service area. Therefore, impacts would be less than significant.

**Impact Finding UT-3:** The Project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects (Draft EIR Page 5.17-13).

**Facts in Support of Finding:**

Specific Plan Area: The Project would install a new onsite sewer system that includes force mains, gravity lines, a public sewer lift station and sewer easement on the southern portion of Site 3, and two private sewer lift stations adjacent to Sites 1 and 2 that would connect to off-site sewer

facilities. A new 8-inch diameter gravity line will carry flows south along Maple Avenue from immediately south of Santa Ana Avenue to a public lift station on the southwest corner of Maple Avenue at Jurupa Avenue. A new 6-inch diameter force main would carry flows to the Santa Ana Avenue Trunk Sewer. A new 8-inch diameter gravity line would carry flows south along Locust Avenue from immediately south of Santa Ana Avenue to a public lift station just north of the Specific Plan boundary. A new 6-inch diameter force main would carry flows to the Santa Ana Avenue Trunk Sewer. A new 8-inch diameter gravity line along Laurel Avenue would collect flows and meet at a low point just north of the Specific Plan boundary. Flows would travel east across the Specific Plan area to the lift station serving the Locust Avenue facilities.

Rialto's wastewater treatment plant has a remaining treatment capacity of 4 million gallons per day (mgd). Buildout of the Specific Plan is anticipated to generate an additional 532,500 gallons per day or 0.53 mgd of wastewater based on wastewater generation rates previously approved by Inland Empire Utilities Agency (2,500 gallons per day per acre for industrial uses). This represents 13.3 percent of the available remaining capacity at Rialto's wastewater treatment plant. Thus, the addition of 532,500 gallons per day or 0.53 mgd from operation of the Project would not require or result in construction of new wastewater treatment facilities or expansion of existing facilities.

The necessary installation of onsite sewer line and connection to the existing line is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in the Draft EIR. Therefore, the Project would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Upzone Site: There is approximately 4 mgd of available wastewater treatment capacity at Inland Empire Utility Agency's Recycling Plant No. 4. Based on the Inland Empire Utility Agency's wastewater generation rate of 270 gallons per day per dwelling unit, buildout of the additional 459 new dwelling units within the Upzone Site would result in the generation of 123,930 gallons per day or 0.12 mgd. It is anticipated that this additional 0.12 mgd of wastewater would be accommodated by Plant No. 4 and would also be accommodated by existing sewer lines within the surrounding roadways. Therefore, the rezoning of the Upzone Site would not require expansion of existing wastewater facilities and impacts would be less than significant.

**Impact Finding UT-4:** The Project would not result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's project demand in addition to the provider's existing commitments (Draft EIR Page 5.17-14).

#### **Facts in Support of Finding:**

Specific Plan Area: Buildout of the proposed Specific Plan (including Planning Ares A and B) would generate approximately 532,500 gallons per day (gpd) (0.53 mgd) of wastewater that would be conveyed to the Rialto Wastewater Treatment Plant; and would be accommodated by the Plant's remaining capacity of 4 mgd. Impacts related to wastewater treatment plant capacity would be less than significant.

Upzone Site: Buildout of the proposed Upzone Site would generate approximately 123,930 gpd (0.12 mgd) of wastewater that would be conveyed to the Inland Empire Utilities Agency Recycling Plant No. 4 for disposal; and would be accommodated by the Plant's remaining capacity of 4 mgd. Impacts related to wastewater treatment plant capacity would be less than significant.

**Impact Finding UT-5:** The Project would not require or result in the relocation or construction of new or expanded drainage facilities, the construction or relocation of which could cause significant environmental effects (Draft EIR Page 5.17-16).

**Facts in Support of Finding:**

Specific Plan Area: The Project would install new stormwater drainage facilities including:

- Laurel Avenue: A new 48-inch diameter storm drain would convey stormwater south from Santa Ana Avenue approximately 1,800 feet to a new onsite 78-inch diameter storm drain near the southern boundary of the Specific Plan.
- A new onsite 78-inch diameter storm drain extension in Planning Area B near the southern boundary of the Specific Plan would connect with the new storm drain in Laurel Avenue to the west and Locust Avenue to the east.
- Locust Avenue: A new 78-inch diameter storm drain would convey stormwater south from Santa Ana Avenue to Jurupa Avenue.
- Jurupa Avenue: A new 90-inch diameter storm drain would convey stormwater from Locust Avenue for approximately 1,000 feet where the storm drain transitions to a new 60-inch diameter storm drain in Jurupa Avenue. The new 60-inch diameter storm drain would continue conveying stormwater easter to Linden Avenue. Additionally, flows exceeding the Specific Plan-mitigated flow rates would “bubble” out from a series of inlets located on Jurupa Avenue, at or near existing low points and travel south along its historical and natural watercourse.
- Linden Avenue: A new 60-inch diameter storm drain would convey stormwater south from Jurupa Avenue to 5<sup>th</sup> Street.
- 5<sup>th</sup> Street: A new 60-inch diameter storm drain would convey stormwater from Linden Avenue to an existing basin near the eastern terminus of 5<sup>th</sup> Street.
- A new 72-inch diameter storm drain from Alder Avenue crossing the southwestern area of the Specific Plan boundary in Planning Area B to Laurel Avenue and connecting to the new onsite 78-inch diameter storm drain extension that connects Laurel Avenue and Locust Avenue.

The construction impacts of these drainage improvements have been analyzed as part of overall Project construction in other sections of the Draft EIR and would not result in any physical environmental effects beyond those identified. Therefore, the Project would not result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects beyond those evaluated within the Draft EIR and impacts would be less than significant.

Upzone Site: No development is proposed at this time; however, future buildout of the Upzone Site according to its rezone would likely result in the addition of impervious surfaces, which would increase stormwater runoff. As such, it is assumed that buildout of the Upzone Site would require the construction of additional storm drains since the majority of roadways surrounding the Upzone Site do not currently contain storm drainage infrastructure. Development of additional storm drainage infrastructure would be conducted in accordance with planned improvements, as outlined in the County’s Master Plan of Drainage and Comprehensive Storm Drain Plan. Therefore, the zone change within the Upzone Site would not result in the construction of new unplanned storm water drainage facilities or expansion of existing planned facilities, the

construction of which could cause significant environmental effects and impacts would be less than significant.

**Impact Finding UT-6:** The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (Draft EIR Page 5.17-20).

**Facts in Support of Finding:**

Specific Plan Area (Opening Year Development, Options 1 and 2):

Construction: Demolition and construction activities would generate approximately 11,019 tons of solid waste for Development Option 1 and approximately 11,427 tons of solid waste for Development Option 2. This equates to approximately 30.2 tons of debris per day for Opening Year Development – Option 1 and 31.3 tons of debris per day for Opening Year Development – Option 2. The Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste. In 2019, the average tonnage received was 3,056 tons per day. Thus, the facility had additional capacity of 4,444 tons per day. Therefore, the Mid-Valley Sanitary Landfill would be able to accommodate the addition of 30.1 tons of waste per day during construction of the Industrial Business Park Development within Planning Area A.

Operation: Operation of Opening Year Development – Option 1 at buildout would generate approximately 5,477.5 tons of solid waste per year, at least 75 percent of which is required by California law to be recycled, which would reduce the volume of landfilled solid waste to approximately 1,369.4 tons per year, or 26.3 tons per week (Draft EIR Table 5.17-6). Opening Year Development – Option 2 would generate approximately 7,028.3 tons of solid waste per year which would be reduced to 1,757.1 tons per year, or 33.8 tons per week (Draft EIR Table 5.17-7). As described above, the Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste. In 2019, the average tonnage received was 3,056 tons per day. Thus, the facility had additional capacity of 4,444 tons per day. Therefore, the Mid-Valley Sanitary Landfill would be able to accommodate the addition of 26.3 tons of waste per week. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

Future Development Area – Specific Plan Buildout

Construction: Demolition and construction of the future development site would generate approximately 1,559 tons of solid waste during demolition of construction, at least 35 percent of which is required by California law to be recycled, which would reduce the volume of landfilled solid waste to approximately 546 tons of solid waste over the entire period. As described above, the Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste. In 2019, the average tonnage received was 3,056 tons per day. Thus, the facility had additional capacity of 4,444 tons per day. Therefore, the Mid-Valley Sanitary Landfill would be able to accommodate the additional tonnage of waste per day during construction within Planning Area B.

Operation: Operation of the Project at buildout would generate approximately 404.1 tons of solid waste per year, at least 75 percent of which is required by California law to be recycled, which would reduce the volume of landfilled solid waste to approximately 101.03 tons per year, or 1.9 tons per week (Draft EIR Table 5.17-8). As described above, the Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste. In 2019, the average



tonnage received was 3,056 tons per day. Thus, the facility had additional capacity of 4,444 tons per day. Therefore, the Mid-Valley Sanitary Landfill would be able to accommodate the addition of 1.9 tons of waste per week. Thus, future development would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and full buildout of Planning Area B would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

Upzone Site: Based on the CWP EIR's waste generation rate of 10 pounds per day per residential unit, buildout of the Upzone Site would generate approximately 392.4 additional tons of solid waste per year, at least 75 percent of which is required by California law to be recycled, which would reduce the volume of landfilled solid waste to approximately 98.1 tons per year, or 1.9 tons per week (Draft EIR Table 5.17-9). As described above, the Mid-Valley Sanitary Landfill is permitted to accept 7,500 tons per day of solid waste. In 2019, the average tonnage received was 3,056 tons per day. Thus, the facility had additional capacity of 4,444 tons per day. Therefore, the Mid-Valley Sanitary Landfill would be able to accommodate the addition of 1.9 tons of waste per week. Thus, future development within the Upzone Site would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and full buildout of the Upzone Site would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

**Impact Finding UT-7:** The Project would comply with federal, state, and local statutes and regulations related to solid waste (Draft EIR Page 5.17-23).

#### **Facts in Support of Finding:**

Specific Plan Area & Upzone Site: The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the County is subject to the requirements set forth in the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the County's development project permitting process. Therefore, the proposed Project would comply with all solid waste statute and regulations; and impacts would not occur.

## **5. FINDINGS FOR IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT**

The following potentially significant environmental impacts were analyzed in the Draft EIR, which determined that project design features, compliance with existing laws, codes and statutes, regulatory requirements, and implementation of the identified feasible mitigation measures would reduce potentially significant impacts to a level of less than significant. The County has found, in accordance with CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), that "Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment," which is referred to herein as "Finding 1".

Where the potential impact can be reduced to less than significant solely through adherence to and implementation of project design features, standard conditions, and regulatory requirements, these measures are considered "incorporated into the project," which mitigate or avoid the potentially significant effect, and in these situations, the County also makes "Finding 1" even though no mitigation measures are required.

## **Air Quality**

**Impact Finding AQ-2:** Construction of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Draft EIR Page 5.3-31).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures and project design features, as detailed below.

### **Facts in Support of Findings:**

#### **Specific Plan Area & Upzone Site Construction**

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Project were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403 and 1113, which are included as RR AQ-3 and would reduce air contaminants during construction. Draft EIR Table 5.3-7 shows that emissions resulting from construction would exceed criteria pollutant thresholds for VOC and NO<sub>x</sub> in all three scenarios. Thus, Mitigation Measures AQ-1 and AQ-2 are included to require the construction activities to utilize “Super-Compliant” low VOC paints that have be no more than 10g/L of VOC and low VOC paints in parking lots that have no more than 50g/L of VOC, which exceeds the regulatory VOC limits put forth by SCAQMD’s Rule 1113 and require that off-road diesel construction equipment greater than 50 horsepower (>50 HP) to be CARB certified Tier 4 Final or higher. With implementation of Mitigation Measures AQ-1 and AQ-2, emissions of VOC and NO<sub>x</sub> from construction activities would be reduced to below the SCAQMD significance thresholds in all three scenarios, and impacts would be less than significant (Draft EIR Table 5.3-8).

### **Mitigation Measures:**

**MM AQ-1: Super-Compliant Low VOC.** The construction plans and specifications shall state that the Project shall utilize “Super-Compliant” low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC and low VOC paints have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD’s Rule 1113. Super-Compliant low VOC paints shall be no more than 10 g/L of VOC and low VOC paints shall be no more than 50 g/L of VOC.

**MM AQ-2: Tier 4 Final.** The construction plans and specifications shall state that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 Final off-road emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer’s specifications. The Lead Agency shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.

**Impact Finding AQ-3:** The Project would not expose sensitive receptors to substantial pollutant concentrations (Draft EIR Page 5.3-36).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, project design features and regulatory requirements, as detailed below.

## **Facts in Support of Findings:**

### CO Hotspots

Specific Plan Area: An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the State’s one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a “hot spot”. As shown on Draft EIR Table 5.3-12, the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day, and the 1-hour CO concentration was 4.6 ppm. This indicates that, even with a traffic volume of 400,000 vehicles per day, CO concentrations ( $4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$ ) would still not exceed the most stringent 1-hour CO standard (20.0 ppm).

As shown on Draft EIR Table 5.3-13, with operation of the proposed Project in the opening year, trips are lower than the highest daily traffic volumes of 100,000 vehicles per day at the intersection of Wilshire Boulevard and Veteran Avenue in the City of Los Angeles. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO “hot spot”. Therefore, impacts related to CO “hot spots” from operation of the proposed Project would be less than significant.

### Localized Construction Air Quality Impacts

Specific Plan Area: The closest sensitive receptor to the Project area is 59 feet from the Opening Year Development area boundary and 19 feet from the Future Development area boundary. Therefore, the localized significance thresholds (LSTs) for a receptor distance of 25 meters (82 feet) (the closest threshold) is used to evaluate LST emissions.

As shown Draft EIR Tables 5.3-15 and 5.3-16, emissions during the peak construction activity for Opening Year – Option 1 and 2 would not exceed the SCAQMD’s localized significance thresholds under this scenario, and impacts would be less than significant. Draft EIR Table 5.3-17 identifies daily localized onsite emissions that are estimated to occur during construction of the Future Development Area – Specific Plan Buildout. As shown, emissions during the peak construction activity would exceed the SCAQMD’s localized significance thresholds for  $\text{PM}_{10}$  during site preparation activities under this scenario. Therefore, Mitigation Measure AQ-2 would be implemented to reduce construction emissions.

After implementation of Mitigation Measure AQ-2, emissions during peak site preparation activities would not exceed the SCAQMD’s localized significance threshold, as shown on Draft EIR Table 5.3-18. Therefore, with implementation of regulatory requirements and mitigation measures, impacts related to localized significant emissions from construction activity would be less than significant.

### Localized Operational Air Quality Impacts

As shown on Draft EIR Tables 5.3-19 through 5.3-21, emissions from operation of the Opening Year – Option 1 and 2, and Future Development Area would not exceed the SCAQMD’s localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementation of Opening Year – Option 1 and 2 and Future Development Area would result in a less than significant impact related to localized operational emissions.

### Friant Ranch Case

The emissions from the Specific Plan Area are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate each of the Specific Plan's development scenarios localized impacts to air quality for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> by comparing the on-site emissions to the SCAQMD's applicable LST thresholds. In addition, a Construction Health Risk Assessment and Operations Mobile Source Health Risk Assessment was prepared, which is discussed below. As described previously, the proposed Specific Plan development scenarios would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed Specific Plan would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

#### Diesel Particulate Matter

#### ***Operational Health Risk***

##### *Residential Exposure*

Opening Year – Option 1: The residential land use with the greatest potential exposure to toxic air contaminant (TAC) source emissions from the Opening Year – Option 1 would be the residence that is closest to the onsite truck activity (the location of the most concentrated emissions), which is the existing residence at 18507 Jurupa Avenue (OYD1-R9), that is approximately 154 feet southeast of the onsite truck activity. The Mobile Source Health Risk modeling identified the maximum incremental cancer risk at this location is estimated at 4.58 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the Opening Year – Option 1 would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Opening Year – Option 2: The residential land use with the greatest potential exposure to TAC source emissions from the Opening Year – Option 2 would be the residence that is closest to the onsite truck activity (the location of the most concentrated emissions), which is the existing residence at 18507 Jurupa Avenue (OYD2-R7), approximately 154 feet southeast of the onsite truck activity. At this location, the maximum incremental cancer risk attributable to TAC source emissions is estimated at 5.78 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, the Opening Year – Option 2 would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Future Development Area – Specific Plan Buildout: The residential land use with the greatest potential exposure to TAC source emissions from the Future Development Area – Specific Plan Buildout would be the residence that is closest to the onsite truck activity (the location of the most concentrated emissions), which is the existing residence at 18507 Jurupa Avenue (SP-R7), approximately 154 feet southeast of the onsite truck activity. At this location, the maximum incremental cancer risk attributable to TAC source emissions is estimated at 3.11 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the Future Development Area – Specific Plan Buildout would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

### *Workers Exposure*

Opening Year – Option 1: The worker receptor land use with the greatest potential exposure to TAC source emissions is the Bloomington Commerce Center located immediately to the east of the Opening Year – Option 1 area. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.25 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. As such, operation of the Opening Year – Option 1 would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

Opening Year – Option 2: The worker receptor land use with the greatest potential exposure to TAC source emissions is the Bloomington Commerce Center located immediately to the east of the Opening Year – Option 2 area. At this location, 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. As such, operation of the Opening Year – Option 2 would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

Future Development Area – Specific Plan Buildout: The worker receptor land use with the greatest potential exposure to TAC source emissions is the Bloomington Commerce Center located immediately to the east of the site. At this location, the maximum incremental cancer risk impact is 0.20 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. As such, operation of the Future Development Area – Specific Plan Buildout would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

### *School Children Exposure*

Opening Year – Option 1: The school site land use with the greatest potential exposure to DPM source emissions is at Bloomington High School located northwest of Opening Year – Option 1. At the maximally exposed individual school child (MEISC), the maximum incremental cancer risk impact attributable to the proposed development at this location is calculated to be an estimated 0.13 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the proposed development were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the Opening Year – Option 1 would not cause a significant human health or cancer risk to nearby school children and impacts would be less than significant.

Opening Year – Option 2: The school site land use with the greatest potential exposure to DPM source emissions is at Bloomington High School located northwest of the Opening Year – Option 2. At this location, the maximum incremental cancer risk is calculated to be an estimated 0.17 in one million which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the proposed development were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the Opening Year – Option 2 would not cause a significant human health or cancer risk to nearby school children and impacts would be less than significant.

Future Development Area – Specific Plan Buildout: The school site land use with the greatest potential exposure to DPM source emissions is at Bloomington High School located northwest of the site. At this location, 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. At this same location, non-cancer risks attributable to the Future Development Area – Specific Plan Buildout were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, operation of the Future Development Area – Specific Plan Buildout would not cause a significant human health or cancer risk to nearby school children and impacts would be less than significant.

### ***Construction Health Risk***

#### *Individual Exposure Scenario:*

The residential receptor with the greatest potential exposure to Project construction-source diesel particulate matter (DPM) emissions is the residence located at 18665 Jurupa Avenue, approximately 1,080 feet southeast of the Specific Plan area. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project-construction-source DPM emissions is estimated at 3.69 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance than the MEIR analyzed herein, and DPM generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, Project construction would not cause a significant human health or cancer risk to nearby residences, and impacts would be less than significant.

#### *Worker Exposure Scenario:*

The employment receptor with the greatest potential exposure to Project-construction-source DPM emissions is Little Truck Sales, located at 11311 Cedar Avenue, approximately 1,420 feet southeast of the Specific Plan area. At the maximally exposed individual worker (MEIW) receptor, the maximum incremental cancer risk impact is 0.20 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. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers, and impacts would be less than significant.

#### *Student Exposure Scenario:*

The school-site receptor with the greatest potential exposure to Project-construction-source DPM emissions is Walter Zimmerman Elementary School, located north of Project site. The analysis for school impacts utilized appropriate conservative assumptions based on the Office of Environmental Health Hazard Assessment (OEHHA) guidance in order to reflect potential impacts to school-age minors. At this maximally exposed school child (MEISC), the maximum incremental

cancer risk impact attributable to the Project is calculated to be an estimated 0.06 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Any other schools near the Project site would be exposed to less emissions and consequently less impacts than what is disclosed for this MEISC. As such, the Project will not cause a significant human health or cancer risk to nearby students.

**Construction and Operational Impacts:**

The land use with the greatest potential exposure to the Project's construction and operational-source DPM emissions from the most conservative Specific Plan Buildout scenario is the existing residence located at 18665 Jurupa Avenue, approximately 1,080 feet southeast of the Project site. At this MEIR, the maximum incremental cancer risk attributable to Project construction and operational-source DPM emissions is estimated at 4.91 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of the Project's construction and operational activities. All other receptors during construction and operational activities would experience less risk than what is identified for this location. Therefore, impacts would be less than significant.

**Regulatory Requirements:**

**RR AIR-1:** New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11).

**RR AIR- 2:** Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

**RR AIR-3:** Construction activities in the South Coast Air Basin (SoCAB) will be conducted in compliance with any applicable South Coast Air Quality Management District (SCAQMD) rules and regulations, including but not limited to:

- Rules 201, 203, and 219, which regulate permits for installation and use of equipment that may generate air contaminants.
- Rule 402, Nuisance, which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." Additionally, Rule 415, Odors from Rendering Facilities, requires nuisance odor at rendering facilities be controlled.
- Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
- Rule 1113, which limits the volatile organic compound content of architectural coatings.
- Rule 1186, for controlling fugitive dust from vehicular travel on paved and unpaved roads.

- Rule 1403, for minimizing asbestos emissions during building demolition.
- Regulation IX, Standards of Performance for New Stationary Sources (NSPS), and XXIII, New Source Review.
- Regulation XI, Source Specific Standards.
- Regulation XX, Regional Clean Air Incentives Market (RECLAIM).
- Regulation XVI, Mobile Source Offset Programs, and Regulation XXII, Mobile Source Emissions Reduction Programs (Rule 2202).

**Project Design Features:**

**PDF AQ-1:** The Project Applicant/Developer/Operator shall post both interior and exterior facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, SCAQMD, and the building manager.

**PDF AQ-2:** During Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis.

**PDF AQ-3:** Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled, if such equipment is widely available and economically feasible, pursuant to CARB's particulate matter filter requirements.

**PDF AQ-4:** The Project shall provide electrical hook ups to the power grid, rather than use diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and shall use electric tools whenever feasible.

**PDF AQ-5:** The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.

**PDF AQ-6:** During Project construction, the Project contractors shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request.

**PDF AQ-7:** The Project Applicant/Developer shall provide information on transit and ridesharing programs and services to construction employees.

**PDF AQ-8:** The Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

**PDF AQ-9:** The Project Applicant/Developer/Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site



demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

**PDF AQ-10:** The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the project site to be zero-emission beginning in 2030, if such trucks are commercially available, as reasonably determined by the County Planning Division.

**PDF AQ-11:** The Project Applicant/Developer/Tenant shall require all on-site equipment, such as forklifts and yard trucks, to be electric, propane or natural gas with the necessary electrical charging stations provided.

**PDF AQ-12:** The Project Applicant/Developer/Owner shall require tenants to use zero-emission light- and medium-duty trucks as part of business operations, if such trucks are commercially available, as reasonably determined by the County Planning Division.

**PDF AQ-13:** The Project Applicant/Developer shall construct electric truck charging infrastructure consisting of infrastructure (i.e., conduit) to support future installation of charging stations, if such trucks are commercially available, as reasonably determined by the County Planning Division.

**PDF AQ-14:** The Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project.

**PDF AQ-15:** The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity in order to meet California Green Building Code Standards.

**PDF AQ-16:** The Project Applicant/Developer/Owner shall require all stand-by emergency generators to be powered by a non-diesel fuel.

**PDF AQ-17:** The Project owner shall require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

**PDF AQ-18:** The Project owner shall require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.

**PDF AQ-19:** The Project shall meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.

**PDF AQ-20:** The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.

**PDF AQ-21:** The Project Owner/Tenant shall provide meal options onsite or shuttles between the facility and nearby meal destinations.

**PDF AQ-22:** The Project Applicant/Developer/Owner shall post signs at every truck exit driveway providing directional information to the truck route.

**PDF AQ-23:** The Project Applicant/Developer/Owner shall require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such

tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

**PDF AQ-24:** The Project Applicant/Developer/Owner shall encourage tenants to enroll in the United States Environmental Protection Agency's SmartWay program and encourage tenants to use carriers that are SmartWay carriers.

**PDF AQ-25:** The Project Applicant/Developer/Owner shall provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

**PDF AQ-26:** The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the County Planning Division and posted on the construction site prior to issuance of a demolition permit.

**PDF AQ-27:** The Project Applicant/Developer/Contractor shall include a note on grading plans that prohibits grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the [airnow.gov](http://airnow.gov) system the day prior by the Project Contractor.

#### **Mitigation Measures:**

**Mitigation Measure AQ-2: Tier 4 Final.** As listed previously.

#### **Biological Resources**

**Impact Finding BIO-1:** The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Draft EIR Page 5.4-15).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, as detailed below.

#### **Facts in Support of Finding:**

Specific Plan Area: As shown in Draft EIR Table 5.4-2, 12 rare plant species were recorded within the Fontana quadrangle database search conducted on the California Natural Diversity Database (CNDDB). None of the 12 identified special-status plants were observed during the general biological surveys conducted on December 19, 2017, April 10, 2020, and January 20, 2021, and no suitable habitat for special-status plant species was detected within the Specific Plan Area. However, while it is not expected that the Future Development-Specific Plan Buildout Area, including full buildout of all infrastructure areas would support suitable habitat for rare plant species, general biological surveys will be performed for future developments outside of the Opening Year-Options 1 and 2 Development areas to confirm whether suitable habitat exists. As such, MM BIO-1 is included to require habitat surveys for special-status plant species prior to developments in the Future Development-Specific Plan Buildout Area

As shown in EIR Table 5.4-3, a total of 17 sensitive animal species have been recorded within the Fontana quadrangle database search conducted on CNDDB. Of the 17 species, 13 are considered to have no potential to occur and 4 have low to moderate potentials to occur in the

Specific Plan Area. None of the 17 special-status animal species were observed during the general biological surveys conducted on December 19, 2017, April 10, 2020, and January 20, 2021. However, several special-status wildlife species have the potential to occur onsite.

#### *Opening Year Development - Options 1, 2*

The four species that could occur in the Opening Year Development – Option 1 and Option 2 areas are the burrowing owl, Delhi Sands Flower-Loving Fly, San Diego Black-tailed Jackrabbit, and two sensitive bats: the Pocketed free-tailed bat and the Western Yellow Bat.

*Burrowing Owl.* The San Bernardino County Biotic Resources Map shows the Specific Plan Area as an area that may support habitat for burrowing owls. Burrowing owl habitat assessments and surveys were conducted for all four Development Sites of the Opening Year Development and found that no burrowing owls were; however, the site has potential to support burrowing owls due to the presence of suitable habitat. Mitigation Measure BIO-2 has been included to require take avoidance surveys to be conducted prior to ground disturbance for the Opening Year Development—Options 1 and 2 areas and offsite infrastructure areas

*Delhi Sands Flower-Loving Fly.* The San Bernardino County Biotic Resources Map shows the Specific Plan Area as an area that may support habitat for the Delhi Sands Flower-Loving Fly (DSF). A Habitat Suitability Assessment (Appendix D2) prepared for the entire Specific Plan Area found that the Delhi Sands mapped within the Specific Plan Area and within the offsite infrastructure areas are either unsuitable or very low-quality Delhi Sands due to mixing with other soils and adverse changes in soil chemistry. Additionally, there have been no DSF sightings in the Specific Plan Area. Therefore, the Opening Year Options 1 and 2 Development Areas and offsite infrastructure areas do not contain suitable habitat for DSF. No impact to DSF would occur.

*San Diego Black-tailed Jackrabbit.* Planning Area A does not support suitable habitat for this species, and the San Diego black-tailed jackrabbit is not expected to occur. Additionally, no suitable habitat for San Diego black-tailed jackrabbit was identified within the offsite infrastructure areas outside of the Specific Plan Area. Impacts to San Diego Black-tailed Jackrabbit caused by the proposed Opening Year Development Options 1 and 2 would be less than significant.

*Pocketed free-tailed bat.* Residential buildings and other structures located throughout the Specific Plan Area may support suitable roosting habitat for this species, and the nurseries and other trees may provide suitable foraging habitat. Offsite infrastructure areas for the Opening Year Development Options 1 and 2 areas do not support suitable roosting or foraging habitat but are adjacent to potentially suitable habitat.

*Western Yellow Bat.* Planning Area A supports some roosting and foraging habitat based on the presence plant nurseries and other trees in the Planning Area. Offsite infrastructure areas within the Opening Year Development Options 1 and 2 areas do not support suitable roosting or foraging habitat but are adjacent to potentially suitable habitat.

The Opening Year Development Options 1 and 2 areas support potentially suitable roosting and foraging habitat for pocketed free-tail bat and western yellow bat; therefore, MM BIO-3 has been incorporated into the Project to require construction and demolition activities to occur outside the bat maternity roosting season when feasible, which is generally defined as April 1 through August 31.

*Future Development Area – Specific Plan Buildout:* The general biological survey and aerial review found that the Future Development Area may be a suitable habitat for burrowing owl,

pocketed free-tailed bat, western yellow bat, and San Diego black-tailed jackrabbit. As such, mitigation measures related to burrowing owl and sensitive bats are included and outlined in MMs BIO-2 and BIO-3, respectively. MM BIO-4 has been included to require general biological surveys for sensitive animal species, including San Diego black-tailed jackrabbit, prior to future developments in the Future Development Area.

Upzone Site: The proposed rezoning of the Upzone Site is not expected to be developed at this time; however, future development within the Upzone Site has the potential to impact special-status species. Therefore, future development within the Upzone Site would require further biological surveys for special-status plant species, as outlined in MM BIO-1. With the incorporation of MM BIO-1, impacts to special-status plant species within the Upzone Site would be less than significant.

The San Bernardino County Biotic Resources Map shows the Upzone Site as within an overlay area for burrowing owl, which demonstrates that there is potential habitat for burrowing owl. Future development of the Upzone Site would also require biological surveys for special-status wildlife species, as outlined in MM BIO-2, MM BIO-3, and MM BIO-4. With the incorporation of MM BIO-2, MM BIO-3, and MM BIO-4, impacts to special-status wildlife species within the Upzone Site would be less than significant.

#### **Mitigation Measures:**

**Mitigation Measure BIO-1: Rare Plants.** Future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed to determine if any rare plant species have the potential to occur. If suitable habitat is present, a qualified biologist shall survey for sensitive plants during the appropriate time of year (i.e., when the species is readily identifiable, such as during its blooming period) prior to initiating construction activities in a given area. The focused surveys shall be conducted in accordance with published agency guidelines (CDFW 2009, CDFW 2000, USFWS 2000). If rare plants are identified and cannot be avoided, the project-level biological survey report would justify why species-specific mitigation is necessary and propose mitigation to reduce project impacts to a less than significant level.

**Mitigation Measure BIO-2: Burrowing Owl.** Prior to commencement of construction activities (i.e., demolition, earthwork, clearing, and grubbing), habitat assessments to determine whether suitable burrows are present as defined by the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012) shall be conducted within future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The assessment shall also include a 500-foot (150-meter) buffer around proposed development footprints. If suitable burrows are identified, focused surveys shall be conducted by a qualified biologist during the breeding season in accordance with the most recent CDFW guidelines.

Take avoidance surveys shall be conducted within all areas of the Specific Plan Area & Upzone Site (including Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The take avoidance surveys shall be conducted within 14 days and repeated 24 hours prior to construction activities (i.e., demolition, earthwork, clearing, and grubbing) to determine presence of burrowing owl (BUOW). If take avoidance surveys are negative and BUOW is confirmed absent, then ground-disturbing activities shall be allowed to commence, and no further mitigation would be required.

If BUOW is observed during focused surveys and/or take avoidance surveys within any portion of the Study Area (including Opening Year Development—Options 1 and 2 and offsite infrastructure areas), active burrows shall be avoided by the project in accordance with the CDFW's Staff Report (CDFG 2012). The County shall be immediately informed of any BUOW observations. The Project applicant/developer shall consult with the County to determine how to mitigate the impacts to any active burrows. If the County determines that active relocation is required, a BUOW Protection and Relocation Plan (plan) shall be prepared by a qualified biologist, which must be sent for approval by CDFW prior to initiating ground disturbance. The plan shall detail avoidance measures that shall be implemented during construction and passive or active relocation methodology. Relocation shall only occur between September 1 through January 31, outside of the breeding season.

**Mitigation Measure BIO-3: Sensitive Bat Species.** Prior to commencement of construction activities, habitat assessments for sensitive bat species shall be conducted for all future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The following avoidance and minimization measures shall be implemented within all areas of the Specific Plan Area & Upzone Site that support suitable habitat for sensitive bat species. These measures shall also be implemented for Opening Year Development—Options 1 and 2 and offsite infrastructure areas since suitable habitat was identified.

1. Construction activities (i.e., earthwork, clearing, grubbing, etc.) shall occur from September 1 through March 31 and outside the bat maternity roosting season to the extent possible.
2. If construction activities are proposed within the bat maternity roosting season (April 1 through August 31), a qualified biologist experienced with bats shall conduct a pre-construction survey within all suitable habitat. The pre-construction survey shall be conducted 30 days prior to commencing construction/demolition activities and shall consist of two separate surveys conducted no more than a week apart. The second and final survey should be conducted no more than seven days prior to commencing construction/demolition activities. The pre-construction surveys should be conducted using a detector for echolocation calls, such as an Anabat bat detector system. The results of the pre-construction survey shall be documented by the qualified biologist.

If the qualified biologist determines that no sensitive bat maternity roosts are present, the construction activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that sensitive bat maternity roosts are present, the following avoidance and minimization measures shall be implemented:

- a. No construction activities may occur within 300 feet of any sensitive bat maternity roosts. A qualified biologist shall clearly delineate any bat maternity roosts and any required avoidance buffers, which shall be clearly marked with flags and/or fencing prior to the initiation of construction activities.
- b. If construction activities are proposed within 300 feet of a sensitive bat maternity roost, a biological monitor shall be required to observe the behavior of any roosting bats. The construction supervisor shall be notified if the construction activities appear to be altering the bats' normal roosting behavior. No construction activities will be allowed within 300 feet of bat maternity roosts until the additional minimization measures are taken, as determined by the biological monitor in coordination with the County. The biological monitor shall prepare written

documentation of all monitoring activities and any additional minimization measures that were taken, which shall be submitted to the County at the completion of construction activities.

**Mitigation Measure BIO-4: Sensitive Animals.** Future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed for any other sensitive animal species that may be present. The project-level biological survey report shall analyze these projects' impacts on sensitive animal species and shall propose mitigation to reduce project impacts to a less than significant level.

**Mitigation Measure WVLC BIO-1: Pre-Construction Focused Surveys of Proposed Conservation Area and Development Area to Confirm Absence of Special-Status Species.** Pre-construction Survey within the Proposed Development Area for Western Burrowing Owl. The project applicant shall retain a qualified biologist to conduct preconstruction surveys for burrowing owls no fewer than 14 days prior to any ground-disturbing activities, to be repeated 24 hours prior to grading. The preconstruction surveys shall be approved by the City of Fontana Director of Community Development and conducted in accordance with current survey protocols provided in the CDFW Staff Report on Burrowing Owl Mitigation (March 7, 2012). In the event a burrowing owl is found to be present on site during the preconstruction survey, the project applicant shall ensure that the applicable avoidance measures outlined in the CDFW Staff Report on Burrowing Owl Mitigation (March 7, 2012) are applied to the proposed project (e.g., avoid direct impacts on occupied burrows during nesting season). Any active avoidance measures during the breeding season must to be coordinated with CDFW.

Pre-construction Nesting Bird Survey of the Proposed Development Area. Nesting birds are protected pursuant to the MBTA and California Fish and Game Code. If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (January 1 to August 31), a preconstruction clearance survey for nesting birds shall be completed no more than 3 days prior to ground disturbance. This will ensure that no nesting birds adjacent to the construction area will be disturbed during construction. If nesting birds are found, an avoidance buffer no less than 300 feet shall be established around the nest until all young have fledged and the nest is confirmed by a qualified biologist to be no longer active.

**Impact Finding BIO-2:** The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Draft EIR Page 5.4-20).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, as detailed below.

#### **Facts in Support of Finding:**

Specific Plan Area: No sensitive vegetation communities are located within the Specific Plan Area. Based on the biological survey conducted in Planning Area A, there are no jurisdictional features or riparian habitat. Therefore, no impact to sensitive vegetation communities would occur within the Opening Year Development and mitigation is not warranted. Based on the general biological survey and aerial review, the Future Development Area is not expected to support sensitive vegetation communities pursuant to California Department of Fish and Wildlife (CDFW) regulations. However, future developments should be surveyed to confirm. As such, MM BIO-5 is

included to require biological surveys for sensitive vegetation within the Future Development Area.

Planning Area B is not expected to contain jurisdictional features or riparian habitat, however, future developments proposed within Planning Area B will require to undertaken surveys to confirm the lack of jurisdictional features and riparian habitat prior to the approval of any development applications. As such, MM BIO-6 is included to require jurisdictional surveys to determine the presence or absence of jurisdictional features and riparian habitat within Planning Area B. With implementation of MMs BIO-5 and BIO-6, impacts to sensitive vegetation communities within the Specific Plan Area would be less than significant.

Upzone Site: There are no jurisdictional features within the Upzone Site. However, future development of the Upzone Site has the potential to impact sensitive vegetation communities. Therefore, future development proposed within the Upzone Site would require further biological surveys for sensitive vegetation communities and jurisdictional features to be undertaken prior to the approval of any development applications, as outlined in MMs BIO-5 and BIO-6. With incorporation of MMs BIO-5 and BIO-6, impacts to sensitive vegetation communities within the Upzone Site would be less than significant.

#### **Mitigation Measures:**

**Mitigation Measure BIO-5: Sensitive Vegetation Communities.** Future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas) shall be surveyed for sensitive vegetation communities as defined by CDFW. Impacts to sensitive vegetation communities shall first be avoided. Where avoidance is not feasible, sensitive vegetation communities shall be mitigated through habitat acquisition/preservation, restoration, and/or creation.

**Mitigation Measure BIO-6: Jurisdictional Resources.** A jurisdictional assessment shall be conducted for future projects proposed within the Specific Plan Area & Upzone Site (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). Jurisdictional resources shall be avoided when feasible. Where avoidance is not feasible, project-specific impacts to jurisdictional resources shall be addressed and mitigated by federal and state regulators via applicable consulting and permitting process. The types of mitigation required may include onsite or offsite preservation, enhancement, creation, and/or restoration. Mitigation is typically required at a 1:1 ratio or higher and to be accomplished in close proximity to the impacts or at least in the same watershed. Final requirements and locations are, however, subject to change during applicable consultation/permit processes required by the USACE, RWQCB, and CDFW.

Best Management Practices (BMPs) to minimize and avoid impacts to jurisdictional resources during and after construction shall include, but are not limited to, the following:

- Construction-related equipment will be stored in developed areas, outside of the drainage. No equipment maintenance will be done within or adjacent to the drainage.
- Source control and treatment control BMPs will be implemented to minimize the potential contaminants that are generated during and after construction. Water quality BMPs will be implemented throughout the project to capture and treat potential contaminants.
- Substances harmful to aquatic life will not be discharged into the drainage. All hazardous substances will be properly handled and stored.

- A Storm Water Pollution Prevention Plan will be prepared to prevent sediment from entering the drainage during construction.
- To avoid attracting predators during construction, the project will be kept clean of debris to the extent possible. All food-related trash items will be enclosed in sealed containers and regularly removed from site.
- Construction personnel will strictly limit their activities, vehicles, equipment and construction material to the proposed project footprint, staging areas, and designated routes of travel.
- Exclusion fencing will be installed to demarcate the limits of disturbance. The exclusion fencing should be maintained until the completion of construction activities.

**Impact Finding BIO-3:** The Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Draft EIR Page 5.4-21).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, as detailed below.

#### **Facts in Support of Findings:**

Specific Plan Area: No wetland features have been documented within or adjacent to the Specific Plan Area. Planning Area A does not support jurisdictional resources, therefore, no impacts to California Department of Fish and Wildlife (CDFW), U.S. Army Corps of Engineers (USACE), or Santa Ana Regional Water Quality Control Board (RWQCB) jurisdiction would occur, and mitigation is not warranted.

Planning Area B is not expected to support jurisdictional resources, however, future developments proposed in Planning Area B should be surveyed to confirm there are no resources under USACE or RWQCB jurisdiction. Therefore, MM BIO-6 is included to require jurisdictional assessments for projects within Planning Area B.

Upzone Site: No wetland features have been documented within or adjacent to the Upzone Site. However, future development on the Upzone Site has the potential to impact wetlands if any are located on site at the time future development occurs. Therefore, future development within the Upzone Site will need to be surveyed for jurisdictional features prior to construction, as outlined in MM BIO-6. With incorporation of MM BIO-6, impacts to federally protected wetlands within the Upzone Site would be less than significant.

#### **Mitigation Measures:**

**Mitigation Measure BIO-6: Jurisdictional Resources.** As listed previously.

**Impact Finding BIO-4:** The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites (Draft EIR Page 5.4-22).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, as detailed below.



### **Facts in Support of Finding:**

Specific Plan Area & Upzone Site: The Project site contains vegetation with the potential to support native nesting birds. Disturbing or destroying active nests is a violation of the MBTA (16 U.S.C. 703 et seq.). Mitigation Measure BIO-7 states that vegetation clearing should be conducted outside of the nesting season, which is generally identified as March 15 through August 31 for songbirds and January 1 through August 31 for raptors. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, and to implement buffer measures to protect active nests, if any are observed on site. With implementation of Mitigation Measure BIO-7, impacts related to nesting birds would be reduced to a less than significant level.

### **Mitigation Measures:**

**Mitigation Measure BIO-7: Nesting Birds.** Nesting Birds: To the extent possible, construction activities (i.e., demolition, earthwork, clearing, and grubbing) within the Specific Plan Area & Upzone Site, including Opening Year Development—Options 1 and 2 and offsite infrastructure areas, shall occur outside of the general bird nesting season for migratory birds, which is March 15 through August 31 for songbirds and January 1 through August 31 for raptors.

If construction activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird nesting season for migratory songbirds (March 15 through August 31) and raptors (January 1 to August 31), a qualified biologist shall perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the MBTA and CFG Code. The pre-construction survey shall be performed no more than three days prior to the commencement of construction activities. The results of the pre-construction survey shall be documented by the qualified biologist. If construction is inactive for more than seven days, an additional survey shall be conducted.

If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no impacts within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, or as determined by the qualified biologist. The biological monitor may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.

**Impact Finding BIO-6:** The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Draft EIR Page 5.4-23).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, as detailed below.

### **Facts in Support of Finding:**

Opening Year Development: Based on the tree survey conducted for the Opening Year Development, no regulated trees existing within Sites 1 through 4 or within the offsite infrastructure areas. As such, construction of the Opening Year Development and offsite infrastructure would not conflict with any local policy and impacts would be less than significant.

Future Development Area – Specific Plan Buildout: The general biological survey conducted for the Future Development Area identified one tree that would be regulated under San Bernardino County Development Code Section 88.01. Implementation of MM BIO-8 would require a tree inventory to be prepared, within the footprint of all sites where development applications are submitted to identify County-regulated trees, as defined by the County's Plant Protection and Management regulations. MM BIO-8 also requires that any impacts to regulated trees would require a removal permit from the County. With the implementation of MM BIO-8, the construction within the Future Development Area would not conflict with any local policies or ordinances protecting biological resources, and impacts would be less than significant.

Upzone Site: Future developments will require project-specific environmental review to determine potential impacts and to obtain a Native Tree Removal Permit pursuant to Development Code section 88.01.050, if necessary, as outlined in MM BIO-8. Compliance with this mandatory regulatory requirement and implementation of MM BIO-8 would ensure that impacts related to the Upzone Site would be less than significant.

#### **Mitigation Measures:**

**Mitigation Measure BIO-8: County Regulated Trees.** A tree survey shall be conducted for future projects proposed within the Specific Plan Area (excluding Opening Year Development—Options 1 and 2 and offsite infrastructure areas). The survey shall be conducted by an ISA-certified arborist to identify trees regulated under the Section 88.01.070 of the County's Code of Ordinances. If regulated trees will be impacted by a project, a tree removal permit must be obtained prior to impacts.

#### **Cultural Resources**

**Impact Finding CUL-1:** The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 (Draft EIR Page 5.5-8).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures as detailed below.

#### **Facts in Support of Finding:**

Specific Plan Area & Upzone Site: None of the properties within the Specific Plan Area and Upzone Site are listed on the National Register, California Register, the Office of Historic Preservation's Built Environment Resources Directory (BERD), or local registers. However, some of the properties meet the historic resources threshold of being at least 50 years of age for eligibility of listing, i.e., structures on the properties were constructed prior to 1971. Therefore, Mitigation Measure CUL-1 has been included to require preparation of a Historical Resources Assessment for future development of Planning Area B of the Specific Plan and the Upzone Site to verify that historic-age structures are not eligible for listing as historical resources. With implementation of Mitigation Measure CUL-1, impacts related to a substantial adverse change in the significance of a historical resource would be less than significant.

#### **Mitigation Measures:**

**Mitigation Measure CUL-1: Historical Resources Assessment for Future Development of Planning Area B of the Specific Plan and Upzone Site.** Prior to issuance of a grading permit, future development projects in Planning Area B of the Specific Plan or the Upzone Site shall

include the preparation of a historical resources assessment prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history to verify that any buildings, structures, or objects over 45 years of age are not eligible for listing as a historical resource. The qualified architectural historian or historian shall conduct an evaluation of the potential historic resources in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation (OHP) and shall document the evaluation in a report meeting the State OHP guidelines or on Department of Parks and Recreation Series 523 forms. The report shall be submitted to the County Planning Department for review and concurrence.

**Impact Finding CUL-2:** The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 (Draft EIR Page 5.5-11).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, as detailed below.

### **Facts in Support of Finding:**

Specific Plan Area - Opening Year Development – Options 1 and 2: No prehistoric or historic-period archaeological resources were identified during the pedestrian and reconnaissance surveys within the Specific Plan Area. However, the Specific Plan Area is considered sensitive to archaeological resources due to a number of previously recorded prehistoric and historical archaeological sites in the vicinity of the Project area. Due to the disturbed nature of the Specific Plan Area (i.e., current development and landscaping, and historic agricultural operations), Planning Area A has very little, if any, undisturbed land. However, as Project construction requires grading and excavation, there may be undiscovered archaeological resources beneath the surface. Mitigation Measure CUL-2 has been incorporated into the Project to require archaeological monitoring of all developments in the Specific Plan Area. With implementation of Mitigation Measure CUL-2, impacts to archaeological resources would be less than significant.

Future Development – Specific Plan Buildout and Upzone Site: The Specific Plan Area and the Upzone Site are considered sensitive to archaeological resources. Therefore, it is possible that ground-disturbing construction activities in Planning Area B and in the Upzone Site could uncover archaeological resources, and impacts could be potentially significant. As such, Mitigation Measure CUL-2 and CUL-3 have been incorporated into the Project to require archaeological monitoring for all developments within the Specific Plan Area and Upzone Site. With implementation of Mitigation Measure CUL-2 and CUL-3, impacts to archaeological resources would be less than significant.

### **Mitigation Measures:**

#### **Mitigation Measure CUL-2: Archaeological Monitoring of All Developments in the Specific Plan Area and Upzone Site.**

- a) Prior to the issuance of each grading permit for the Specific Plan Area and Upzone Site, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that a qualified professional archeologist meeting the Secretary of Interior's PQS for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61) has been retained to conduct monitoring of rough grading activities. The archaeologist

shall have the authority to redirect earthmoving activities in the event that suspected cultural resources are unearthed during construction activities.

- b) The archaeologist shall prepare a Cultural Resources Monitoring and Treatment Plan, which would be approved by the County and describe processes for archaeological and tribal monitoring and for handling incidental discovery of cultural resources for all ground-disturbing construction and pre-construction activities. The monitoring plan shall be provided to the San Manuel Band of Mission Indians and Gabrieleño Band of Mission Indians – Kizh Nation for review and comment, as detailed in MM TCR-2. Prior to the issuance of a grading permit, the Applicant or construction contractor shall provide evidence to the County of San Bernardino that all construction workers involved with grading and trenching operations have received training by the archaeologist to recognize archaeological resources, including tribal cultural resources, should such resources be unearthed during ground-disturbing construction activities. Pursuant to MM TCR-1, all Native American Tribal Representatives, including the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians – Kizh Nation, shall be allowed to attend the training session.
- c) The training of all construction workers involved with grading and trenching operations shall explain the importance and legal basis for the protection of significant archaeological resources. It will include a brief review of the cultural sensitivity of the construction area and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel involved with grading and trenching operations that begin work following the initial training session must take the training prior to beginning work; the archaeologist shall be available to provide the training on an as-needed basis.
- d) In the event archaeological resources (artifacts or features) are encountered during ground-disturbing activities, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations within a 100-foot radius of the discovery and see identification and evaluation and evaluation of the suspected resource by the archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note.
- e) After the archaeologist makes his/her initial assessment of the nature of the find, the archaeologist shall notify the Native American Tribal Representatives—including the San Manuel Band of Mission Indians Cultural Resources Department and the Gabrieleño Band of Mission Indians – Kizh Nation —as to provide Tribal input with regards to the significance and treatment. If it is not of Native American heritage, the archaeologist shall pursue either protection in place or recovery, salvage, and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the County or a with a recognized scientific or educational repository, including the SCCIC. Per CEQA Guidelines Section

15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources, consistent with CEQA Guidelines Section 15126.4(b)(3)(C). If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage and treatment shall be required at the Applicant's expense.

- f) If a significant tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a tribal resource treatment plan is implemented. A tribal resource treatment plan shall be prepared and implemented, subject to approval by the County of San Bernardino, to protect the identified resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological or tribal cultural resource(s) in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the County of San Bernardino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the County of San Bernardino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and the appropriate Native American Tribe(s).

**Mitigation Measure CUL-3: Archaeological Resources Assessment for Future Developments in Planning Area B of the Specific Plan and Upzone Site.** Prior to the issuance of a grading permit, future developments within Planning Area B of the Specific Plan and Upzone Site will be required to prepare archaeological resource assessments in accordance with the California Office of Historic Preservation: Archaeological Resources Management Report Guidelines, with the purpose to assess, avoid, and mitigate potential impacts to archeological and tribal cultural resources as set forth in CEQA Regulations: Appendix G. Archaeological resources assessments shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's PQS in either prehistoric or historic archaeology. The archaeological resources assessment for undeveloped, large open areas—including along Laurel Avenue within the Specific Plan and the northwest parcel of the Upzone Site—shall include a Phase I pedestrian survey, undertaken to locate any surface cultural materials that may be present. To the extent applicable, the archaeological resources assessment conducted for projects in the Specific Plan Area shall consider analysis and recommendations included in the Phase 1 CRA prepared for the Bloomington Business Park Specific Plan Project (Appendix E of this Draft EIR). In the event archaeological resources are identified by the archaeological resource assessment, Mitigation Measure CUL-2 shall apply.

## **Geology and Soils**

**Impact Finding GEO-1iv:** The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides (Draft EIR Page 5.7-16).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures and regulatory requirements, as detailed below.

### **Facts in Support of Finding:**

Specific Plan Area: According to the Countywide Plan Geologic Hazards Overlay Map and the geotechnical investigation completed for the Specific Plan Area, the southwestern portion of Development Site 2 and a portion of Planning Area B south of Development Site 3 are mapped as having moderate to high susceptibility for landslides. No proposed structures are within the mapped landslide susceptibility area. The proposed structures in Development Site 2 are not within an identified with landslide potential. An addendum prepared by the geologist determined no landslide susceptibility investigation was needed for Development Site 2 unless a structure is proposed in the area of the landslide area. Thus, future development in the mapped landslide susceptibility area within Planning Area B will require a landslide susceptibility investigation in accordance with Mitigation Measure GEO-1 and in compliance with CBC requirements (CWP EIR RR GEO-1).

Upzone Site: The Upzone Site is relatively flat, and there are no areas of landslide susceptibility mapped within or adjacent to the Upzone Site. Therefore, future development within the Upzone Site would not directly or indirectly cause substantial adverse effects involving landslides. As such, impacts would be less than significant.

### **Regulatory Requirements:**

**RR GEO-1: San Bernardino County Development Code: Building Code.** The Project will be designed and constructed in accordance with the San Bernardino County Development Code, which adopts the California Building Code (CBC) and California Residential Code (CRC), which are based on the International Building Code (IBC). New construction, alteration, or rehabilitation shall comply with applicable ordinances set forth by the County and/or by the most recent County building and seismic codes in effect at the time of Project design. In accordance with County Development Code Title 8, Chapter 87.08, a geotechnical investigation is required that must evaluate soil classification, site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the County Building Official. The geotechnical investigation must be prepared by registered professionals (i.e., California Professional Civil Engineer and as necessary a Professional Engineering Geologist). Recommendations of the report, as they pertain to structural design and construction recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations, must be incorporated into the design and construction of the Project.

### **Mitigation Measures:**

**Mitigation Measure GEO-1: Landslide Susceptibility Report.** Future development of structures within the area mapped as having moderate to high landslide susceptibility in Planning

Area B of the Specific Plan shall prepare a landslide susceptibility investigation by registered professionals (i.e., California Professional Civil Engineer and as necessary a Professional Engineering Geologist). The investigation shall be prepared in accordance with requirements of the latest version of the California Building Code, and as warranted include design and construction recommendations to mitigate potential risks and impacts related to potential landslide hazards.

**Impact Finding GEO-3:** The Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (Draft EIR Page 5.7-18).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures and regulatory requirements, as detailed below.

### **Facts in Support of Finding:**

Specific Plan Area: As discussed in Impact GEO-1iv (EIR Pages 5.7-16 - 17), with the exception of the southwest corner of Development Site 2 and a portion of Planning Area B south of Development Site 3, which are mapped as having moderate to high landslide susceptibility, there is negligible landslide potential for the remainder of the Specific Plan Area. The mapped landslide area in Development Site 2 is outside the immediate development footprint. Future development within the area mapped for landslide potential in Planning Area B will require a landslide susceptibility investigation provided in Mitigation Measure GEO-1.

The Specific Plan Area has flat topography soils consisting of medium dense to dense sands and silty soils. Therefore, the potential for lateral spreading at the site is low. Liquefaction potential is also considered low due to the depth of groundwater. As such, impacts related to lateral spreading and liquefaction would be less than significant.

The near-surface soils at Development Sites 1, 2, and 3 of the proposed Project contain artificial/undocumented fill soils that have the potential to collapse when inundated with water. As a result, the geotechnical report recommends remedial grading to remove most of these soils within the proposed foundations. Therefore, any potential impacts related to collapsible soils would be mitigated by standard geotechnical engineering practices. Compliance with the California Building Code (CBC), as required by RR GEO-1, and geotechnical recommendations provided to date (Mitigation Measure GEO-2) and those during construction would mitigate potential soil hazards to less than significant (EIR Pages 5.7-18 – 19).

Upzone Site: There are no areas of landslide or liquefaction susceptibility within or adjacent to the Upzone Site, however, future developments within the Upzone Site would still be required to comply with RR GEO-1. Accordingly, the developments would be designed and constructed to address potential geological conditions in accordance with San Bernardino County Code and CBC requirements. Therefore, potential impacts related to landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

### **Regulatory Requirements:**

**RR GEO-1.** As listed previously.

### **Mitigation Measures:**

**Mitigation Measure GEO-1: Landslide Susceptibility Report.** As listed previously.

**Mitigation Measure GEO-2: Geotechnical Recommendations.** The Geotechnical Investigations completed for development of the Specific Plan Area outside of Opening Year—Option 1 and for development of the Upzone Site shall be submitted to the County of San Bernardino for review and approval. The approved recommendations shall be incorporated into the final design of the improvements proposed at the Specific Plan and implemented during construction. Any subsequent recommendations required by the Project's certified geotechnical engineer or engineering geologist shall be implemented to ensure the Project meets structural requirements of the California Building Code.

**Impact Finding GEO-6:** The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Draft EIR Page 5.7-19).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures.

**Facts in Support of Finding:**

Specific Plan Area: Construction in the Specific Plan Area has the potential to impact paleontological resources. As such, impacts to paleontological resources within the Specific Plan Area are potentially significant. Therefore, Mitigation Measure GEO-3 has been included to require the retention of a paleontologist and the preparation of a paleontological resource mitigation program (PRMP), which would establish mitigation monitoring procedures and discovery protocols, based on industrywide best practices and would reduce potential impacts to a less than significant level.

Upzone Site: Due to the similar soil types found within the Upzone Site and Specific Plan Area, future development in the Upzone Site has the potential to impact paleontological resources that may be unearthed during construction. As such, impacts to paleontological resources within the Upzone Site are potentially significant.

**Mitigation Measures:**

**Mitigation Measure GEO-3: Paleontological Resources.** Prior to grading activities, the Applicant and/or its contractor shall retain a paleontologist selected from the County's list of qualified paleontologists or one who meets the qualifications of the Society of Vertebrate Paleontology standards as Project Paleontologist. The Project Paleontologist shall prepare a paleontological resource mitigation program (PRMP), monitor, salvage, and curate any recovered fossils associated with the Project area, should these be unearthed during ground disturbance within the Project area. Specifically, the Project Paleontologist shall:

- Be present at the pre-grading conference to establish procedures for paleontological resource surveillance.
- Monitor all ground disturbing activities in subareas where unit Qof<sub>3</sub> and Qof<sub>1</sub> are exposed and for ground disturbing activities that are four feet or greater below ground surface where unit Qyf<sub>5</sub> is exposed. The Project Paleontologist may reduce monitoring to spot checks or discontinue at his/her discretion if no intact and significant paleontological resources are encountered after the initial period of full-time monitoring.



- Monitor excavations closely to quickly and professionally recover any fossil remains discovered while not impeding development.

The purpose of the PRMP is to establish mitigation monitoring procedures and discovery protocols, based on industrywide best practices (Murphey et al., 2019) and shall include the following procedures:

- Include a Worker's Environmental Awareness Program (WEAP) training. The WEAP shall be prepared prior to the start of ground disturbance and be presented in person by the Project Paleontologist to all field personnel to describe the types of fossils that may occur in sediments present within the construction areas and the procedures to follow if any are encountered.
- Indicate where construction monitoring will be required for the Project and the frequency of required monitoring (i.e., full time, spot checks, etc.).
- Address the collection and processing (e.g., wet- or dry-screening) of sediment samples to analyze for presence/absence of small-fraction and microscopic fossils.
- Specify the process to be followed in the event paleontological resources are encountered, including ceasing all ground-disturbing activity within 50 feet of the area of the discovery. The Project Paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.
- Describe the different reporting standards to be used for monitoring with negative findings versus monitoring resulting in fossil discoveries.
- Provide details on what sediment samples should be collected, analyzed, and processed to determine the presence/absence of fossils in small-fraction and microscopic grain sizes within the Project area. Fossils uncovered during mitigation activities shall be deposited in an accredited and permanent scientific institution, such as the Western Science Center, for the benefit of current and future generations.
- Specify the criteria for discarding specific fossil specimens. If the Project Paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by Project planning, then recovery may be applied.
  - Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes.
  - Recovery, salvage and treatment shall be done at the applicant's expense.
  - All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist.
  - Resources shall be identified and curated into an established accredited professional repository.
  - The Project Paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

## **Greenhouse Gases**

**Impact Finding GHG-1:** The Project would not generate Greenhouse Gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment (Draft EIR Page 5.8-10).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, as detailed below.

**Facts in Support of Findings:** San Bernardino County employs a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MTCO<sub>2</sub>e/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO<sub>2</sub>e/yr are required to either achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels.

**Specific Plan Area:** Implementation of the proposed Specific Plan would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as onsite equipment).

As shown in Draft EIR Table 5.8-2, construction and operation of Opening Year – Option 1 would generate a net total of approximately 17,347.57 MTCO<sub>2</sub>e/yr. As shown in Draft EIR Table 5.8-3, construction and operation of Opening Year – Option 2 would generate a net total of approximately 22,420.02 MTCO<sub>2</sub>e/yr. As shown in Draft EIR Table 5.8-4, construction and operation of the Future Development Area would generate a net total of approximately 30,515.40 MTCO<sub>2</sub>e/yr. All three project options would exceed the screening threshold of 3,000 MTCO<sub>2</sub>e/yr.

As shown in Draft EIR Table 5.8-6, the proposed Specific Plan Project (including all three development scenarios) would earn 171 points on the County's proposed 2021 GHG Screening Tables, which would exceed 100 points. Mitigation Measure GHG-1 has been included to ensure application of the GHG reduction measures. Additionally, as stipulated by Mitigation Measure GHG-1, individual projects can utilize different measures than those chosen in Table 5.8-6 as long as the total of the measures that are utilized meet 100 points. Therefore, impacts related to greenhouse gas emissions would be less than significant with mitigation.

**Upzone Site:** As shown in Draft EIR Table 5.8-5, buildout of the Upzone Site would result in an increase of approximately 7,416.48 MTCO<sub>2</sub>e/yr; and would exceed the screening threshold of 3,000 MTCO<sub>2</sub>e/yr.

As shown in Draft EIR Table 5.8-7, the Upzone Site would earn 104 points on the County's proposed 2021 GHG Screening Tables, which would exceed 100 points. Mitigation Measure GHG-1 has been included to ensure application of the GHG reduction measures. Additionally, as stipulated by Mitigation Measure GHG-1, individual projects can utilize different measures than those chosen in Table 5.8-7 as long as the total of the measures that are utilized meet 100 points. Therefore, impacts related to greenhouse gas emissions would be less than significant with mitigation.

### **Mitigation Measures:**

**Mitigation Measure GHG-1: GHG Reduction Measures.** Prior to issuance of building permits for each building, the Project Applicant shall provide documentation to the County of San Bernardino Building Department demonstrating that the improvements and/or buildings subject to

the building permit application include measures from the 2021 County of San Bernardino Greenhouse Gas Reduction Plan Screening Tables (June 2021), as needed to achieve the required 100 points. Specific measures may be substituted for other measures that achieve an equivalent amount of GHG reduction, subject to the County of San Bernardino Building Department approval.

### **Hazards and Hazardous Materials**

**Impact Finding HAZ-2:** The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment (Draft EIR Page 5.9-17).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures and regulatory requirements, as detailed below.

#### **Facts in Support of Finding:**

Opening Year Development – Option 1: Phase 1 ESAs were prepared for each of the four proposed development footprints within the Opening Year Development — Option 1 development footprint (Appendices H2-H5). The Phase I ESAs evaluated 60 parcels. Of the 60 parcels, three Recognized Environmental Conditions (RECs), two Historic RECs (HRECs), and 23 De Minimis Conditions (DMCs) were identified; these are discussed on pages 5.9-17 - 27 of the Draft EIR. The Phase 1 ESAs did not identify any Controlled RECs (CRECs).

The constituents of concern related to the three properties with RECs are total petroleum hydrocarbons (TPH; gasoline, diesel, and oil ranges), volatile organic compounds (VOCs), organochlorine pesticides (OCPs), and metals. A Phase II subsurface investigation was conducted for TPH, VOCs, OCPs and metals on three properties within the Opening Year Development — Option 1 development footprint to determine the extent of the potential contamination and whether additional investigation and/or remediation would be necessary prior to the Project's construction activities.

- *Total Petroleum Hydrocarbons.* Only one of the soil samples detected TPH concentration in the equipment/ vehicle repair area at 11146 and 11250 Maple Avenue that is greater than the ESLs (Commercial / Industrial Shallow Soil) and SSLs. The area of impact is approximately 70 feet by 20 feet to a depth of 1.5 feet. As the impacted soil is localized, the Phase II ESA determined that the removal of the top 1 to 2 feet of soil prior to the proposed grading activities would reduce potentially significant impacts to less than significant. Mitigation Measures HAZ-1 and HAZ-2, which require the preparation of a Soil Management Plan and Health and Safety Plan, will ensure that the contaminated soils are properly removed and disposed of, while minimizing exposure to workers and the environment. These Plans shall incorporate the recommendations of the Phase II ESA.
- *Volatile Organic Compounds.*
  - *Soil.* All detections for VOCs in the soil samples were below the ESLs (Commercial / Industrial Shallow Soil) and RSLs (industrial soil).
  - *Soil Vapor.* Acetone and chloromethane were detected in vapor from all five borings and benzene was detected in one boring. All detections were below their respective ESLs (Tier 1 Subslab / Soil Gas) and are not indicative of a significant impact.
- *Organochlorine Pesticides.* The only OCP detected was dieldrin. However, the concentration detected was below the ESLs (Commercial / Industrial Shallow Soil).

- *Metals.* Of the four metals (arsenic, barium, chromium, and lead) detected, only arsenic exceeded the ESLs (Commercial/ Industrial Shallow Soil). The value detected, however, is within the naturally-occurring ambient levels for Southern California that has been determined acceptable by the DTSC. Therefore, the level of arsenic detected does not represent a substantial environmental threat to the property and planned development.

*De Minimis Conditions, Opening Year Development—Option 1.* 20 incidences of minor hazardous conditions were identified within the proposed development area; however, according to the Phase I ESAs, they are not extensive. These DMCs will be removed and properly disposed of prior to grading activities of the proposed improvements (see Mitigation Measures HAZ-1 and HAZ-2).

*Other Environmental Conditions.* Notable environmental conditions exist for all of the properties within the Specific Plan Area (EIR Pages 5.9-21 – 23). Implementation of Mitigation Measures HAZ-1 through HAZ-10 and adherence to additional Regulatory Requirements will minimize potential environmental impacts associated with these conditions to a less than significant level.

Future Development Area – Specific Plan Buildout and Opening Year Development—Option 2: The existing improvements and environmental setting of the areas outside of the development footprints of Opening Year Development—Option 1 in Planning Area A and the entire Planning Area B of the Specific Plan are similar to those of the proposed development area in the Opening Year Development – Option 1. That is, there are outbuildings and businesses that operate at some of the residential properties. These businesses include commercial nurseries, truck transportation shops, equestrian ranches, personal auto repair facilities, animal care and kennels, and vehicle and equipment storage facilities. A Desktop Environmental Due Diligence Review was prepared the Future Development Area of the Specific Plan Area (Appendix I1). The Desktop Review evaluated 58 parcels. Of the 58 parcels, fourteen areas of potential environmental concern (APECs) were identified; one REC was identified; and multiple notable findings were identified; these are discussed below. Additional information on environmental conditions of the Future Development Area is provided in Appendix H1.

Specific Plan Area: Areas of Potential Environmental Concern (APECs) and any hazardous material associated with the Recognized Environmental Conditions (REC) would be removed and properly disposed of prior to grading activities of any proposed improvements (see Mitigation Measures HAZ-1 and HAZ-2). The properties and residences within the Future Development Area may also contain PCBs, ASTs, USTs, septic tank systems, and ACM and LBP. Therefore, all future developments would be required to prepare site-specific environmental site assessments to determine whether environmental conditions exist that would warrant further soil investigation and removal/remediation. Future developments would also be required to comply with Construction Safety Orders 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP) from Title 8 of the California Code of Regulations, Part 61, Subpart M, of the Code of Federal Regulations (pertaining to ACM), Title 23 of the California Code of Regulations, Chapter 16 (pertaining to UST), Hazardous Waste Control Act, Title 29 of the Code of Federal Regulations, Code of Federal Regulations Title 49, Chapter I, and Hazardous Materials Transportation Act as imposed by the USDOT, CalOSHA, CalEPA and DTSC. Compliance with the existing policies and regulations would ensure that the redevelopment of the Future Development Area with industrial uses would minimize potentially significant foreseeable hazards to levels less than significant.

Upzone Site: The existing improvements and environmental setting at the Upzone Site are similar to those of the proposed development area. That is, there are outbuildings and businesses that operate at some of the residential properties. These businesses include commercial nurseries, truck transportation shops, equestrian ranches, personal auto repair facilities, animal care and kennels, and vehicle and equipment storage facilities. The operations of these businesses may handle and store hazardous materials of various types and quantities that if not properly managed could expose workers, surrounding areas, and the environment to safety hazards. The properties and residences may also contain PCBs, ASTs, USTs, septic tank systems, and ACM and LBP. Therefore, all future developments would be required to prepare site-specific environmental site assessments to determine whether environmental conditions exist that would warrant further soil investigation and removal/remediation. Future developments would also be required to comply with Construction Safety Orders 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP) from Title 8 of the California Code of Regulations, Part 61, Subpart M, of the Code of Federal Regulations (pertaining to ACM), Title 23 of the California Code of Regulations, Chapter 16 (pertaining to UST), Hazardous Waste Control Act, Title 29 of the Code of Federal Regulations, Code of Federal Regulations Title 49, Chapter I, and Hazardous Materials Transportation Act as imposed by the USDOT, CalOSHA, CalEPA and DTSC. Compliance with the existing policies and regulations would ensure that the redevelopment of the Upzone Site with multifamily residential would minimize potentially significant foreseeable hazards to levels less than significant.

### Operations

Specific Plan Area: The future tenants within the Specific Plan Area may use, store, and dispose of various types and quantities of hazardous materials that would be required to comply with regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; and San Bernardino County Code Sections 23.0602 and 23.0107) enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and San Bernardino County. The San Bernardino County Fire Department, as CUPA would require that future tenants prepare Business Emergency/Contingency Plans, which provide information to emergency responders and the general public regarding hazardous materials, and coordinates reporting of releases and spill response among businesses and local, state, and federal government authorities. Moreover, the proposed development Project would include a Low Impact Development Plan (LID; see Draft EIR Section 5.8, *Hydrology and Water Quality* and included as RR HYD-1). BMPs would be incorporated in the LID plan that would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project. Therefore, operations within the Specific Plan Area would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving hazardous material. Impacts would be less than significant.

Upzone Site: Rezoning of the Upzone Site would allow the development of up to 480 dwelling units on the site. Residential uses typically do not present a significant hazard associated with the accidental release of hazardous substances into the environment because residents are not anticipated to use, store, dispose, or transport large volumes of hazardous materials. Hazardous substances associated with residential uses are typically limited in both amount and use. Project operation would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, paints, fertilizers, and pesticides) that, when used correctly and in compliance with existing laws and regulations, including pesticide regulations as included in CCR Title 3, would not result in a significant hazard to people and the environment in the vicinity of the Project site.

### **Mitigation Measures:**

**Mitigation Measure HAZ-1: Soil Management Plan (SMP).** The Project Applicant shall retain a qualified environmental consultant to prepare a SMP for all contaminated soils identified as environmental conditions in the Phase 1 and Phase 2 Environmental Site Assessments (Phases 1 and 2 ESAs) prepared for proposed development within the Specific Plan. The SMP shall be submitted to the San Bernardino County Fire Department, Hazardous Materials Division (SBCFD / HMD) for review and approval prior to the commencement of excavation and grading activities. The SMP shall be implemented during excavation and grading activities of the impacted area to ensure that contaminated soils are properly identified, excavated, and disposed of off-site, as follows:

- The SMP shall address field screening, air monitoring, impacted soil excavation and segregation, confirmation sampling, stockpile management and sampling, impacted soil disposal, backfill, import soil sampling and tracking, and documentation.
- The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant, or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the Project Site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.
- Prior to the commencement of grading and excavation, the Phases 1 and 2 ESAs shall be submitted to reported to the SBCFD / HMD for review and comment. The recommendations of the SBCFD / HMD shall be incorporated in the SMP. After approval by SBCFD/HMD, the recommendations contained in all Phase 1 and 2 ESAs shall be incorporated into the SMP.
- A qualified environmental consultant shall be present on the Project Site during grading and excavation activities in the known or suspected locations of contaminated soils and shall be on call at other times as necessary, to monitor compliance with the SMP and to actively monitor the soils and excavations for evidence of contamination.
- During the Project's excavation phase, the Project Applicant shall remove and properly dispose of impacted materials in accordance with the provisions of the SMP. If soil is stockpiled prior to disposal, it will be managed in accordance with the Project's Storm Water Pollution Prevention Plan, prior to its transfer for treatment and/or disposal. All impacted soils would be properly treated and disposed of in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, as well as applicable requirements of the Santa Ana Regional Water Quality Control Board.

**Mitigation Measure HAZ-2: Health and Safety Plan.** Given the presence of known soil contamination on at least a portion of the proposed development area within the Specific Plan, a Health and Safety Plan shall be prepared in compliance with OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120) and Cal/OSHA requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and submitted for review by the SBCFD / HMD. The Health and Safety Plan shall be submitted to the SBCFD / HMD for review and approval prior to the commencement of excavation and grading. The Health and Safety Plan shall address, as appropriate, safety requirements that would serve to avoid significant impacts or risks to workers or the public in the event that elevated levels of

subsurface gases are encountered during grading and excavation and shall include any applicable recommendations contained in all Phase 1 and Phase II ESAs, after the ESAs are approved by SBCFD/HMD. The Health and Safety Plan shall address potential vapor encroachment from the soil contamination, and workers shall be trained to identify exposure symptoms and implement alarm response. The Health and Safety Plan shall have emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory personal protective equipment requirements. The Health and Safety Plan shall be signed by all workers involved in the removal of the contaminated soils to demonstrate their understanding of the risks of excavation.

### **Regulatory Requirements:**

**RR HAZ-1: Transportation of Hazardous Waste.** As listed previously.

**RR HAZ-2: Resource Conservation and Recovery Act.** As listed previously.

**RR HAZ-3: California UST Regulations.** As listed previously.

**RR HAZ-4: ACMs and LBPs.** As listed previously.

**RR HAZ-5: Removal of Hazardous Materials.** As listed previously.

**RR HAZ-6: California Code of Regulations (Title 8, Section 1541).** As listed previously.

**RR HAZ-10: San Bernardino County Fire Hazard Abatement (FHA) Program.** As listed previously.

**RR GEO-1: San Bernardino County Code: Building Code.** As listed previously.

**RR HYD-1: National Pollutant Discharge Elimination System (NPDES).** As listed previously.

**RR HYD-3: Santa Ana RWQCB MS4 Permit.** As listed previously.

### **Noise**

**Impact Finding NOI-1:** The Project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Draft EIR Page 5.12-26).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures and project design features, as described below.

### **Facts in Support of Finding:**

#### **Specific Plan Area & Upzone Site:**

#### **Construction**

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that, when combined, can reach high levels. Construction is expected to occur in the following stages: demolition, excavation, and grading,

building construction, architectural coating, paving. Noise levels generated by heavy construction equipment range from approximately 67 dBA to 79 dBA at 50 feet from the noise source.

However, per Section 83.01.080(g)(3) of the County's Development Code, noise sources associated with construction activities are exempt from the County's established noise standards as long as the activities do not take place between the hours of 7:00 p.m. of any one day and to 7:00 a.m. of the next day, or on Sundays or federal holidays. The proposed Project's construction activities would occur pursuant to these regulations. Thus, the construction activities would be in compliance with the County's construction related noise standards.

As shown on Draft EIR Table 5.12-5, construction noise from the Opening Year – Option 1 at the nearby receiver locations would range from 59.6 to 76.8 dBA Leq. Draft EIR Table 5.12-6 shows that construction noise from the Opening Year – Option 2 at the nearby receiver locations would range from 59.6 to 76.6 dBA Leq, and Draft EIR Table 5.12-7 shows that construction noise from the Future Development Area - Specific Plan Construction Activity at the nearby receiver locations would range from 61.0 to 79.6 dBA Leq. Although construction noise impacts would be less than the Federal Transit Administration's 80 dBA construction noise threshold and less than significant, sensitive receptors adjacent to the Project site will be exposed to higher noise levels. To reduce noise impacts to the residential uses adjacent to the maximum extent feasible, PDF NOI-1 would be incorporated into the Project to require construction best management practices related to noise. Impacts related to construction noise would be less than significant and no mitigation would be required.

#### Operational Noise Standard Compliance

Consistent with similar warehouse uses, the business operations of the proposed Specific Plan would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The onsite industrial use-related noise sources are expected to include: loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, and trash enclosure activity.

Table 5.12-10 shows that these operational noise levels would not exceed the County's exterior noise level standards, as adjusted to reflect the ambient noise levels at all nearby sensitive receiver locations. Despite operational noise levels being below County standards, the Project would include 12 to 14-foot-high walls for Development Sites 1, 2, and 4 to screen sensitive receptors from operational activities. Operational impacts related to the Opening Year – Option 1 would be less than significant with implementation of PDF NOI-2.

Table 5.12-13 shows that these operational noise levels would not exceed the County's exterior noise level standards, as adjusted to reflect the ambient noise levels at all nearby sensitive receiver locations. Operational impacts related to the Opening Year – Option 2 would be less than significant with implementation of PDF NOI-2.

Table 5.12-16 shows that these operational noise levels would not exceed the County's exterior noise level standards, as adjusted to reflect the ambient noise levels at all nearby sensitive receiver locations. Operational impacts related to the Future Development Area - Specific Plan Buildout would be less than significant with implementation of PDF NOI-2.

#### Operational Noise Level Increases

To evaluate if noise from operation of the proposed Specific Plan would result in a substantial increase in ambient noise levels, operational noise levels were combined with the existing



ambient noise levels measurements at the nearby receiver locations. The difference between the combined Specific Plan operational and ambient noise levels describes the noise level increases to the existing ambient noise environment. As indicated on Tables 5.12-17 through 5.12-22, the increase in noise would range from 0.1 to 3.0, which would not generate a significant daytime or nighttime operational noise level increase at the nearby receiver locations. Therefore, impacts would be less than significant with implementation of PDF NOI-2.

#### Off-site Traffic Noise - Specific Plan Area

**Opening Year with Specific Plan Conditions:** The Opening Year without Project conditions exterior noise levels range from 64.5 to 72.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Draft EIR Table 5.12-23 shows that the Opening Year with Project conditions would range from 65.5 to 72.8 dBA CNEL, and that an off-site traffic noise level increases range from 0.0 to 1.0 dBA CNEL, which is less than the 1.5 dBA CNEL threshold for off-site traffic noise from the Project. Thus, off-site traffic noise impacts in the opening year plus Project condition would be less than significant.

**Year 2040 with Specific Plan Conditions:** The General Plan Buildout 2040 without Project exterior noise levels range from 67.0 to 74.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Draft EIR Table 5.12-24 shows that the General Plan Buildout 2040 with Project conditions would range from 67.6 to 74.9 dBA CNEL, which would be an increase of 0.0 to 0.6 dBA CNEL, which is less than the 1.5 dBA CNEL threshold. Thus, off-site traffic noise impacts in the 2040 plus project condition would be less than significant.

#### **Project Design Features:**

**PDF NOI-1: Construction Noise Plan.** Prior to the issuance of a grading permit, the following notes be included on grading plans and building plans. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

1. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer's standards.
2. Construction contractors shall place all stationary construction equipment so that all emitted noise is generated toward the center of the site and away from the noise sensitive receivers nearest the Project site.
3. Construction contractors shall locate equipment staging areas on the Project site in locations that will create the greatest feasible distance between construction related noise sources and noise sensitive receivers nearest the Project site.
4. Construction contractors shall ensure that delivery trucks/haul trucks use designated truck route(s) if possible.

**PDF NOI-2: Industrial/Warehousing Operational Noise:** Construction Plans, specifications, and permits for development of Development Sites 1, 2, and 4 shall include development of the following walls that shall be completed prior to receipt of certificates of occupancy or operational permits for industrial/warehousing uses on Development Sites 1, 2, and 4:

- Development Site 1: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 1.
- Development Site 2: a 12-foot-tall masonry wall shall be constructed along the entire northern perimeter of Development Site 2, and 14-foot-high masonry walls shall be constructed along Locust Avenue and Maple Avenue to screen the truck trailer parking and loading dock areas.
- Development Site 4: a 9-foot-high masonry wall shall be constructed along the perimeter of the truck trailer lot to screen the truck trailer parking lot.

### **Mitigation Measures:**

**Mitigation Measure NOI-1: Construction Vibration:** Construction Plans, specifications, and permits for construction activities within the Specific Plan area and Upzone Site shall specify that large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, and the use of jack hammers and soil compaction equipment are not to be used within 20-feet of occupied sensitive receiver locations. Construction activities within 20 feet of noise sensitive uses shall utilize small rubber-tired or alternative equipment to reduce construction related vibration below the County's threshold of 0.2 in/sec PPV at sensitive receiver locations.

**Impact Finding NOI-2:** The Project would not result in the generation of excessive groundborne vibration or groundborne noise levels (Draft EIR Page 5.2-49).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, as described below.

### **Facts in Support of Finding:**

#### Construction

Demolition, excavation, and grading activities are required for the Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on the reference vibration levels provided by the Federal Transit Administration (FTA), a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet. At distances ranging from 11 feet to 276 feet from construction activities (at the construction site boundaries), construction vibration levels are estimated to range from 0.002 to 0.305 in/sec PPV and would exceed the San Bernardino County 0.2 in/sec PPV threshold for vibration at OYD1-R4 from the Opening Year – Option 1, SP-R6 from the Future Development Area - Specific Plan Buildout, and residences that are within 20 feet of construction of the Upzone Site. Therefore, Mitigation Measure NOI-1 is included, which would require a 20-foot buffer zone that would restrict the use of large, loaded trucks, heavy mobile equipment greater than 80,000 pounds, and the use of jack hammers within 20-feet of occupied sensitive receiver locations represented by OYD1-R4, SP-R6, and those within 20-feet of the Upzone Site.

As shown on Draft EIR Tables 5.12-29 and 5.12-30, with implementation of Mitigation Measure NOI-1, construction vibration levels would be reduced to 0.124 in/sec PPV, which would satisfy the 0.2 in/sec PPV threshold for vibration and reduce impacts to a less than significant level.

#### Operation

Operation of the proposed business park, industrial, and residential uses would include heavy trucks for loading dock activities, deliveries, and moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for the heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA Transit Noise Impact and Vibration Assessment. Truck movements on site would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than the County's Development Code vibration standard of 0.2 in/sec PPV, and therefore, would be less than significant.

#### **Mitigation Measures:**

**MM NOI-1: Construction Vibration:** As listed previously.

#### **Tribal Cultural Resources**

**Impact Finding TRC-1:** The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) (Draft EIR Page 5.16-7).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures and regulatory requirements, as detailed below.

#### **Facts in Support of Finding:**

Specific Plan Area: No prehistoric resource sites or isolates have been identified within the Specific Plan Area and the initial development area has been substantially disturbed by residential and agricultural uses. Therefore, it is unlikely that intact tribal cultural resources exist on the surface, and any potential resources near the subsurface are likely to have been disturbed or destroyed. Nevertheless, due to the Project's proposed soil-disturbing activities that could extend beyond 11 feet below ground surface, it is possible that the development of the Project could disturb native soils that may inadvertently uncover historic archaeological resources, including those of tribal heritage. Mitigation Measures TCR-1 through TCR-3 have been incorporated to reduce impacts to potential tribal cultural resources to a less than significant level.

Upzone Site: According to the CWP EIR, there are no listed archaeological resources in Bloomington, and based on literature review, there are also no recorded prehistoric resource sites or isolates within the Upzone Site. However, future development at the Upzone Site may impact previously unknown TCR due to earth-disturbing activities. Mitigation Measures TCR-1 through TCR-3 have been incorporated to reduce impacts to potential tribal cultural resources to a less than significant level.

#### **Regulatory Requirements:**

**RR TCR-1:** Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it.

**RR TCR-2:** Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods.

**Mitigation Measures:**

**Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.**

- A. The Project Applicant/Developer shall retain a Native American monitor from (or approved by) the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation ("Tribes"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject Project, at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. Monitors from the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation shall provide Native America monitoring services on a rotating basis.
- B. The Project Applicant/Developer shall provide documentation of its retention of a Native American monitor, as provided in Mitigation Measure TCR-1, to the County Planning Department prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The Project Applicant/Developer shall provide the Tribe with a minimum of 15 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.
- D. The Project Applicant/Developer shall hold at least one pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe(s) will inform and educate the Project's construction and managerial crew and staff members (including any Project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the Project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the Project's compliance with the TCR mitigation measures. The Native American Tribe(s) shall be notified of and allowed to attend the pre-grading meeting with the County and Project construction contractors and/or monitor all Project mass grading and trenching activities. In the event that suspected tribal cultural resources are unearthed, the Native American Tribe(s) shall have the authority to redirect earth moving activities in the affected area.
- E. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of

ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/Lead Agency upon written request.

- F. Native American monitoring for the Project shall conclude upon the latter of the following: (1) written confirmation from a designated Project point of contact to the Tribe representatives that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site Project location are complete; or (2) written notice by the Tribe to the Project Applicant/Developer and the County Planning Department that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the Project site and at any off-site project location possesses the potential to impact TCRs.
- G. Any and all archaeological or cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Project Applicant/Developer and the County Planning Department for dissemination to the San Manuel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation. The County Planning Department and/or Project Applicant/Developer shall, in good faith, consult with both Tribes until all ground disturbing activities of the Project are completed.

#### **Mitigation Measure TCR-2: Discovery of TCRs, Human Remains, and/or Grave Goods**

- A. Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation and the San Manuel Band of Mission Indians Cultural Resources Department shall be contacted regarding any cultural resources discovered during construction activities and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. No Project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.

Should the find be deemed significant, as defined by CEQA, a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the Mission Indians and Gabrieleno Band of Mission Indians-Kizh Nation and San Manuel Band of Mission Indians, and all subsequent finds shall be subject to this Plan. The Project Applicant/Developer shall comply with all provisions of the Plan. The Plan shall allow for a Native American monitor to be present that represents Tribes until all ground disturbance activities occurring at the Project site, including offsite areas, are completed, should they elect to place a monitor on-site.

- B. The appropriate Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its discretion, per the Cultural Resources Monitoring and Treatment Plan, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.

- C. If Native American human remains and/or grave goods are discovered or recognized on the Project site or at any off-site project location, then all construction activities shall immediately cease within a 200' radius. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)
- D. Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- E. Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if, per the Cultural Resources Monitoring and Treatment Plan and the Tribes' discretion, resuming construction activities at that distance is acceptable and provides the Project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)
- F. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.
- G. Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

**Mitigation Measure TCR-3: Procedures for Burials, Funerary Remains, and Grave Goods:**

- A. Inadvertent Discovery of Native American Human Remains: Public Resources Code §5097.98 This code invests the NAHC with the authority to designate a Most Likely Descendant (MLD) when Native American human remains and any associated grave items are inadvertently discovered. Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.
- B. If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated "grave goods" (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human

remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.

- D. In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the Project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- E. In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.
- F. Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.
- G. The Tribes will work closely with the Project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

**Impact Finding TRC-2:** The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe (Draft EIR 5.16-8).

The County hereby makes Finding 1 and determines that this impact is Less Than Significant with implementation of mitigation measures, as detailed below.

#### **Facts in Support of Finding:**

Specific Plan Area and Upzone Site: San Bernardino County conducted consultation pursuant to SB 18 and AB 52. As a result of consultation, the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians-Kizh Nation responded and indicated that the Project site lies within the Serrano and Gabrieleño ancestral territory but did not provide specific information or substantial evidence indicating that potential TCR could be within the Specific Plan Area or

Upzone Site. Although consultation with the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians-Kizh Nation did not support substantial evidence that listed or eligible TCRs are within the Specific Plan Area or Upzone Site, the County has considered the Tribe's requests and has included required regulations and mitigation measures, included as Mitigation Measures TCR-1 through TCR-3, to ensure that potential impacts on the inadvertent discovery of TCRs are less than significant (EIR Page 5.16-8).

#### **Mitigation Measures:**

**Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.** As listed previously.

**Mitigation Measure TCR-2: Discovery of TCRs, Human Remains, and/or Grave Goods.** As listed previously.

**Mitigation Measure TCR-3: Procedures for Burials, Funerary Remains, and Grave Goods.** As listed previously.

## **6. FINDINGS FOR SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS**

Where the County has determined pursuant to CEQA Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2) that "Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency," the County's findings is referred to herein as "Finding 2". Based upon the analysis in the Draft EIR, none of the potentially significant environmental impacts require changes or alterations that are within the responsibility and jurisdiction of another public agency, other than the County, and Finding 2 was not made for any of the potentially significant impacts.

Where, as a result of the environmental analysis of the Project, the County has determined that either (1) even with the identification of project design features, compliance with existing laws, codes and statutes, and/or the identification of feasible mitigation measures, potentially significant impacts cannot be reduced to a level of less than significant, or (2) no feasible mitigation measures or alternatives are available to mitigate the potentially significant impact, the County has found in accordance with CEQA Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3) that "Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report," referred to herein as "Finding 3".

### **Air Quality**

**Impact Finding AQ-1:** The Project would result in a conflict with or obstruct implementation of the applicable air quality plan (Draft EIR Page 5.3-29).

The County hereby makes Finding 3 and determines that this impact is Significant and Unavoidable after implementation of Mitigation Measures AQ-1 through AQ-7.

#### **Facts in Support of Findings:**

Specific Plan Area & Upzone Site: The SCAQMD's 2016 AQMP is the applicable air quality plan for the proposed Specific Plan Area and Upzone Site. Pursuant to Consistency Criterion No. 1,



projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, as the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP that result in air quality emissions.

The 2016 AQMP growth data is based on SCAG's 2016 RTP/SCS. The SCAG region is diverse and large, and the types and classifications of land use used by one jurisdiction often differ from those used by another. The result is that there are many different land use types and classifications that SCAG must organize for its own analyses.

The 2016 AQMP does not specifically reflect the proposed land use designation for the Specific Plan Area or Upzone Site. According to Exhibit 32, *Forecasted Regional Development Types by Land Development Categories (2012)-San Bernardino County*, the Project site is classified as being within the Standard Land Development Category (LDC). These areas comprise the majority of separate-use, auto-oriented developments that have characterized the American suburban landscape for decades. Densities in these areas tend to be lower than those in the Compact LDC, and they are generally not highly mixed. Medium- and larger-lot single-family homes comprise the majority of this development form. Standard areas are not typically well served by regional transit service, and most trips are made by automobile. Buildout of the Specific Plan Area and Upzone Site under the Project would be consistent with the Standard LDC and would not be greater than assumed by SCAG's regional forecast projections and also the AQMP's growth projections (Draft EIR p. 5.3-31). Therefore, the Specific Plan is consistent with the SCAQMD 2016 AQMP and would not result in an impact related to Criterion No.1.

An impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed in the Draft EIR, Impact AQ-2 (Draft EIR Page 5.3-31), each of the Project's scenarios would result in regional operational-source emissions that would exceed the thresholds of significance for VOC and NO<sub>x</sub> emissions after implementation of requirements and Mitigation Measures AQ-3 through AQ-7. Therefore, the Project would result in an increase in the frequency or severity of existing air quality violations and contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Thus, the proposed Project would result in an impact related to Consistency Criterion No. 2.

Overall, despite the Project's consistency with SCAG's regional growth forecasts, the Project would lead to increased regional air quality emissions that would exceed thresholds. Therefore, the proposed Specific Plan would result in a conflict with, or obstruct, implementation of the AQMP, and impacts would be significant and unavoidable after implementation of the mitigation measures detailed below.

#### **Mitigation Measures:**

**MM AQ-1: Super-Compliant Low VOC.** The construction plans and specifications shall state that the Project shall utilize "Super-Compliant" low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC paints have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC.

**Mitigation Measure AQ-2: Tier 4.** As listed previously.

**Mitigation Measure AQ-3: Idling Regulations.** The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit.

**Mitigation Measure AQ-4: Energy Efficient Vendor Trucks.** The Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires—to reduce fuel consumption.

**Mitigation Measure AQ-5: Electric Vehicle Charging Stations and Carpool Parking.** The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building for employees and the public to use.

**Mitigation Measure AQ-6: Electric Interior Vehicles.** The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. The requirement that all on-site yard hostlers, yard equipment, forklifts, and pallet jacks shall be zero-emissions equipment, or equivalent language, shall be incorporated in all Project facility lease documents. Prior to issuance of a Certificate of Occupancy, facility owners or tenants shall provide documentation to the County of San Bernardino Planning Division and Business License Department verifying that signed lease documents incorporate the requirement that all on-site yard trucks/hostlers shall be zero-emissions equipment.

**Mitigation Measure AQ-7: Transportation Management.** The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides.

**Impact Finding AQ-2:** Operation of the Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Draft EIR Page 5.3-31).

The County hereby makes Finding 3 and determines that this impact is Significant and Unavoidable after implementation of Mitigation Measures AQ-3 through AQ-7 and project design features AQ-1 through AQ-28.

### **Facts in Support of Findings:**

Specific Plan Area: As shown on Draft EIR Tables 5.3-9 through 5.3-10, the Opening Year – Option 1 operational activities would exceed the numerical thresholds of significance established by the SCAQMD for emissions of both VOC and NO<sub>x</sub>. Additionally, the Opening Year – Option 2

and the Future Development Area - Specific Plan Buildout would also exceed the thresholds of significance for emissions of NO<sub>x</sub>.

The majority of VOC emissions are derived from consumer products. As such, the Project applicant cannot meaningfully control the use of consumer products by future building users via mitigation. On this basis, it is concluded that Project operational-source VOC emissions cannot be definitively reduced below applicable SCAQMD thresholds. Additionally, it should be noted that the majority of the Project's NO<sub>x</sub> emissions are derived from vehicle usage. Since neither the Project applicant nor the County have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant.

As a result, Mitigation Measure AQ-3 would be implemented to install signs at loading dock facilities that restrict idling to no more than 5 minutes pursuant to Title 13 of the California Code of Regulations, Section 2485. Mitigation Measure AQ-4 would incorporate energy efficient vendor trucks. Mitigation Measure AQ-5 requires electric vehicle charging stations and a minimum of 5 carpool parking spaces at each building. Mitigation Measure AQ-6 requires all buildings to be designed to provide infrastructure to support use of electric-powered forklifts and/or other interior vehicles. Mitigation Measure AQ-7 requires that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. However, with compliance with existing rules, and implementation of the mitigation measures, emissions would continue to exceed regional thresholds of significance established by the SCAQMD for emissions of VOC and NO<sub>x</sub>. Therefore, operation of the Specific Plan would result in VOC and NO<sub>x</sub> emissions that would be significant and unavoidable.

Upzone Site: Draft EIR Table 5.3-11 provides the daily regional emissions from operation of buildout of the existing zoning, and buildout of the proposed zoning, and details the net change from the Project. As shown, operation of the proposed zoning at buildout of the Upzone Site would not exceed any of the thresholds of significance, and impacts related to operation of the Upzone Site would be less than significant.

#### **Project Design Features:**

**PDF AQ-1** through **PDF AQ-27**, as listed previously.

#### **Mitigation Measures:**

**Mitigation Measure AQ-3: Idling Regulations.** As listed previously.

**Mitigation Measure AQ-4: Energy Efficient Vendor Trucks.** As listed previously.

**Mitigation Measure AQ-5: Electric Vehicle Charging Stations and Carpool Parking.** As listed previously.

**Mitigation Measure AQ-6: Electric Interior Vehicles.** As listed previously.

**Mitigation Measure AQ-7: Transportation Management.** As listed previously.

## **7. FINDINGS FOR GROWTH INDUCEMENT**

Section 15126.2(d) of the State CEQA Guidelines requires the EIR to address the growth-inducing impact of the Project. Draft EIR Section 6.0 evaluates the potential for the Project to affect

economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

#### Employment Related Growth

The Project would contribute to economic and population growth in the Bloomington community and the surrounding areas; however, the growth would not constitute substantial unplanned growth. The Project would result in approximately 1,769 to 2,270 new jobs/employment opportunities based on the chosen development option. In addition, the proposed Specific Plan and development in Planning Area A may cause indirect economic growth as it would generate revenue to the County through taxes generated by the development. Additionally, employees (short-term construction and long-term operational employees) from the Specific Plan and households at the Upzone Site would purchase goods and services in the region. Any secondary increase in employment growth associated with meeting these incremental demands would be marginal, as these goods and services could be accommodated by existing providers.

The SCAG regional population projections for the unincorporated area of San Bernardino County projects the population to increase by 15 percent and housing stock to increase by 18 percent by 2045 at an annual growth rate of 3.4 percent (between 2016 and 2045). Over this same time period, employment in unincorporated County is expected to increase 3.4% annually. The employment generated by the Project would be within, and not exceed, SCAG's population forecast. As such, the Project would result in direct employment growth at a level that is already anticipated in regional projections; and thus, would be less than significant.

#### Infrastructure Obstacles to Growth

Growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services that requires the construction of new public service facilities, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. The proposed Specific Plan would increase the demand for fire protection and emergency response, police protection, and school services. However, as described in Draft EIR Section 5.14, *Public Services*, the proposed Specific Plan would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service for public services. Based on service ratios and build out projections, the proposed Specific Plan would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Specific Plan would not occur. The proposed Specific Plan would not have significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

#### Economic Growth

The Specific Plan would implement economic activity that would result in an improvement in the jobs-household ratio by providing employment within the largely residential area of unincorporated San Bernardino County, which is a benefit of the Project. In addition, the location of the new employment opportunities would be easily accessible from I-10 and would also accommodate employees in surrounding areas. San Bernardino County has had unemployment rates ranging between 3.4 and 17.1 percent over the last 10 years. Most of the new jobs that would be created by the Project would be positions that do not require a specialized workforce, and this type of workforce exists in the Bloomington community and surrounding communities. Thus, due to existing unemployment and the availability of a workforce, it is anticipated that new jobs that would be generated from Specific Plan implementation would be filled by people within Bloomington and surrounding communities and would not induce an unanticipated influx of new labor into the region or the need for additional housing. Furthermore, the proposed development in Planning Area A

would offer space for new warehouse, distribution e-commerce, light industrial, and business park companies. The Specific Plan would not result in the influx of new labor to serve the increased economic activities that would result from implementation of the Specific Plan.

### Impacts of Growth

Similar to the surrounding cities, the unincorporated community of Bloomington is in the process of transitioning from its historical use of low-density residential and agricultural uses to more dense residential uses and other urbanized uses as planned in the San Bernardino Countywide Plan and through the construction of multiple industrial developments, residential developments and other types of development. Development of the Specific Plan Area may place development pressure on the undeveloped land to the south; however, this area, which is located in the City of Fontana, has already been approved for a light industrial project known as the West Valley Logistics Center. Additionally, development of the Specific Plan Area may place further development pressure on areas to the north, west, and east. However, areas to the north are already developed with residential, commercial, and public uses. Areas to the west are already developed with residential and public uses and areas to the east area already developed with residential, public, and industrial uses. As such, while the Project could spur increased development in areas to the north, west, and east, these areas are already developed. Further, proposed infrastructure is only sized to serve the Specific Plan and would not have capacity to serve additional development projects in the area. The Project would not individually or cumulatively encourage or facilitate substantial growth. Based on the foregoing analysis, the Project would not directly or indirectly result in substantial, adverse growth-inducing impacts.

## **8. FINDINGS FOR SIGNIFICANT IRREVERSIBLE EFFECTS**

Section 15126.2(c) of the CEQA Guidelines requires that an EIR discuss “any significant irreversible environmental changes which would be involved in the proposed action should it be implemented.” Generally, a project would result in significant irreversible environmental changes if one of the following scenarios is involved:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Specific Plan Area would be committed to light industrial, business park, warehousing, distribution, and e-commerce uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
  - Changes in views associated with construction of the new buildings and associated development (Draft EIR Section 5.1, *Aesthetics*)
  - Increased traffic on area roadways (Draft EIR Section 5.15, *Transportation*).

- Emissions of air pollutants associated with Specific Plan construction and operation (Draft EIR Section 5.3, *Air Quality*).
- Consumption of non-renewable energy associated with construction and operation of the proposed Specific Plan due to the use of automobiles, trucks, lighting, heating and cooling systems, appliances, etc. (Draft EIR Section 5.6, *Energy*).
- Increased ambient noise associated with an increase in activities and traffic from the Specific Plan (Draft EIR Section 5.12, *Noise*).
- Construction of the proposed Specific Plan as described in Draft EIR Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

Regarding energy usage from the Project, as demonstrated in the analyses contained in Draft EIR Section 5.6, *Energy*, the Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during construction and operation of proposed development. The proposed development would incorporate energy-generating and conserving project design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. In addition, the Project includes sustainability features that result in additional energy-efficiency.

## 9. FINDINGS REGARDING ALTERNATIVES

Key provisions of the State CEQA Guidelines relating to an alternatives analysis (Section 15126.6 et seq.) are summarized below:

- The discussion of alternatives shall focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more-costly.
- The “No Project” alternative shall be evaluated along with its impact. The “No Project” analysis shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the Project is not approved.
- The range of alternatives required in an EIR is governed by a “rule of reason”; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR.
- An EIR need not consider an alternative if its effects cannot be reasonably ascertained and its implementation is remote and speculative.

### Rationale for Selecting Potentially Feasible Alternatives

The alternatives must include a no-project alternative and a range of reasonable alternatives to the Project if those reasonable alternatives would attain most of the Project objectives while substantially lessening the potentially significant project impacts. The range of alternatives

discussed in an EIR is governed by a “rule of reason,” which the State CEQA Guidelines Section 15126.6(f)(3) defines as:

“ . . . set[ting] forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the Project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.”

Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in the State CEQA Guidelines Section 15126.6(f)(1)) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the Project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative if its effects could not be reasonably identified and its implementation is remote or speculative.

For purposes of this analysis, the Project alternatives are evaluated to determine the extent to which they attain the basic Project objectives, while significantly lessening any significant effects of the Project.

### **Alternatives Considered and Rejected**

**Alternative Site:** An alternate site for the Specific Plan was eliminated from further consideration. The Specific Plan’s focus is to provide for a master planned industrial business park within an urbanized area of unincorporated San Bernardino County that benefits from the I-10 corridor’s regional transportation network and generates employment opportunities in proximity to an available labor pool. There are no other suitable sites within the control of the Project applicant; however, in the event land could be purchased of suitable size, due to the built-out nature of the urbanized unincorporated communities in the Valley Region, development of a master planned industrial business park at a different location would likely require greater demolition of existing structures and require similar mitigation. CEQA specifies that the key question regarding alternative site consideration is whether the basic Project objectives would be attained and if any of the significant effects of the Project would be avoided or substantially lessened by having the Project at another location. It would be infeasible to develop and operate the Project on an alternate site with fewer environmental impacts while also meeting the Project objectives. Therefore, the Alternative Site Alternative was rejected from further consideration.

### **Alternatives Selected for Analyses**

The CEQA Guidelines indicate that an EIR must “describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives” (Guidelines Sec. 15126.6[a]). San Bernardino County analyzed the following 3 alternatives:

- No Project/No Development Alternative
- No Project/Buildout of Existing Zoning Alternative
- Reduced Project/No Specific Plan Alternative

## **Alternative 1: No Project/No Build Alternative**

Under this alternative, the proposed Project would not be developed, and no development would occur. The Specific Plan Area and Upzone Site would remain in the conditions that existed at the time the Notice of Preparation was published (December 30, 2020). In accordance with the CEQA Guidelines, the No Project/No Development Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."

Accordingly, Alternative 1: No Project/No Development provides a comparison between the environmental impacts of the proposed Project in contrast to the result from not approving, or denying, the proposed Project. Thus, this alternative is intended to meet the requirements of CEQA Guidelines Section 15126.6(e) for evaluation of a no project alternative.

**Ability to Reduce Impacts:** The No Project/No Development Alternative would result in continuation of the existing uses within the Specific Plan area and Upzone Site, and the adoption of a Specific Plan and Project-level development would not occur. As a result, this alternative would avoid the significant and unavoidable impacts to air quality that would occur under the Project. Additionally, impacts would be reduced and the mitigation measures that are identified in Chapter 5.0 of the Draft EIR would not be required, which include measures related to air quality, biological resources, cultural resources, geology and soils, GHGs, hazards and hazardous materials, noise, and tribal cultural resources.

However, the environmental benefits of the proposed Project would also not be realized including a broad water quality treatment system and stormwater drainage system to collect, treat, and convey stormwater to an existing basin from the entire 213-acre Specific Plan area. The Specific Plan area has no stormwater drainage facilities in its existing condition. Accordingly, hydrology and water quality impacts related to runoff would be worse under this alternative due to the lack of existing infrastructure.

**Ability to Achieve Project Objectives:** Implementation of the No Project/No Build Alternative would stop any new development from occurring within the Project site, and none of the Project objectives would be achieved under this alternative. The No Project/No Build Alternative would not achieve any of the Project objectives listed in Draft EIR Table 7-8.

**Finding:** San Bernardino County finds that the No Project/No Development Alternative is infeasible based on several economic and social factors. The No Project/No Development Alternative would not implement the Specific Plan, would not diversify Bloomington's economy with a mixed-use business park, would not rezone the Upzone Site to a higher density, and it would not redevelop the underutilized area to provide new employment needs that are compatible with surrounding land uses. The No Project/No Development Alternative fails to meet any of the Project objectives and is rejected on that basis. Thus, the Board of Supervisors rejects the No Project/No Development Alternative on the following grounds, each of which provide a separate and independent basis for the rejection: (1) the No Project/No Development Alternative would not achieve any of the economic goals of the County with respect to redevelopment and re-utilization of the Project site; and (2) the No Project/No Development Alternative fails to meet any of the Project objectives.



## **Alternative 2: No Project / Buildout of Existing Zoning Alternative**

The No Project/Buildout of Existing Zoning Alternative would redevelop and buildout the Specific Plan per the existing underlying zoning. Approximately 199 acres of the Specific Plan are zoned Single Residential with 1-Acre Minimum Lot and Additional Agriculture Overlay (RS-1-AA), and two parcels along Laurel Avenue, Assessor's Parcels Numbers 0256-091-07 and 0256-101-34, are zoned Single Residential with 20,000 SF Lot Minimums (RS-20M). The two parcels zoned RS-20M comprise approximately 14 acres. Under this alternative, the Specific Plan area would be redeveloped with approximately 230 detached single-family dwelling units, which would be a net increase of 113 dwelling units. Additionally, the Upzone Site is zoned RS-20M, and could be redeveloped with up to 52 dwelling units under the existing zoning; however, as this alternative would not rezone the Specific Plan area from residential to non-residential, the Upzone Site would not be necessary. As the Project does not propose any physical redevelopment or improvement of the Upzone Site, likewise this alternative would not include physical redevelopment or improvement of the Upzone Site. This alternative would not require a Policy Plan Amendment or Zoning Amendment as is required for the Project.

**Ability to Reduce Impacts:** The No Project/Buildout of Existing Zoning Alternative would result in development of the Specific Plan Area consistent with the underlying zoning to its maximum buildout potential of 230 dwelling units (113 new dwelling units in addition to the existing 117 dwelling units). Since this alternative does not result in residential zoning being rezoned to a non-residential use, the Upzone Site would not be zoned to a higher density and would remain in its existing condition. Likewise, a Policy Plan Amendment and Zoning Amendment would not be required. This alternative would result in lessened impacts to 13 of the 17 environmental topics analyzed in the Draft EIR and would avoid the significant and unavoidable Project impacts to air quality. Additionally, fewer mitigation measures would be required for this alternative (see Draft EIR Table 7-2).

**Ability to Achieve Project Objectives:** Implementation of the No Project/Buildout of Existing Zoning Alternative would not achieve any of the Project objectives listed in Draft EIR Table 7-8. The No Project/Buildout of Existing Zoning would not create a comprehensive master plan for the Specific Plan area to provide a mix of industrial and business park uses with supporting infrastructure facilities. In addition, other objectives that include diversification of the economy, providing additional employment opportunities, and provision of guidelines and standards for building and site development aesthetics as well as for sustainable development design, would not be met as compared to the proposed Project.

**Finding:** San Bernardino County finds that the No Project/Buildout of Existing Zoning Alternative is infeasible based on several economic and social factors. A key consideration for the County is to diversify the Bloomington economy and increase housing density. The No Project/Buildout of Existing Zoning Alternative would attract fewer businesses and less employment opportunities to area residents and would provide less flexibility to meet the needs of an ever-changing business market. In addition, this alternative does not result in residential zoning being rezoned to a non-residential use. This alternative would avoid significant and unavoidable impacts related to air quality. However, this alternative would not meet any of the Project's objectives. Thus, the Board of Supervisors rejects the No Project/Buildout of Existing Zoning Alternative on the following grounds, each of which provide a separate and independent basis for the rejection: (1) the No Project/Buildout of Existing Zoning Alternative reduces the economic feasibility of the proposed Project by reducing development without eliminating the need for a similar level of mitigation and; (2) the No Project/Buildout of Existing Zoning Alternative fails to meet any of the Project objectives.

### **Alternative 3: Reduced Project / No Specific Plan Alternative**

The Reduced Project/No Specific Plan Alternative would only develop Planning Area A based on the Opening Year Development – Option 1 analyzed in this Draft EIR and would not include the adoption or implementation of the proposed Specific Plan or any proposed industrial development in Opening Year Development—Option 2 or Planning Area B. Under this alternative, a total of approximately 2,113,640 square feet of warehousing on 115.3 acres of Planning Area A, consistent with the Opening Year Development – Option 1, would be approved. Thus, this alternative represents an approximately 35 percent decrease from the maximum buildout potential of the Specific Plan, and an approximately 46 percent decrease in land acreage that would be developed. The remaining approximately 97.7 acres of the Specific Plan Area would remain in its existing condition, and no new development is proposed to occur there under this alternative. A Policy Plan Amendment and Zoning Amendment would not be required for the areas outside of the 115.3-acre development area as no Specific Plan would be adopted.

Infrastructure and circulation improvements would still be required to adequately serve the development; however, additional facilities that would otherwise be necessary to serve the full Specific Plan buildout would not be developed. 59 existing residential structures would be demolished within the area of development for this alternative as compared to up to 117 residential structures in the larger Specific Plan area. Since 115.3 acres of residentially zoned area would be rezoned to non-residential, this alternative would require the proposed rezoning of approximately 7 acres at the Upzone Site from RS-20M to RM to prevent a net loss in housing capacity in Bloomington.

**Ability to Reduce Impacts:** The Reduced Project/No Specific Plan Alternative would result in only the project-level development of the Opening Year Development – Option 1, and the Specific Plan land use document would not be adopted. Since this alternative results in approximately 115 acres of residential zoning being rezoned to a non-residential use, approximately 7 acres of the Upzone Site would be rezoned to a higher density to offset the lost dwelling unit capacity, and impacts would be generally the same but a little less than what is disclosed in the Draft EIR. Similar to the Project, this alternative would not physically develop or improve the Upzone Site. This alternative would result in lessened impacts to 13 of the 17 environmental topics analyzed in the Draft EIR, but would not avoid the significant and unavoidable Project impacts to air quality. Additionally, fewer mitigation measures would be applicable to this alternative (see Draft EIR Table 7-2).

**Ability to Achieve Project Objectives:** Implementation of the Reduced Project/No Specific Plan Alternative would meet some of the Project objectives, but they would not be met to the extent as would be achieved by the proposed Project (as listed in Draft EIR Table 7-8). The Reduced Intensity Alternative would provide some economic opportunities and job growth within the Bloomington community by enhancing the community's available range of industrial and business park employment generating uses. Because the Reduced Intensity Alternative represents an approximately 35 percent decrease from the maximum buildout potential of the Specific Plan, and an approximately 46 percent decrease in land acreage that would be developed than the proposed Project, it would have the ability to attract fewer or smaller businesses and less employment opportunities to area residents. In addition, the smaller development would provide less flexibility to meet the needs of an ever-changing business market.

**Finding:** San Bernardino County finds that the Reduced Project/No Specific Plan Alternative is infeasible based on several economic and social factors. A key consideration for the County is to increase housing density and diversify the economy of Bloomington to provide additional housing and employment opportunities. The Reduced Project/No Specific Plan Alternative would attract fewer or smaller businesses and less employment opportunities to area residents and would provide less flexibility to meet the needs of an ever-changing business market. Thus, the Reduced Project/No Specific Plan Alternative would not achieve the Project objectives nearly to the same extent as the proposed Project, would continue to result in significant and unavoidable impacts, and would continue to require mitigation. The Reduced Project/No Specific Plan Alternative is rejected on that basis. Thus, the Board of Supervisors rejects the Reduced Project/No Specific Plan Alternative on the following grounds, each of which provide a separate and independent basis for the rejection: (1) the Reduced Project/No Specific Plan Alternative reduces the economic feasibility of the proposed Project by reducing development without eliminating the need for a similar level of mitigation; (2) the Reduced Project/No Specific Plan Alternative fails to meet the Project objectives to the same extent as the proposed Project; and (3) the Reduced Project/No Specific Plan Alternative would not avoid the significant and unavoidable impacts of the proposed Project.

### **Environmentally Superior Alternative**

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

The Environmentally Superior Alternative for the proposed Project would be the No Project/No Development Alternative. The Environmentally Superior Alternative among the other alternatives is the No Project/Buildout of Existing Zoning Alternative, which would involve developing the Specific Plan area to its maximum buildout potential based on the underlying residential zoning. Toward that end, this alternative would add a net increase of 113 dwelling units to the existing 117 dwelling units for a total of 230 dwelling units at the Specific Plan area.

This alternative would result in lessened impacts to 13 of the 17 environmental topics analyzed in the Draft EIR and would avoid the significant and unavoidable Project impacts to air quality. A Policy Plan Amendment and Zoning Amendment would not be required. However, this alternative would be required to implement applicable mitigation measures regarding air quality, cultural resources, geology and soils, GHGs, noise, and transportation. Moreover, the No Project/Buildout of Existing Zoning Alternative would not meet any of the Project objectives.

CEQA does not require the County to choose the environmentally superior alternative. Instead, CEQA requires the County to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm.

## **10. STATEMENT OF OVERRIDING CONSIDERATIONS**

## Introduction

San Bernardino County is the Lead Agency under CEQA for preparation, review and certification of the EIR for the Bloomington Business Park Specific Plan Project. As the Lead Agency, the County is also responsible for determining the potential environmental impacts of the proposed action and which of those impacts are significant, and which can be mitigated through imposition of mitigation measures to avoid or minimize those impacts to a level of less than significant. CEQA then requires the Lead Agency to balance the benefits of a proposed action against its significant unavoidable adverse environmental impacts in determining whether or not to approve the proposed Project. In making this determination the County is guided by CEQA Guidelines Section 15093 which states:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal (sic) project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

In addition, CEQA Section 21081(b) requires that where a public agency finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in an EIR and thereby leave significant unavoidable effects, the public agency must also find that overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects of the project.

Pursuant to CEQA Section 21081(b) and the State CEQA Guidelines Section 15093, the County has balanced the benefits of the proposed Project against the unavoidable adverse impacts associated with the Project and has adopted all feasible mitigation measures with respect to these impacts. The County also has examined alternatives to the proposed Project, none of which both meet the Project objectives and are environmentally preferable to the proposed Project for the reasons discussed in the Findings and Facts in Support of Findings.

San Bernardino County, as the Lead Agency for this Project, and having reviewed the EIR for the Bloomington Business Park Specific Plan Project and reviewed all written materials within the County's public record and heard all oral testimony presented at public hearings, adopts this Statement of Overriding Considerations, which has balanced the benefits of the Project against its significant unavoidable adverse environmental impacts in reaching its decision to approve the Project.

## Overriding Considerations

The County, after balancing the specific economic, legal, social, technological, and other benefits of the Project, has determined that the unavoidable adverse environmental impacts identified above may be considered acceptable due to the following specific considerations, which outweigh the unavoidable, adverse environmental impacts of the Project, each of which standing alone is sufficient to support approval of the Project, in accordance with CEQA Section 21081(b) and CEQA Guideline Section 15093.

- **The Project diversifies the local economy.** The Project enhances the local economy by providing for diversification, additional jobs, and business development opportunities commensurate with forecasted growth.
- **Project facilitates economic development.** The Project is intended to facilitate the economic development of the County by creating an expanded employment base, providing new employment opportunities and attracting new businesses.
- **Project would provide ordered development of the Specific Plan Area pursuant to the Specific Plan standards.** The Project would follow the design standards set forth in the Bloomington Business Park Specific Plan to provide for orderly development of the Specific Plan Area with industrial and manufacturing uses.
- **The Project provides both traditional and alternative transportation mode benefits.** The Project would implement roadway, pedestrian, and infrastructure improvements that would provide social and other benefits to the County's residents.
- **The Project creates a high quality and master planned development.** The Project proposes a high quality, master planned light industrial business park that will attract an array of businesses and provide a variety of employment opportunities in the community of Bloomington thereby reducing the need for members of the local workforce to commute outside the area for employment.
- **The Project provides multiple community benefits.** The Project would include a Community Benefits Agreement, which would provide needed funding for multiple community facilities, services, and infrastructure. The Community Benefits Agreement would ensure that proper funding stays within the Community of Bloomington. The Community Benefits Agreement will include a Community Enhancement Fee, which will include funding for law and code enforcement, recreational programming, park operations and maintenance and enhanced public safety specifically for Bloomington.

## 11. ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM

The County has prepared a Mitigation Monitoring and Reporting Program ("MMRP") pursuant to Section 21081.6 of CEQA, and that MMRP is included in the Final EIR. The MMRP is designed to detail compliance with changes in the Project and Mitigation Measures imposed on the Project throughout Project implementation. The measures in the MMRP are fully enforceable through permit conditions, agreements, or other measures.

Pursuant to CEQA Section 21081.6, the Board hereby adopts the MMRP attached to Final EIR. Implementation of the Mitigation Measures contained in the MMRP is hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures set forth herein and the MMRP, the MMRP shall control.

## **12. CONCLUSION**

The Board of Supervisors finds that it has been presented with the EIR, which it has reviewed and considered, and further finds that the EIR is an accurate and objective statement that has been completed in full compliance with CEQA, the State CEQA Guidelines and that the EIR reflects the independent judgment and analysis of the County. The Board of Supervisors declares that no evidence of new significant impacts as defined by the State CEQA Guidelines Section 15088.5 have been received by the Board after circulation of the Draft EIR which would require recirculation. Therefore, the Board hereby certifies the EIR based on the entirety of the record of proceedings, including but not limited to the findings and conclusions reached herein.

# EXHIBIT H

Bloomington Business Park Specific Plan

Draft EIR, link:

[http://www.sbcounty.gov/uploads/LUS/Environmental/Bloomington Business Park Specific Plan/3.%20%20Draft%20EIR%20Bloomington%20Business%20Park%20SPecific%20Plan.pdf](http://www.sbcounty.gov/uploads/LUS/Environmental/Bloomington%20Business%20Park%20Specific%20Plan/3.%20%20Draft%20EIR%20Bloomington%20Business%20Park%20SPecific%20Plan.pdf)

# EXHIBIT I

## Development Code Amendment



## **AMEND CHAPTER 82.23, SECTION 82.23.030 - Adopted Specific Plans**

**Section 82.23.030 (b), Adopted Specific Plan** shall be amended to include the [Bloomington Business Park Specific Plan](#). The following symbols appear as a prefix on the land use zoning district maps to identify the various specific plan areas that have been adopted by the Board:

- (1) Agua Mansa Industrial Corridor Specific Plan AM
- (2) Bloomington Business Park Specific Plan – BP
- ~~(2)~~ (3) Glen Helen Specific Plan GH
- ~~(3)~~ (4) Kaiser Commerce Center Specific Plan KC
- ~~(4)~~ (5) Hacienda at Fairview Valley Specific Plan HF
- ~~(5)~~ (6) Speedway Commerce Center II Specific Plan - SC
- ~~(6)~~ (7) Valley Corridor Specific Plan - VC

(Ord. 4011, passed - -2007; Am. Ord. 4245, passed - -2014; Am. Ord. 4319, passed - -2017)

## **AMEND CHAPTER 86.14, SECTION 86.14.090 - Adopted Specific Plans**

**Section 86.14.090 (b), Adopted Plans**, shall be amended to include the [Bloomington Business Park Specific Plan](#). The following specific plans shall have been adopted by the Board:

- (1) Agua Mansa Industrial Corridor Specific Plan AM
- (2) Bloomington Business Park Specific Plan – BP
- ~~(2)~~ (3) Glen Helen Specific Plan GH
- ~~(3)~~ (4) Kaiser Commerce Center Specific Plan KC
- ~~(4)~~ (5) Hacienda at Fairview Valley Specific Plan HF
- ~~(5)~~ (6) Speedway Commerce Center II Specific Plan - SC
- ~~(6)~~ (7) Valley Corridor Specific Plan - VC

(Ord. 4011, passed - -2007; Am. Ord. 4245, passed - -2014; Am. Ord. 4319, passed - -2017)

# EXHIBIT J

## Comment Letters

## Duron, Heidi - LUS

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**From:** Alejandra Gonzalez <info@sg.actionnetwork.org>  
**Sent:** Thursday, September 15, 2022 10:18 PM  
**To:** Planning Commission Comments  
**Subject:** No more profits over people

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Commissioner Planning Commission,

The potential of the Bloomington Business Park to change the make up of the community and displace a primarily minority community during a pandemic and a housing crisis is nothing short of criminal. I strongly disagree with the proposed plan Bloomington Business Park Plan.

Alejandra Gonzalez  
alejandra.gonzalez001@gmail.com  
275 W Woodcrest St  
Rialto, California 92376

## Duron, Heidi - LUS

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**From:** AMY VASQUEZ <info@sg.actionnetwork.org>  
**Sent:** Thursday, September 15, 2022 8:48 PM  
**To:** Planning Commission Comments  
**Subject:** Please Stop deteriorating our community

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Commissioner Planning Commission,

Use your power to help us raise happy and healthy families, please realize that each city's actions impact us collectively, and remember that we already are heavily impacted by industry.

AMY VASQUEZ  
limeaboutsomething@outlook.com  
1428 BOTHWELL AVE  
COLTON, California 92324

## Duron, Heidi - LUS

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**From:** cynthia sandoval <info@sg.actionnetwork.org>  
**Sent:** Thursday, September 15, 2022 9:03 PM  
**To:** Planning Commission Comments  
**Subject:** Re

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Commissioner Planning Commission,

BLOOMINGTON IS NOT FOR SALE!!!!!!!!!!

cynthia sandoval  
sandovalcindy909@icloud.com  
18717 6th st  
bloomington , California 92316

## Duron, Heidi - LUS

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**From:** Cristina Lopez <info@sg.actionnetwork.org>  
**Sent:** Thursday, September 15, 2022 8:51 PM  
**To:** Planning Commission Comments  
**Subject:** Bloomington Business Park Specific Plan Project.

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Commissioner Planning Commission,

Please stop being selfish and thinking about the money. Put our community first. These are our children, homes and life's that will be impacted in a negative way.

Cristina Lopez  
crislopez80@aol.com  
18122 Byrne St.  
Bloomington , California 92316

**From:** Cris Smith <info@sg.actionnetwork.org>  
**Sent:** Thursday, September 15, 2022 10:51 PM  
**To:** Planning Commission Comments  
**Subject:** Bloomington Business Park Specific Plan

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Commissioner Planning Commission,

Dear County of San Bernardino County Planning Commission and Board of Supervisors,

I am strongly opposed to the proposed Bloomington Business Park Specific Plan Project.

If approved, this project will change the makeup of Bloomington and our lifestyle of raising livestock. The Bloomington Business Park's significant environmental impacts are detrimental to the health and well-being of our community's children, seniors, and families. Therefore, I urge you to represent the interests of the constituents you serve.

Bloomington is home to a diverse group of working-class families who have formed a vibrant community with strong ties to rural living and self-sufficient farming practices. However, once known for its quaint small-town lifestyle in harmony with the natural world, Bloomington has experienced a massive influx of warehouse development, and an ever-growing sea of concrete is consuming our green open spaces. This evident change to the fabric of our community has fueled strong public opposition to the Bloomington Business Park Project and the dangerous growth of warehouse developments next to homes, schools, and parks. If the fate of the Bloomington Business Park Project were at the hands of our community members, this project would not be an agenda item. The community would have promptly rejected the project with direction to the County Planning Division and prioritized developments focused on creating community and fostering a safe and healthy ecosystem where Bloomington residents can ride, work and play because warehouses are not what community members have requested, and certainly not what they deserve.

Therefore, I remind you of what will be irreversibly lost if the Bloomington Business Park Project is accepted. Over 213 acres of residential and agricultural land will be lost to industrial space less than 100 ft. to three public schools (Bloomington High School, Ruth O Harris Middle School, and Walter Zimmerman Elementary School). Our pedestrian and equestrian public spaces will be negatively impacted by an estimated 9,000 vehicle and truck trips on roads in the heart of the community. Undoubtedly, the vibrant and colorful neighborhoods we value will be replaced by changing the character and values of our community. Families in our neighborhoods will experience displacement.

It is my unwavering position that the County of San Bernardino Planning Commissioners and Board of Supervisors unequivocally oppose the Bloomington Business Park Specific Plan. I ask that you consider alternatives to warehouse projects through outreach and a civic engagement process to collaborate with Bloomington community members to create and implement planning that will allow its residents to enjoy a better quality of life now and for generations to come.

I acknowledge that by sending this letter, I am sharing my name, email, zip code, and any other contact information I want to share with the San Bernardino Planning Commissioners, Board of Supervisors, and my information will be part of the public record.

Cris Smith

Cris Smith

first.last.infinity@gmail.com

17364 Anastasia Ave

Fontana, California 92335



**From:** Alicia Ortiz <info@sg.actionnetwork.org>  
**Sent:** Thursday, September 15, 2022 9:17 PM  
**To:** Planning Commission Comments  
**Subject:** Community Members Opposed to the Bloomington Business Park Specific Plan Project

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Commissioner Planning Commission,

Dear County of San Bernardino County Planning Commission and Board of Supervisors,

I am strongly opposed to the proposed Bloomington Business Park Specific Plan Project.

If approved, this project will change the makeup of Bloomington and our lifestyle of raising livestock. The Bloomington Business Park's significant environmental impacts are detrimental to the health and well-being of our community's children, seniors, and families. Therefore, I urge you to represent the interests of the constituents you serve.

Bloomington is home to a diverse group of working-class families who have formed a vibrant community with strong ties to rural living and self-sufficient farming practices. However, once known for its quaint small-town lifestyle in harmony with the natural world, Bloomington has experienced a massive influx of warehouse development, and an ever-growing sea of concrete is consuming our green open spaces. This evident change to the fabric of our community has fueled strong public opposition to the Bloomington Business Park Project and the dangerous growth of warehouse developments next to homes, schools, and parks. If the fate of the Bloomington Business Park Project were at the hands of our community members, this project would not be an agenda item. The community would have promptly rejected the project with direction to the County Planning Division and prioritized developments focused on creating community and fostering a safe and healthy ecosystem where Bloomington residents can ride, work and play because warehouses are not what community members have requested, and certainly not what they deserve.

Therefore, I remind you of what will be irreversibly lost if the Bloomington Business Park Project is accepted. Over 213 acres of residential and agricultural land will be lost to industrial space less than 100 ft. to three public schools (Bloomington High School, Ruth O Harris Middle School, and Walter Zimmerman Elementary School). Our pedestrian and equestrian public spaces will be negatively impacted by an estimated 9,000 vehicle and truck trips on roads in the heart of the community. Undoubtedly, the vibrant and colorful neighborhoods we value will be replaced by changing the character and values of our community. Families in our neighborhoods will experience displacement.

It is my unwavering position that the County of San Bernardino Planning Commissioners and Board of Supervisors unequivocally oppose the Bloomington Business Park Specific Plan. I ask that you consider alternatives to warehouse projects through outreach and a civic engagement process to collaborate with Bloomington community members to create and implement planning that will allow its residents to enjoy a better quality of life now and for generations to come.

I acknowledge that by sending this letter, I am sharing my name, email, zip code, and any other contact information I want to share with the San Bernardino Planning Commissioners, Board of Supervisors, and my information will be part of the public record.

Alicia Ortiz  
Ortizalicia909@gmail.com  
18175 Otilia St.  
Bloomington , California 92316

## Duron, Heidi - LUS

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**From:** Yesica Ortiz <info@sg.actionnetwork.org>  
**Sent:** Thursday, September 15, 2022 9:14 PM  
**To:** Planning Commission Comments  
**Subject:** Community Members Opposed to the Bloomington Business Park Specific Plan Project

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Commissioner Planning Commission,

Dear County of San Bernardino County Planning Commission and Board of Supervisors,

I am strongly opposed to the proposed Bloomington Business Park Specific Plan Project.

If approved, this project will change the makeup of Bloomington and our lifestyle of raising livestock. The Bloomington Business Park's significant environmental impacts are detrimental to the health and well-being of our community's children, seniors, and families. Therefore, I urge you to represent the interests of the constituents you serve.

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It is my unwavering position that the County of San Bernardino Planning Commissioners and Board of Supervisors unequivocally oppose the Bloomington Business Park Specific Plan. I ask that you consider alternatives to warehouse projects through outreach and a civic engagement process to collaborate with Bloomington community members to create and implement planning that will allow its residents to enjoy a better quality of life now and for generations to come.

I acknowledge that by sending this letter, I am sharing my name, email, zip code, and any other contact information I want to share with the San Bernardino Planning Commissioners, Board of Supervisors, and my information will be part of the public record.

Yesica Ortiz

yesicao.yo@gmail.com

18175 Otilia St.

Bloomington , California 92316

## Duron, Heidi - LUS

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**From:** Andrea Hernandez <info@sg.actionnetwork.org>  
**Sent:** Thursday, September 15, 2022 9:26 PM  
**To:** Planning Commission Comments  
**Subject:** Dear County of San Bernardino County Planning Commission and Board of Supervisors,

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Commissioner Planning Commission,

I am strongly opposed to the proposed Bloomington Business Park Specific Plan Project.

If approved, this project will change the makeup of Bloomington and our lifestyle of raising livestock. The Bloomington Business Park's significant environmental impacts are detrimental to the health and well-being of our community's children, seniors, and families. Therefore, I urge you to represent the interests of the constituents you serve.

Bloomington is home to a diverse group of working-class families who have formed a vibrant community with strong ties to rural living and self-sufficient farming practices. However, once known for its quaint small-town lifestyle in harmony with the natural world, Bloomington has experienced a massive influx of warehouse development, and an ever-growing sea of concrete is consuming our green open spaces. This evident change to the fabric of our community has fueled strong public opposition to the Bloomington Business Park Project and the dangerous growth of warehouse developments next to homes, schools, and parks. If the fate of the Bloomington Business Park Project were at the hands of our community members, this project would not be an agenda item. The community would have promptly rejected the project with direction to the County Planning Division and prioritized developments focused on creating community and fostering a safe and healthy ecosystem where Bloomington residents can ride, work and play because warehouses are not what community members have requested, and certainly not what they deserve.

Therefore, I remind you of what will be irreversibly lost if the Bloomington Business Park Project is accepted. Over 213 acres of residential and agricultural land will be lost to industrial

space less than 100 ft. to three public schools (Bloomington High School, Ruth O Harris Middle School, and Walter Zimmerman Elementary School). Our pedestrian and equestrian public spaces will be negatively impacted by an estimated 9,000 vehicle and truck trips on roads in the heart of the community. Undoubtedly, the vibrant and colorful neighborhoods we value will be replaced by changing the character and values of our community. Families in our neighborhoods will experience displacement.

It is my unwavering position that the County of San Bernardino Planning Commissioners and Board of Supervisors unequivocally oppose the Bloomington Business Park Specific Plan. I ask that you consider alternatives to warehouse projects through outreach and a civic engagement process to collaborate with Bloomington community members to create and implement planning that will allow its residents to enjoy a better quality of life now and for generations to come.

I acknowledge that by sending this letter, I am sharing my name, email, zip code, and any other contact information I want to share with the San Bernardino Planning Commissioners, Board of Supervisors, and my information will be part of the public record.

Andrea Hernandez  
andy9819hernez08@gmail.com

Bloomington , California 92316

## Duron, Heidi - LUS

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**From:** Jimena Hernandez <info@sg.actionnetwork.org>  
**Sent:** Thursday, September 15, 2022 9:37 PM  
**To:** Planning Commission Comments  
**Subject:** I am strongly opposed to the proposed Bloomington Business Park Specific Plan Project

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Commissioner Planning Commission,

I strongly oppose to the project because it affects the students educational environment. With having warehouses around most schools can affects the air pollution by all the items that are inside the warehouse. It's going to be harder to drop off and pick up students with all the trailers coming in and out of warehouses. Students have hobbies that consist of going to parks to practice for games. I hope this letter can help to avoid building new projects where students have fun.

Jimena Hernandez  
jimena20hernandez03@gmail.com  
18480 10th Street  
Bloomington, California 92316

**From:** [Macedonio Gonzalez](#)  
**To:** [Planning Commission Comments](#)  
**Subject:** No to the Bloomington Business Park Plan  
**Date:** Thursday, September 15, 2022 9:17:47 PM

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**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Commissioner Planning Commission,

As a resident and business owner, I do not agree with the Bloomington Park Plan and urge appointed and elected officials to reject this senseless plan.

Macedonio Gonzalez  
mgonzalez.landscape@gmail.com  
18537 Santa Ana Ave  
Bloomington, California 92316





**From:** [Jonathan Weldy](#)  
**To:** [Duron, Heidi - LUS](#)  
**Subject:** Fwd: Bloomington follow up  
**Date:** Friday, September 16, 2022 6:29:28 AM  
**Attachments:** [image001.png](#)

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**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Heidi, can you be certain the email below is part of the public record & available to the balance of the planning commission?

Thank you,

Jonathan Weldy  
909-380-9919

----- Forwarded message -----

**From:** Rebecca Boydston <[Rboydston@oprusa.com](mailto:Rboydston@oprusa.com)>  
**Date:** Thu, Sep 15, 2022 at 4:46 PM  
**Subject:** Bloomington follow up  
**To:** Jonathan Weldy <[sbcpcweldy@gmail.com](mailto:sbcpcweldy@gmail.com)>

Commissioner,

To follow up on a question you raised, there are two financing mechanisms that all development in the Bloomington Business Park Specific Plan are committed to via the Community Benefits Agreement?

1. Bloomington Infrastructure Fund (one-time contributions at full SP buildout) - \$6.4M
2. Bloomington Community Enhancement (annual contributions at full SP buildout) - \$1.1M

Please let me know if you have any additional questions. Thank you!

Rebecca Boydston

Direct: 951-786-7443

Cell: 951-533-1590



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**DEPARTMENT OF TRANSPORTATION**

OFFICE OF LOCAL DEVELOPMENT-INTERGOVERNMENTAL REVIEW  
DISTRICT 8, PLANNING  
464 W. 4<sup>TH</sup> STREET, 6<sup>TH</sup> FLOOR MS-725  
SAN BERNARDINO, CA 92401  
PHONE (909) 806-3923  
TTY 711  
www.dot.ca.gov/dist8



*Making Conservation  
a California Way of Life.*

February 23, 2022

File: 08-SBd-10-PM 17.827  
C/S: Santa Ana Avenue

Mr. Aron Liang  
County of San Bernardino  
Dept. of Public Works  
825 E. 3rd Street  
San Bernardino, CA 92415-0835

Traffic Impact Analysis & VMT Analysis,  
Bloomington Business Specific Plan

Dear Mr. Liang:

Thank you for providing the California Department of Transportation (Caltrans) the opportunity to review and comment on the Traffic Impact Analysis along with VMT Analysis for the proposed industrial project, located south of Santa Ana Avenue, west of Linden Avenue, north of Jurupa Avenue, and east of Alder Avenue in the unincorporated area of Bloomington in the County of San Bernardino to develop up to 3,235,836 square feet of industrial uses over three phases.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the County of San Bernardino, due to the project's potential impact to the State facilities, it is also subject to the policies and regulations that govern the SHS. We offer the following comments:

- 1) Provide traffic safety analysis/review for the proposed land use projects and plans affecting the State Highway System.
- 2) Prepare queuing analysis for intersections affecting the state facilities.
- 3) Provide electrical plans for review. Also, Synchro analysis is required for traffic coordination impacted on all the State traffic signal locations.
- 4) Verify the speed at intersections with on and off-ramps. Analysis speed for on and off-ramps are not the same as the speed limit of the freeway at the intersection.

- 5) Verify length for storage lengths at on and off-ramps locations.
- 6) Include proposed or ongoing development projects in the vicinity of the proposed project site in the analysis. Consult with the County for status and information on these projects and incorporate potential traffic impacts from these developments in your trip generation, trip projection, trip distribution, impact analysis, and mitigations or alternatives, as needed.
- 7) Include information regarding truck traffic that generated by the project affect the existing pedestrian facilities such as existing bike lane and future bike lane proposal in the analysis.

At such time that encroachment into SR-62 Right-of-Way (R/W) is undertaken, issuance of a Caltrans Encroachment Permit will be required. Implementation of Caltrans' Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP) will be determined with submittal of a permit application. When the project is conceptually approved, address all the comments itemized in this letter and proceed to Permit Office with requested documents along with conditions of approval.

For information regarding Encroachment Permit application and submittal requirements, including information regarding EPOP or QMAP encroachment project process enhancements, contact:

Caltrans Office of Encroachment Permits  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor  
San Bernardino, CA 92401-1400  
(909) 383-4526

<http://dot.ca.gov/programs/traffic-operations/ep>

These comments result from a review of the provided document for our evaluation and no further review by our office necessary at this time. If you have any questions regarding this letter, please contact Jacob Mathew at (909) 963-9255 or email at [Jacob.Mathew@dot.ca.gov](mailto:Jacob.Mathew@dot.ca.gov).

*Rosa F. Clark*

ROSA F. CLARK  
Office Chief  
Local Development Review (LDR)

December 15, 2021

Aron Liang, Senior Planner  
County of San Bernardino  
Land Use Services Department - Planning Division  
385 North Arrowhead Avenue, First Floor  
San Bernardino, California 92415-0187  
[aron.liang@lus.sbcounty.gov](mailto:aron.liang@lus.sbcounty.gov)

Dear Aron Liang:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Bloomington Business Park Specific Plan (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2020120545. The Project is proposed within an unincorporated area of the County of San Bernardino (County), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

The Project would allow for the development of up to 3,235,836 square feet of light industrial and business park uses on a 213-acre site. The Project is separated into two planning areas. Approximately 141 acres of the Project, designated as Planning Area A, are anticipated to be developed in 2022. The remaining portions of the Project site, designated as Planning Area B, would be developed by the year 2040. Within Planning Area A, the County proposes two buildout options: Opening Year Development Option 1 and Option 2. Opening Year Development Option 1 would result in the construction of 2,113,640 square feet of fulfillment center and high-cube warehouse uses. Opening Year Development Option 2 would result in the construction of 2,712,040 square feet of fulfillment center and high-cube warehouse uses. Once fully developed in 2040, the Project is expected to generate up to approximately 6,626 daily vehicle trips, including 1,289 daily heavy-duty truck trips, along local roadways.

If approved, the Project will expose nearby communities to elevated levels of air pollution beyond the existing baseline emissions at the Project site. The Project site is surrounded by residential homes, with the closest homes located within 100 feet of the Project's boundary. In addition to residences, Walter Zimmerman Elementary School, Sycamore Hills Elementary School, Crestmore Elementary School, Ruth O. Harris Middle School, and Bloomington High School are located within approximately half a mile of the Project site. These residences and schools are already exposed to toxic diesel particulate matter (diesel PM) emissions generated by existing industrial buildings, vehicle traffic along Interstate 10 (I-10), and rail traffic along existing Union Pacific rail lines and rail yards.

The State of California has placed additional emphasis on protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617)

(Garcia, Chapter 136, Statutes of 2017). AB 617 is a significant piece of air quality legislation that highlights the need for further emission reductions in communities with high exposure burdens, like those in which the Project is located. Diesel PM emissions generated during the construction and operation of the Project would negatively impact neighboring communities, which are already impacted by air pollution from existing industrial buildings, vehicle traffic, and local rail traffic.

Through its authority under Health and Safety Code section 39711, the California Environmental Protection Agency (CalEPA) is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25 percent of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen). CalEnviroScreen uses a screening methodology to help identify California communities currently disproportionately burdened by multiple sources of pollution. The census tract containing the residences and schools near the Project is within the top one percent for Pollution Burden<sup>1</sup> and is considered a disadvantaged community; therefore, the County must ensure that the Project does not adversely impact neighboring disadvantaged communities.

Industrial development, such as those proposed under the Project, can result in high daily volumes of heavy-duty diesel truck traffic and operation of on-site equipment (e.g., forklifts and yard tractors) that emit toxic diesel emissions, and contribute to regional air pollution and global climate change.<sup>2</sup> Due to the Project's proximity to residences and schools already disproportionately burdened by multiple sources of pollution, CARB's comments below express concerns with the potential cumulative air quality impacts associated with the construction and operation of the Project. To protect the health of these communities, County and applicant have an obligation to construct and operate the Project using the zero-emission technologies provided in this letter.

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1. Pollution Burden represents the potential exposure to pollutants and the adverse environmental conditions caused by pollution.

2. With regard to greenhouse gas emissions from this project, CARB has been clear that local governments and project proponents have a responsibility to properly mitigate these impacts. CARB's guidance, set out in detail in the Scoping Plan issued in 2017, makes clear that in CARB's expert view, local mitigation is critical to achieving climate goals and reducing greenhouse gases below levels of significance.

## **The Final Environmental Impact Report Should Restrict the Operation of Transport Refrigeration Units within the Project Area**

Chapter 3.4.3 (Site Operations) of the DEIR states that the proposed buildings constructed within the Project site are not designed to accommodate any warehouse cold storage or refrigerated uses. Consequently, air pollutant emissions associated with cold storage operation were not included in the DEIR. Should the Project later include cold storage uses, residences near the Project-site could be exposed to significantly higher levels of toxic diesel PM and nitrogen oxides (NO<sub>x</sub>), and greenhouse gases than trucks and trailers without TRUs. To ensure TRUs will not operate within the Project site without first quantifying and mitigating their potential impacts, CARB urges the County to include one of the following design measures in the Final Environmental Impact Report (FEIR):

- A Project design measure requiring contractual language in tenant lease agreements that prohibits tenants from operating TRUs within the Project-site; or
- A condition requiring a restrictive covenant over the parcel that prohibits the applicant's use of TRUs on the property, unless the applicant seeks and receives an amendment to its conditional use permit allowing such use.

If the County and applicant later chooses to allow TRUs to operate within the Project site, the County must re-model the Project's air quality impact analysis and HRA to account for potential health risk impacts. The updated air quality impact analysis and HRA should include the following air pollutant emission reduction measures:

- Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces to be equipped with electrical hookups for trucks with Transport Refrigeration Units (TRU) or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the Project-site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.<sup>3</sup>
- Include contractual language in tenant lease agreements that requires all TRUs entering the project site to be plug-in capable

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<sup>3</sup> CARB's Technology Assessment for Transport Refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at: [https://www.arb.ca.gov/msprog/tech/techreport/tru\\_07292015.pdf](https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf).



## **The County Must Include Enforceable Mitigation Measures to Minimize the Project's Significant and Unavoidable Impact on Air Quality**

Chapter 5.3 (Air Quality) of the DEIR concludes that nitrogen oxides (NOx) and volatile organic compounds (VOC) emitted during Project construction and operation would exceed the South Coast Air Quality Management District's significance thresholds. To reduce the Project's impact on air quality, the DEIR included 25 design features (PDF AQ-1 through PDF AQ-25) and seven mitigation measures (MM AQ-1 through MM AQ-7). These design features and mitigation measures include requiring the applicant to use on-road heavy-duty haul trucks to be model year 2010 or newer and off-road equipment 50 horsepower or greater to be equipped with Tier 4 engines during Project construction, have all heavy-duty trucks entering or operating on the Project site to be zero-emission beginning in 2030, use zero to near zero-emission onsite equipment, have tenants use zero-emission light- and medium-duty trucks as part of business operations, and construct onsite infrastructure to support onsite electric trucks and equipment. Even after implementing these design features and mitigation measures, the County concludes in the DEIR that the Project's operational emissions of NOx and VOC would remain significant after mitigation.

Although the design features listed in Chapter 5.3 of the DEIR would reduce the Project's air pollutant emissions by implementing zero-emission technologies, CARB Staff are concerned that they lack enforceable language that could provide the applicant with the option of not fully implementing them. For example, PDF AQ-3, PDF AQ-10, and PDF AQ-12 would require the applicant to utilize heavy-duty haul trucks to be model year 2010 or newer during Project construction and zero-emission trucks by 2030 if "such trucks are widely available and economically feasible." In the DEIR, the County leaves it up to the applicant to decide when certain types of equipment are "not commercially available," which makes the design features virtually unenforceable since there is no objective standard for determining what constitutes unavailability. To make the design features listed in the DEIR fully enforceable, the County must require the implementation of these measures through permit conditions, agreements, or other legally binding instruments in the FEIR. In addition to make the existing design measures in the DEIR enforceable, CARB urges the County to include the following mitigation measures in the FEIR to reduce the Project's significant and unavoidable impact on air quality.

- In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during the grading and building construction phases be model year 2014 or later.
- Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
- Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be zero-emission. This equipment is widely available and can be

purchased using incentive funding from CARB's Clean Off-Road Equipment Voucher Incentive Project (CORE).<sup>4</sup>

- Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the Project site to be model year 2014 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2023. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).<sup>5</sup> Additional incentive funds can be obtained from the Carl Moyer Program and Voucher Incentive Program.<sup>6</sup>
- Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than two minutes while on site.
- Include contractual language in tenant lease agreements, requiring the installing of vegetative walls<sup>7</sup> or other effective barriers that separate loading docks and people living or working nearby.

## Conclusion

CARB is concerned about the potential cumulative air quality and public health impact should the County approve the Project. The Project is located within close proximity to residences and schools that already suffer from exposure to existing air pollution sources and reside in census tracts that score within the top one percent for pollution burden, according to CalEnviroScreen. These sources include existing industrial facilities, vehicle traffic along the I-10, and local rail traffic. To protect the health of the residences and students within these communities, the County must include legally enforceable design features and mitigation measures that promote the use of zero-emission trucks and onsite equipment and the infrastructure to support those technologies.

Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts, coupled with CARB's limited staff resources to substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

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4 Clean Off-Road Equipment Voucher Incentive Project. Accessible at: <https://californiacore.org/how-to-participate/>

5 Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: <https://californiahvip.org/>

6 Carl Moyer Program and Voucher Incentive Program. <https://ww2.arb.ca.gov/carl-moyer-program-apply>

7 Effectiveness of Sound Wall-Vegetation Combination Barriers as Near-Roadway Pollutant Mitigation Strategies (2017) is available at: <https://ww2.arb.ca.gov/sites/default/files/classic/research/apr/past/13-306.pdf>

CARB appreciates the opportunity to comment on the DEIR for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your list of selected State agencies that will receive the FEIR. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist via email at [stanley.armstrong@arb.ca.gov](mailto:stanley.armstrong@arb.ca.gov).

Sincerely,



Robert Krieger, Branch Chief, Risk Reduction Branch

cc: State Clearinghouse  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

Yassi Kavezade, Organizer, Sierra Club  
[yassi.kavezade@sierraclub.org](mailto:yassi.kavezade@sierraclub.org)

Lijin Sun, Program Supervisor, CEQA Intergovernmental Review, South Coast Air Quality Management District  
[lsun@aqmd.gov](mailto:lsun@aqmd.gov)

Morgan Capilla, NEPA Reviewer, U.S. Environmental Protection Agency, Air Division, Region 9  
[capilla.morgan@epa.gov](mailto:capilla.morgan@epa.gov)

Taylor Thomas, Research and Policy Analyst, East Yard Communities for Environmental Justice  
[tbthomas@eycej.org](mailto:tbthomas@eycej.org)

Stanley Armstrong, Air Pollution Specialist, Risk Reduction Branch

SENT VIA E-MAIL:

January 19, 2021

[Aron.Liang@lus.sbcounty.org](mailto:Aron.Liang@lus.sbcounty.org)

Aron Liang, Senior Planner  
County of San Bernardino, Land use Services Department  
385 North Arrowhead Avenue, First Floor  
San Bernardino, California 92415

**Notice of Preparation of a 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 Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the 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 website<sup>1</sup> as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod<sup>2</sup> 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 CEQA regional pollutant emissions significance thresholds<sup>3</sup> and localized significance thresholds (LSTs)<sup>4</sup> 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.

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

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<sup>1</sup> South Coast AQMD's CEQA 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>.

<sup>2</sup> CalEEMod is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

<sup>3</sup> South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

<sup>4</sup> 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>.

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 regional air quality CEQA *operational* thresholds 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<sup>5</sup>.

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the Final EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*<sup>6</sup> is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory<sup>7</sup>.

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 IV), completed in May 2015, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions<sup>8</sup>. According to the MATES IV Carcinogenic Risk interactive Map, the area surrounding the Proposed Project has an estimated cancer risk over 880 in one million<sup>9</sup>. 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<sup>1</sup>, South Coast AQMD's Mitigation Monitoring and

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<sup>5</sup> 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>.

<sup>6</sup> CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>.

<sup>7</sup> CARB's technical advisory can be found at: <https://www.arb.ca.gov/ch/landuse.htm>.

<sup>8</sup> South Coast AQMD. May 2015. *Multiple Air Toxics Exposure Study in the South Coast Air Basin*. Available at: <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>.

<sup>9</sup> South Coast AQMD. MATES INV Estimated Risk. Accessed at: <https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f>.

Reporting Plan for the 2016 Air Quality Management Plan<sup>10</sup>, and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy<sup>11</sup>.

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

- Require zero-emissions (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 Rule<sup>12</sup> and the Heavy-Duty Low NOx Omnibus Regulation<sup>13</sup>, ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentive 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 year<sup>14</sup> 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 the electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

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<sup>10</sup> South Coast AQMD's 2016 Air Quality Management Plan can be found at: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf> (starting on page 86).

<sup>11</sup> 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](https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf).

<sup>12</sup> CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

<sup>13</sup> 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>.

<sup>14</sup> 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>.

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

- Maximize use of solar energy 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.

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.

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 [lsun@aqmd.gov](mailto:lsun@aqmd.gov).

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

SBC210105-05

Control Number



# Colton Joint Unified School District

Dr. Frank Miranda, Ed.D., Superintendent  
Rick Jensen, Assistant Superintendent, Business Services  
Owen Chang, Director, Facilities & Energy Management



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February 8, 2021

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

Via email: [Aron.Liang@lus.sbcounty.gov](mailto:Aron.Liang@lus.sbcounty.gov)

Subject: **Response to Notice of Preparation for the Bloomington Business Park Specific Plan  
Project DEIR (Project No. PROJ-2020-00204)**

Dear Mr. Liang:

Thank you for the opportunity to provide our input on the notice of preparation (NOP) for the Bloomington Business Park Specific Plan Project DEIR (Project No. PROJ-2020-00204). Based on the NOP, the Bloomington Business Park Specific Plan Project DEIR ("Proposed Project") includes two sites, the Specific Plan area and the upzone site located within the unincorporated community of Bloomington. The EIR would review all environmental topics pursuant to CEQA (with recreation combined with public services).

Colton Joint Unified School District (District or CJUSD) operates six schools in the vicinity of the Specific Plan area, and two schools in the vicinity of the upzone site. See Figure 1, *Colton Joint Unified School District Schools Near the Proposed Project*, attached. Below we outline our understanding of the project and provide our comments to the NOP.

### **Understanding of the Project**

The Proposed Project includes two sites, the Specific Plan area site and the upzone site. The Specific Plan area consists of approximately 213 acres generally 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 includes a mix of large lot single-family residential and commercial uses and vacant parcels. The upzone site is approximately 1.5 miles north of the Specific Plan area site and 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 developed with a mix of single-family residential uses and vacant parcels.



The Proposed Project includes the development of an industrial business park that would allow for a mix of land uses, including warehouse, manufacturing, office, and business park with limited support commercial. The Proposed Project would be built out over 20 years. The Specific Plan area would be divided into two areas. The initial development area would include 141 acres and would allow for high-cube/manufacturing/warehouse/office space to a maximum development potential of approximately 3,070,983 square feet. The future development area would allow for the same uses with a maximum development potential of approximately 156,816 square feet. Together the Specific Plan area would include a total of approximately 3,227,799 square feet of high-cube/manufacturing/warehouse/office space on the 213-acre site.

Development of the Specific Plan area would require a general plan amendment and a zoning map amendment, which would redesignate the site for non-residential uses. This has the potential to result in a net loss of residential unit capacity. To offset this loss of residential unit capacity, the upzone site would be rezoned to a higher residential density. Based on the zoning in effect at both sites on January 1, 2018, the Specific Plan area would allow up to 213 residential units while the upzone site would allow for approximately 53 residential units, for a total of 266 residential units. The Proposed Project would change the zoning on the upzone site from single family residential with 20,000 SF minimum lot (RS-20M) to multiple residential (RM) and the land use designation from Low Density Residential (LDR) to Medium Density Residential (MDR). This would allow for a maximum of 480 residential units.

The Proposed Project would require the following discretionary approvals: (1) Adoption of the Specific Plan; (2) Certification of the Final EIR; (3) Adoption of a Mitigation Monitoring and Reporting Program; (4) General Plan Amendment; (5) Change of Zone; (6) Site Plan Approval(s); (7) Approval of a Conditional Use Permit(s) within the initial development area; and (8) Tentative Parcel Map(s).

## **COMMENTS**

### **CEQA Analysis and Process**

»**CEQA Analysis.** The District requests that a detailed CEQA analysis be performed for the proposed project.

»**NOA Comment Period on DEIR.** Because of the complexity of the proposed project and the potential to disproportionately affect District schools and the Bloomington community, we are requesting in advance that Draft EIR public review period be extended to 60 days, rather than 45 days.

»**Community Outreach.** Consistent with state legislation for environmental justice (e.g., SB 1000), outreach should be conducted with the CJUSD and surrounding neighborhoods in English and Spanish. Outreach is needed in order to provide residents affected by the proposed project the opportunity to understand the adverse environmental effects the project may have on our community, school, and the environment (including, but not limited to, the ambient noise environment, transportation, and air quality), and the opportunity to engage in government decisions that affect residents and District students and staff. Translation services should be provided at all meetings and hearing, even if those hearings are conducted remotely. Given that not all residents in the surrounding community may have equal access to internet, information should also be provided in writing (English and Spanish) to all residents and businesses within a mile of the proposed Specific Plan area and upzone site.

### **Air Quality and Greenhouse Gas Emissions**

»**Sensitive Receptors.** An air quality/greenhouse gas analysis should assess the Proposed Project's stationary emissions and mobile source emissions and how they may impact surrounding sensitive receptors, including the District's schools, students, and surrounding residences.

# Colton Joint Unified School District

Dr. Frank Miranda, Ed.D., Superintendent  
Rick Jensen, Assistant Superintendent, Business Services  
Owen Chang, Director, Facilities & Energy Management



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»**Air Quality Analysis.** The proposed project is located in a community with some of the highest pollution burden in all of California. Pollution burden represents the potential exposures to pollutants and the adverse environmental conditions caused by pollution. Warehouse developments generate a substantial amount of truck traffic and associated diesel particulate matter, which has the potential to increase emissions and adversely affect sensitive populations and their pollution burden, especially school-aged children, attending schools and living near the proposed project site.

As part of the Countywide Plan, the County conducted outreach with the Bloomington community specifically to discuss concerns about the logistics industry. The proposed project would require a General Plan Amendment to allow for additional industrial/warehouse development above what was just approved and evaluated under the Countywide Plan (October 2020). Environmental justice aims to correct the legacy of concentrating pollution and other hazards in or near low-income communities and communities of color by reducing these hazards and involving the impacted communities in any decisions that affect their environmental health. CalEnviroScreen 3.0 and the Countywide Plan identifies that the Bloomington community is an environmental justice community that is disproportionately affected by and vulnerable to poor air quality. During Plan adoption, the Attorney General's Office met with the County to discuss policies regarding environmental justice to protect communities like Bloomington. As part of the FEIR conducted for the Countywide Plan, a health risk assessment identified an incremental cancer risk at the maximumly exposed individual receptor of over 263 per million from cumulative truck traffic in the Bloomington community.

The South Coast Air Quality Management District (South Coast AQMD) has identified the Colton/Grand Terrace/San Bernardino (southwest) as an Assembly Bill 617 (AB 617) Year 2–5 community. AB 617 communities meet one or more of the following criteria: identified within the top 25 percent of CalEnviroScreen 3.0; identified within the top 25 percent of South Coast AQMD's Multiple Airborne Toxics Emissions Study (MATES) IV for cancer risk; and/or average percent of industrial land use and freeways within 1,000 feet from school/daycare boundaries was in the top 20 percent. The Bloomington community in unincorporated San Bernardino County meets not one but all three of these AB 617 criteria. Placement of additional warehousing proximate to these disadvantaged communities would further exacerbate local air quality and associated health effects.

Consequently, the environmental analysis prepared for the proposed project needs to consider not only project-related emissions but also the project's emissions in context with the existing and planned sources in the Bloomington community. Residents and schools proximate to the project site already experience elevated levels of air pollutants associated with proximity to the Colton Rail Yard, the freeway, and warehousing/industrial sources. The proposed project would incrementally increase health risks. Pursuant to Policy HZ-3.2, Studying and Monitoring, of the CWP, the County plans to study the cumulative health risks affecting areas like Bloomington. However, this study has not yet been initiated. Therefore, the proposed project's air quality analysis should evaluate the cumulative health risks for affected residents in order to disclose the project's cumulative contribution to the health risks and decision makers can make findings regarding potential air quality impacts.

We are requesting that the EIR provide clear, easy to understand information in the EIR on how the proposed project affects air quality impacts and associated health risk and health impacts. The technical assessments should consider emissions from all phases of the project based on the allowed uses under the Specific Plan as well as the cumulative effects from other surrounding projects including but not limited to the West Valley Logistics Center. In addition, offsite improvements needed should also be addressed in the EIR as part of the proposed project. The Health Risk Assessment conducted for the proposed project should consider the impacts of truck traffic from the project to the freeway, as well as on-site yard equipment. Emissions from transport refrigeration units (TRUs) should also be included if cold storage is an option for warehousing operations.

Since South Coast AQMD is seeking to reduce emissions sources in this area of the South Coast Air Basin (SoCAB) and the proposed project would result in a potential substantial increase in emissions, the South Coast AQMD should be consulted prior to initiating the air quality modeling in order to ensure that cumulative impacts of the proposed project are properly addressed and that requested mitigation measures are incorporated into the EIR.

Consistent with letters submitted by the California Attorney General's Office on CEQA projects, the EIR should consider whether use of the South Coast AQMD thresholds is appropriate or whether a more restrictive threshold (e.g., less than 10 in a million cancer risk, such as 1 in a million) is appropriate when addressing air quality impacts in AB 617 / environmental justice communities.

#### **Hazards/Hazardous Materials**

»**Handling of Hazardous Material.** As shown in Figure 1, the District operates four schools within a quarter-mile radius from the Specific Plan area and upzone site (including Bloomington High School, Walter Zimmerman Elementary, Ruth O. Harris Middle School, and Mary B. Lewis Elementary) and four additional schools within a mile radius of both sites. The project description and hazards/hazardous materials analysis should explain the design features and procedures as part of the proposed project to reduce impacts to off-site sensitive receptors and how hazards will be used, transported, and maintained onsite. The Hazards and Hazardous Materials analysis should be provided in clear, easy to understand information in the EIR.

»**Use of Hazardous Materials Onsite.** We request that the location for the use and storage of hazardous materials onsite be addressed in the DEIR and be sited away from district schools, including Walter Zimmerman Elementary School, to protect the health and safety of our students and staff.

#### **Hydrology and Water Quality**

»**Runoff onto School Property.** The Specific Plan area immediately borders Walter Zimmerman Elementary School. Walter Zimmerman ES contains a multipurpose field, hardtop courts, and playgrounds along the southern portion of the project site, immediately adjacent to the Specific Plan area. The project description and DEIR needs to address stormwater design features and measures and water quality measures in place to ensure that runoff from the site does not come onto Walter Zimmermann ES campus.

#### **Noise**

»**Sensitive Receptors.** The noise analysis should identify residential uses and District schools as sensitive receptors and evaluate noise generated by increased truck traffic to and from the Specific Plan area.

»**Noise and Vibration Analyses.** The proposed project has the potential to increase ambient noise and vibration levels and adversely affect sensitive populations, including school-aged children living proximate to the Specific Plan area and

# Colton Joint Unified School District

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Rick Jensen, Assistant Superintendent, Business Services

Owen Chang, Director, Facilities & Energy Management



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attending District Schools near the Specific Plan area. Placement of an industrial business park proximate to disadvantaged communities and District schools would degrade the ambient noise environment, disrupt the learning environment for our students, and have the potential to increase adverse health effects associated with high levels of noise exposure.

Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In addition, elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) at schools, residences, and other noise-sensitive receptors.

We are requesting that the EIR provide clear, easy to understand information in the EIR on how the proposed project effects noise and vibration impacts and potential health impacts. At a minimum, the EIR for the proposed project will need to consider noise and vibration impacts to the disadvantaged communities and surrounding sensitive receptors and schools proximate to the site during both the construction and operational phases of the project.

## Population and Housing

»**Population Growth.** The proposed project would induce population growth in the area through its employment opportunity at its business center and increasing the residential density of the upzone site. These new residents are likely to include school-aged children that would attend District schools. The Population and Housing section should quantify population growth from the proposed project.

»**Housing Displacement.** The development of the Specific Plan area would remove residential units on the site. The displacement of residents, including school-age children, should be analyzed.

## Public Services, Schools

»**Student Generation.** As discussed under "Population and Housing," the proposed project would lead to population growth including new school-age children that would attend area schools. The DEIR should address the student generation anticipated by the project (especially on the upzone site), and how the increase in students would impact the schools serving the area.

## Transportation

»**Increased Traffic.** The District has concerns regarding increased vehicle and truck traffic along roads leading to the Specific Plan area and along truck routes during construction and operation of the proposed project. The increase in

traffic has the potential to disrupt and delay school drop-off and pick-up for schools adjacent to the Specific Plan area. The District requests that the environmental analysis prepared for the project address these issues. Study should also consider the cumulative effects from other surrounding projects including but not limited to the West Valley Logistics Center.

»**Pedestrian Safety.** The increase in traffic and operations of the Specific Plan area can impact pedestrian safety and the safety of our students and staff at District schools near the Specific Plan area and along roadways leading the sites. We request that the DEIR address pedestrian safety measures during construction and operation of the proposed project.

We appreciate the opportunity to submit these comments on the proposed Business Park. The District has serious concerns about the volume of truck traffic and the potential impacts on its schools and District property. We look forward to reviewing the forthcoming CEQA documentation.

Sincerely,

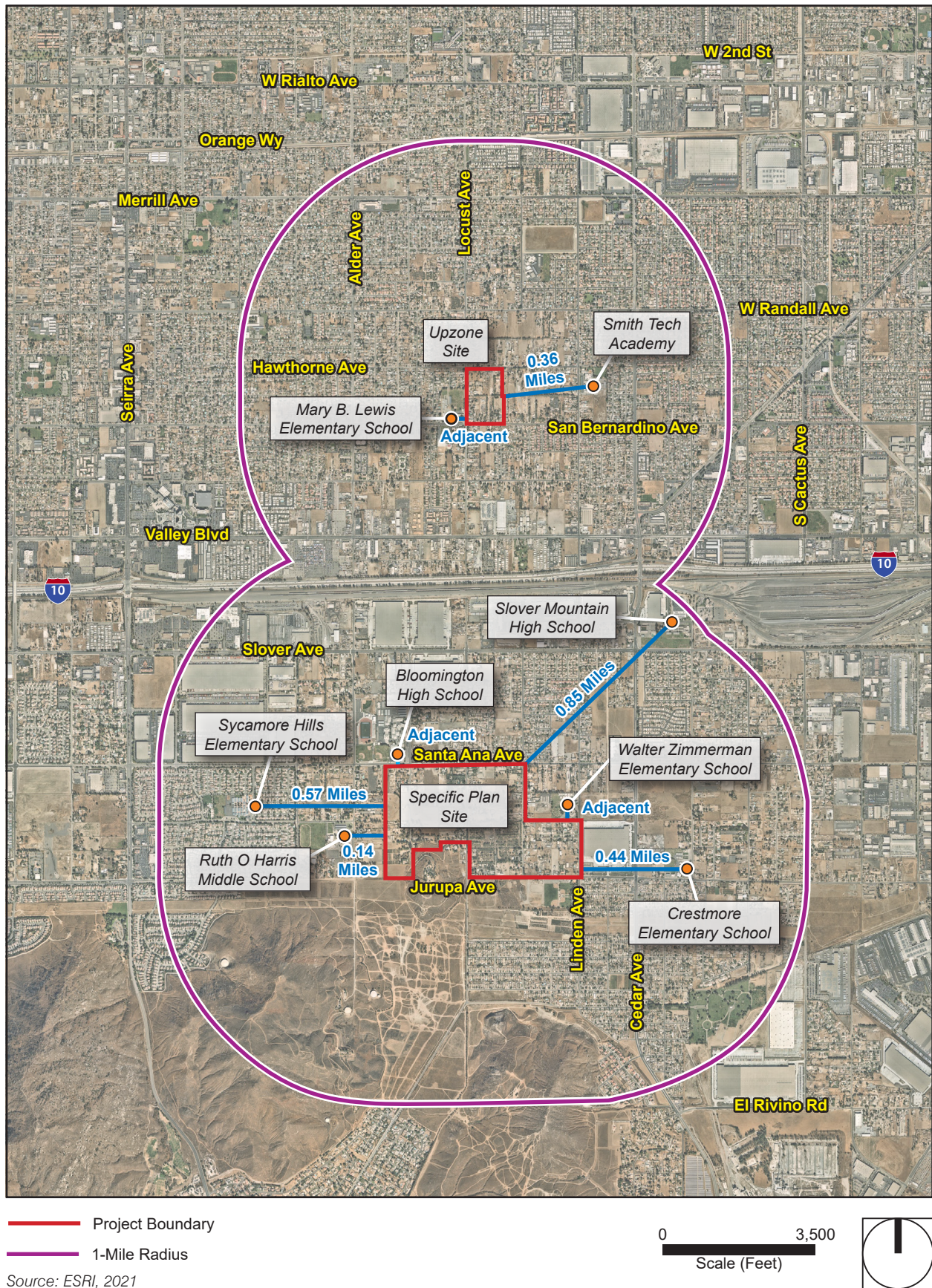
A handwritten signature in black ink that reads "Owen Chang". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Owen Chang  
Facilities & Energy Management Director

Cc: Dr. Frank Miranda, Superintendent  
Rick Jensen, Assistant Superintendent Business Services



Figure 1 - Colton Joint Unified School District Schools Near the Proposed Project







January 29, 2021  
*Sent via email*

Mr. Aron Liang  
Senior Planner  
County of San Bernardino  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415

Subject: Notice of Preparation of a Draft Environmental Impact Report  
Bloomington Business Park Specific Plan Project  
State Clearinghouse No. 2020120545

Dear Mr. Liang:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the County of San Bernardino for the Bloomington Business Park Specific Plan Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.<sup>1</sup>

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

## CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

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<sup>1</sup> CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

## **PROJECT DESCRIPTION SUMMARY**

The proposed Project includes a specific plan, general plan amendment, and zone change on approximately 237 acres. The project has two locations, the Specific Plan area and the Upzone site, both of which are located in the unincorporated community of Bloomington, California. The Specific Plan area (approximately 213 acres) is bounded by Santa Ana Avenue to the north, Jurupa Ave to the south, Maple Avenue and Linden Avenue to the east, and Alder Avenue to the west. The Specific Plan area is bisected by Locust Avenue. The Upzone site (approximately 24 acres) is bounded by San Bernardino Avenue to the south, Hawthorne Avenue to the north, and Locust Ave to the west. Specific details of the proposed Project include:

1. A Specific Plan is intended to provide a management tool to guide land use development of the following:
  - The Specific Plan area will consist of a land use mix of warehouse, manufacturing, office, and a business park over an estimated 20-year buildout.
  - The Specific Plan area will be developed in two phases. The initial development area would allow for manufacturing/warehouse/office space at a maximum development potential of approximately 156,816 sq ft. The future development would allow the same land uses at a maximum development potential of approximately 156,816 sq ft.
  - 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).
  - Zone Change will correspond to the proposed changes on the Land Use Map, as noted above. The zoning classification would change from Single Residential with 1-Acre Minimum Lot and Additional Agriculture Overlay



(RS-1-AA) and Single Residential with 20,000 square feet lot minimums (RS-20M) to Specific Plan (SP).

2. The Upzone site will require the rezoning of a residentially zoned site to a higher residential density zone which is needed to offset the loss of residential unit capacity at the Specific Plan area. The land use designation for the Upzone site would be amended from Low Density Residential (LDR) to Medium Density Residential (MDR). The zone would be amended from Single Residential with 20,000 square feet minimum lot (RS-20M) to Multiple Residential (RM).

## **COMMENTS AND RECOMMENDATIONS**

CDFW offers the comments and recommendations below to assist the County of San Bernardino in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources.

CDFW recommends that the forthcoming DEIR address the following:

### **Assessment of Biological Resources**

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

The CDFW recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. CDFW's California Natural Diversity Database (CNDDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDDB@wildlife.ca.gov to obtain current information on any

previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed Project.

Please note that CDFW's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist, and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

#### Burrowing Owl (*Athene cunicularia*)

The Project site has the potential to provide suitable foraging and/or nesting habitat for burrowing owl. Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in Fish and Game Code section 86 as "hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill."

CDFW recommends that the County of San Bernardino follow the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012); available for download from CDFW's website: <https://www.wildlife.ca.gov/conservation/survey-protocols>. The Staff Report on Burrowing Owl Mitigation, specifies three steps for project impact evaluations:

- a. A habitat assessment;
- b. Surveys; and
- c. An impact assessment

As stated in the Staff Report on Burrowing Owl Mitigation, the three progressive steps are effective in evaluating whether a project will result in impacts to burrowing owls, and the information gained from the steps will inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with Fish and Game Code sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

### **Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources**

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. To ensure that Project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity (e.g., recreation), defensible space, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address Project-related changes on drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.
2. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).
3. An evaluation of impacts to adjacent open space lands from both the construction of the Project and any long-term operational and maintenance needs.
4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. The DEIR should analyze the cumulative effects of the plan's land use designations, policies, and programs on the environment. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, vernal

pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

## **Alternatives Analysis**

CDFW recommends the DEIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would “feasibly attain most of the basic objectives of the Project,” and would avoid or substantially lessen any of the Project’s significant effects (CEQA Guidelines § 15126.6[a]). The alternatives analysis should also evaluate a “no project” alternative (CEQA Guidelines § 15126.6[e]).

## **Mitigation Measures for Project Impacts to Biological Resources**

The DEIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. The County of San Bernardino should assess all direct, indirect, and cumulative impacts that are expected to occur as a result of the implementation of the Project and its long-term operation and maintenance. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time. Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.
2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.
3. *California Species of Special Concern (CSSC)*: CSSC status applies to animals generally not listed under the federal Endangered Species Act or the CESA, but

which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. CSSCs should be considered during the environmental review process. CSSC that have the potential or have been documented to occur within or adjacent to the project area, including, but not limited to: burrowing owl, Plummer's mariposa-lily, California glossy snake, Northwestern San Diego pocket mouse, Parry's spineflower, and Riversidian Alluvial Fan Sage Scrub. For significant nesting populations, such as the burrowing owl, annual monitoring during the nesting season for the period of construction is recommended.

4. *Mitigation*: CDFW considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse Project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement, and preservation should be evaluated and discussed in detail. Where habitat preservation is not available onsite, offsite land acquisition, management, and preservation should be evaluated and discussed in detail.

The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the DEIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete (*Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry v. City of Murrieta* (1995) 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc. v. County of Orange* (2005) 131 Cal. App. 4th 777).

CDFW recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the

Project. Furthermore, in order for mitigation measures to be effective, they need to be specific, enforceable, and feasible actions that will improve environmental conditions.

5. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

6. *Nesting Birds and Migratory Bird Treaty Act*: Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird

except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

CDFW recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

7. *Moving out of Harm's Way*: To avoid direct mortality, CDFW recommends that the lead agency condition the DEIR to require that a CDFW-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from Project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.
8. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

### **California Endangered Species Act**

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

CDFW encourages early consultation, as significant modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. The California Fish and Game Code requires that CDFW comply with CEQA for issuance of a CESA ITP. CDFW therefore recommends that the DEIR addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of CESA.

## **ADDITIONAL COMMENTS AND RECOMMENDATIONS**

To ameliorate the water demands of this Project, CDFW recommends incorporation of water-wise concepts in project landscape design plans. In particular, CDFW recommends xeriscaping with locally native California species, and installing water-efficient and targeted irrigation systems (such as drip irrigation). Local water agencies/districts, and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens (for example the Riverside-Corona Resource Conservation District in Riverside). Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: <http://saveourwater.com/what-you-can-do/tips/landscaping/>

## **ENVIRONMENTAL DATA**

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Information can be submitted online or via completion of the CNDDB field survey form at the following link: <https://wildlife.ca.gov/Data/CNDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDB at the following email address: [CNDDB@wildlife.ca.gov](mailto:CNDDB@wildlife.ca.gov). The types of information reported to CNDDB can be found at the following link: <https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals>.

## **FILING FEES**

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).



## CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a DEIR for the Bloomington Business Park Specific Plan Project (SCH No. 2020120545) and recommends that the County of San Bernardino address the CDFW's comments and concerns in the forthcoming DEIR. If you should have any questions pertaining to the comments provided in this letter, please contact Julisa Portugal, Environmental Scientist, at (909) 260-1998 or at [Julisa.Portugal@wildlife.ca.gov](mailto:Julisa.Portugal@wildlife.ca.gov).

Sincerely,

DocuSigned by:  
  
8091B1A9242F49C...

Scott Wilson  
Environmental Program Manager

ec: Kim Freeburn, Senior Environmental Scientist, Supervisor

Inland Deserts Region  
[kim.freeburn@wildlife.ca.gov](mailto:kim.freeburn@wildlife.ca.gov)

HCPB CEQA Coordinator  
Habitat Conservation Planning Branch  
[CEQACommentLetters@wildlife.ca.gov](mailto:CEQACommentLetters@wildlife.ca.gov)

Office of Planning and Research, State Clearinghouse, Sacramento  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

## REFERENCES

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2<sup>nd</sup> ed. California Native Plant Society Press, Sacramento, California.  
<http://vegetation.cnps.org/>

## City Council

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**Phillip W. Cothran**  
*Council Member*

February 15, 2022

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

RE: NOA DEIR Bloomington Business Park Specific Plan Project

Dear Mr. Liang:

Thank you for the Notice of Availability for the Draft Environmental Impact Report (DEIR) for the proposed Bloomington Business Park Specific Plan Project. Upon review of the draft the City has concerns detailed below. We request that the Land Use Services Department consider these comments and provide responses to these comments in the Final Environmental Impact Report (EIR).

The City has the following comments on the May 19, 2021 VMT Analysis:

1. Page 3: Under Project VMT Impact Analysis and subsequent Table 3 information, the document discusses that VMT/Employee "was obtained" from SBTAM but no documentation was provided as to how that information was obtained. Provide additional such as which TAZ the project was coded into and what methodology was used (Production/Attraction, Origin/Destination, etc.).
2. Page 4: The specific plan VMT/Employee is documented to be 18.95 for the specific plan. As discussed above, methodology and other details on how VMT/Employee was calculated are not included in the document. Specific questions related to how VMT/Employee is calculated are noted below:
  - a. Is this relying on the existing VMT/Employee for the TAZ (which includes other uses) or did it apply a different method?
  - b. Was it based on a new travel demand model run, and, if so, how were the employees disaggregated into the SED inputs of the model?
  - c. Was the project land use incorporated into its own, isolated TAZ? If so, was land use appropriately disaggregated into the appropriate employment categories?
  - d. Does it use ITE trip generation rates and average trip length information from the travel demand forecasting model?
3. Page 4: Update to discuss how VMT/Person is estimated for unincorporated areas. Practically speaking, the noted threshold of 50.76 VMT/Person for the

unincorporated area appears higher than expected. Please provide documentation related to extraction of the VMT information and how the threshold was evaluated. Additional information should be provided such as which TAZ the project was coded into and what methodology was used (Production/Attraction, Origin/Destination, etc.). Specific questions related to how VMT/Person is calculated are noted below:

- a. Is this relying on the existing VMT/Person for the TAZ (which includes other uses) or did it apply a different method?
  - b. Was it based on a new travel demand model run, and if so, how were demographic details such as persons per household determined?
  - c. Was the project land use incorporated into its own, isolated TAZ?
  - d. Does it use ITE trip generation rates and average trip length information from the travel demand forecasting model?
4. Page 4: Please provide an explanation as to why project is adding 3,235,836 sq. ft. plus adding 1,603 residents in the upzone location and total Countywide VMT decreases? Typically, an increase in residents and employment uses would result in an increase in total VMT.

The City has the following comments on the July 13, 2021 TIA Analysis:

5. Throughout: remove the CEQA language “impact”, “significant impact” and “mitigation” in relation to LOS and intersection operations, as LOS is no longer the metric to evaluate significant transportation impacts under CEQA.
6. Throughout: Have the improvements proposed at City of Fontana intersections been discussed with City of Fontana staff to determine the appropriateness of the recommended improvements? Some of these improvements may require roadway widening which may not be feasible within the existing infrastructure or right-of-way. Coordinate with City of Fontana staff to review of the feasibility of each of the recommend improvements somewhere in the report.
7. Throughout: The study does not include a site access or safety analysis as documented in the City of Fontana Traffic Impact Analysis Guidelines. Please include this analysis or documenting why it is not necessary with driveways adjacent to the City of Fontana.
8. Page 6: The Operational Year is proposed as 2022. Given that the EIR was published in 2021 the demolition of existing buildings and construction of approximately 2 million square feet of warehouse uses may not be achievable. Consider addressing the potentiation effect of the project if it were to open at a later date.
9. Page 7: The summation of the proposed development in Table 2 is not equal to what is presented in the Table. Please address the inconsistency and updating the analysis if necessary.

10. Page 7: The paragraph prior to Table 2 documents the sizes of the different buildings proposed in OY2, however it is difficult to understand how the numbers identified in the paragraph correspond to Table 2.
11. Figure 2 does not identify the location of the Future Fulfillment Center or Future Industrial Park. Please update the figure to identify these buildings and the associated driveway locations.
12. Figure 3 does not identify the location of the Future Industrial Park. Please update the figure to identify this building and the associated driveway locations.
13. Page 21: The significance criteria section identifies impact thresholds in the City of Fontana using intersection LOS. The City of Fontana utilizes VMT for determining transportation impacts. City of Fontana intersections should be referred to as deficient instead of impacted.
14. Page 40: Growth rates of 1% per year were utilized for developing 2022 traffic volumes. Consider discussing why interpolation of SBTAM was not used if SBTAM was utilized to develop 2040 traffic volumes.
15. Page 62: The paragraph describing OY2 documents the sizes of the different buildings proposed in OY2, however it is difficult to understand how the numbers identified in the paragraph correspond to Table 2. Suggest adding a new table or clarifying text.
16. Page 67: Table 12 only seems to document the trip generation breakdown of OY1. The breakdown of the entire OY2 project should be provided. It is not clear to understand what uses and square footages are combined to reflect OY1 or OY2. It is also not clear as to how the SP trip generation is the same regardless of which opening year option is selected.
17. Page 69: The totals presented at the end of Table 12 presents the autos and trucks combined, but Figure 14 presents the distribution of autos and trucks separate. The totals at the bottom should be separated so a reader can understand how much of the total is auto or truck.
18. Page 125: In Table 20, the intersection of Locust Avenue and Jurupa Avenue has a proposed improvement which will result in LOS D in the PM peak hour. According to the criteria identified in Chapter 2 of the report and the City of Fontana Traffic Impact Analysis Guidelines, the improvements should result in LOS C. Identify an intersection improvement which would result in LOS C at the intersection.
19. Page 126: In Table 21, the intersections of Sierra Avenue and I-10 Ramps, Sierra Avenue and Slover Avenue, Sierra Avenue and Santa Ana Avenue, and Locust Avenue and Jurupa Avenue has a proposed improvement which will result in LOS E or F in the PM peak hour. According to the criteria identified in Chapter 2 of the report and City of Fontana Traffic Impact Analysis Guidelines, the improvements should result in LOS C. Identify intersection improvements which would result in LOS C at the intersections.

20. Page 134: Please document how the cost estimates for the improvements in Table 29 were developed.

Please include me in the distribution list for the Final EIR and responses to Comments. Thank you for affording the City the opportunity to provide input on the project and the DEIR. We look forward to continuing to work with the County of San Bernardino.

If you have any questions or concerns, please contact Gia Kim, Engineering Manager at (909) 350-6655 or [gkim@fontana.org](mailto:gkim@fontana.org).

Sincerely,



Rina Leung  
Senior Planner



# MEMORANDUM

## Engineering

DATE: 03/09/2022

TO: Liang, Aron  
FROM: Vital Patel  
CC: Philip Nitollama  
RE: Bloomington Business Park Specific Plan Traffic Analysis

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We have reviewed the Traffic Study included in the Bloomington Business Park Specific Plan and Traffic Engineering Comments are as follows:

1. Intersection of Market Street and Rivera Street:

The Traffic Analysis indicates that the intersection of Market Street and Rivera Street operates under an acceptable Level of Service. However, the field verification indicates that the intersection experiences heavy congestion and operates under unacceptable Level of Service. The City of Riverside requests that the following improvements to be made by project to improve the LOS at the intersection Market Street and Rivera Street in the study:

- a) Installation of CCTV monitoring systems at the intersection of Market & Rivera to allow for observation of traffic operations and potential cut-through traffic.





2. The traffic analysis report indicates that the intersection of Market Street and SR-60 EB Ramps will operate under deficient Level of Service. The study shows that installing 2<sup>nd</sup> southbound left-turn lane will improve the Level of service. However, it appears that there are existing overpass pillars located in the median at the north leg of the intersection of Market Street and SR-60 EB Ramps. Hence, there may not be sufficient space to accommodate additional lane. Please provide an exhibit to demonstrate the feasibility of this improvement.
3. The traffic analysis report indicates that the intersection of Market Street and SR-60 EB Ramps will operate under deficient Level of Service. The study shows that installing 2<sup>nd</sup> southbound left-turn lane will improve the Level of service. Table-29 specific Plan Fair Share and Cost Table indicates that the total improvement cost is \$85,248.00. Please verify that the project will be constructing this improvement in full.





## Department of Public Works

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

**Brendon Biggs, M.S., P.E.**  
Director

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

January 26, 2021

File: 10(ENV)-4.01

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

### Transmitted Via Email

**RE: CEQA – NOTICE OF PREPARATION OF BLOOMINGTON BUSINESS PARK  
SPECIFIC PLAN**

Dear Mr. Liang:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on January 5, 2021** and pursuant to our review, we have the following comments:

**Flood Control Planning & Water Resources Division (Michael Fam, Chief, 909-387-8120):**

1. We are aware there may be storm drains in and around the site that may be affected by the proposed Project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the San Bernardino County Comprehensive Storm Drain Plan No.4, dated September 1997. It is to be used as a guideline for drainage in the area and is available in the County's Flood Control District offices. Any revision to the drainage should be reviewed and approved by the County Department of Public Works. Should construction of new, or alterations to existing storm drains be necessary as part of the Proposed Project, their impacts and any required mitigation should be discussed within the DEIR before the document is adopted by the Lead Agency.

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**Page 4 of 11**  
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Chairman, Fourth District

**JOE BACA, JR.**  
Fifth District

**Leonard X. Hernandez**  
Chief Executive Officer

**Permits/Operations Support Division (Sameh Basta, Chief, 909-387-7995):**

1. Be advised that any encroachments on San Bernardino County Flood Control District (FCD) right-of-way or facilities including, but not limited to, grading, fence removal and replacement, access for construction purposes or new drainage connections to FCD facilities will require a permit from the FCD. Also, SBCFCD facilities built by the Army Corps of Engineers (ACOE) will require the SBCFCD to obtain approval (408-Permit) from the ACOE. The necessity for any, or all of these permits, and any impacts associated with them, should be addressed in the DEIR prior to adoption and certification.

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

Sincerely,



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

MP:AJ:ms



# *City of Rialto* *California*

Via E-mail

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

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

Dear Mr. Liang,

Thank you for the opportunity to comment on the scope and content of the Draft Environmental Impact Report (DEIR) for the Bloomington Business Park Specific Plan project. According to the Project Description, the project includes a Specific Plan, General Plan Amendment, Zoning Map Amendment, Site Plan Approvals, Tentative Parcel Maps, and Conditional Use Permits to allow development of an industrial business park for a mix of uses including warehouse, manufacturing, office, and business park.

The project is located within the City of Rialto's Sphere of Influence and has the potential to impact streets within the Sphere of Influence and the City. Therefore, we respectfully request analysis of transportation impacts including to truck routes and truck traffic volumes, which, based on the proposed uses, are anticipated to increase. While CEQA regulations have changed regarding analysis of transportation impacts, the City's current general plan was prepared prior to those changes and, as such, was evaluated based on Levels of Service. In the DEIR, please analyze traffic impacts, including impacts to the Levels of Service identified in the City's General Plan.

Lastly, the City requests to receive a copy of the draft Bloomington Business Park Specific Plan and a copy of the DEIR.

If you have any questions or would like to discuss this request, please do not hesitate to contact me if you have any questions. I may be reached at [schampion@rialtoca.gov](mailto:schampion@rialtoca.gov) or 909-421-7240.

Sincerely,

Siri A. Champion  
Senior Plan

For Karen Peterson  
Community Development Manager

From: [Emmanuel Rodriguez](#)  
To: [Liang, Aron](#); [Liang\\_ar@sbccity.org](mailto:Liang_ar@sbccity.org)  
Subject: Good Job Aron, What do you think about this?  
Date: Thursday, November 18, 2021 11:02:38 PM

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**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Hello Aron Liang,

I am a concerned resident of Bloomington in the development of this new Business Park  
As a long-time resident pretty much growing up here with my community, we all ask.....

11.1

Why a business park in the middle of an already populated community with busy & traffic-congested roads.

The community has asked for more resources, shops, grocery stores, retail.. Literally, anything that the community can use. NOT a Business Park.  
Especially in very close proximity to an elementary & High school.

11.2

Not only would it bring negative environmental effects and traffic, but it will also bring a lot of dangerous people along. The roads are already busy with all these new warehouses opening up, this will just make living here a nightmare.

I live on Santa Ana Avenue so I first-hand see there are so many dangerous crimes happening near the warehouses like prostitution, public intoxication, drug use, and just overall sketchy areas that are not watched by police.

11.3

It will just drive that negative environment closer to the schools and the main street.

Our Community leaders have openly disagreed with this planned initiative. Why not take that voice and protect the community that lives here.

**I ask that you please take into consideration the people who actually live in Bloomington and not the consideration of the outsiders who want to buy the land.**

11.4

**Aron.....Are you 100% ok with taking lead as the Senior Planner in something the community as a whole agrees DOES NOT want?**

**Would you like it to be a "Good Job, Aron" from the business owners? or an "Amazing Job, Aron!" from the community?**

**Do the right thing, Aron.**

**I know it is your job and you may have to do what you gotta do but just think about the many kids, families, and already established communities that are going to be affected by this. We need some humanity, community, and love especially in an already negative-dominant world we live in. Bringing that Business park would only divide and make our already small town even smaller.**

11.5

That is all.

Thank you, Aron

**Emmanuel Rodriguez**

Student at Cal Poly Pomona

Bloomington Resident | [Erodriguez7777@gmail.com](mailto:Erodriguez7777@gmail.com)

**11.5**  
**cont.**

**From:** [Liang, Aron](#)  
**To:** [Meaghan Truman](#); [Norah Jaffan](#)  
**Subject:** FW: Bloomington Business Park Specific Plan (PROJ-2020-00204)  
**Date:** Monday, December 13, 2021 8:48:57 AM

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[NON-EPD]

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

From: Cristina T <stellaskars@gmail.com>  
Sent: Sunday, December 12, 2021 10:52 AM  
To: Liang, Aron <Aron.Liang@lus.sbcounty.gov>  
Subject: Bloomington Business Park Specific Plan (PROJ-2020-00204)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

Good evening esteemed San Bernardino County Planning Division, my name is Teresa Torres and I have been a resident of Bloomington for 30 years. I am writing in response to the Bloomington Business Park Specific Plan Project EIR- Draft and I wanted to raise my concerns on the following:

I am against any additional warehouses being built in the community of Bloomington. These warehouses have greatly impacted the community in a negative way. We have seen many homes destroyed and families forced to relocate. With each warehouse that is built the community becomes more physically divided. For families wanting to stay and fight for the community they love and have family history in, they are faced with putting their health at risk due to the pollution that these facilities create. The warehouse and logistic boom has directly increased emissions from diesel trucks and trains. The residents of the community are directly inhaling traffic related pollutants like diesel particles. The increased exposure to these particles and other pollutants leads to increased inflammation of the lungs and the development of asthma. Just 2 years ago the American Lung Association's State of the Air report listed the Inland Empire as "home to the most ozone-polluted Cities in the United States". As a result, the children growing up near these warehouses and freeways are more likely to develop asthma and other health risks. I ask myself why anyone would even consider building these warehouses in a community. Is it because of money? The argument one might say is that it will bring jobs, but by putting our health at risk what kind of jobs do these warehouses provide? Research has shown the majority of these jobs do not pay a livable wage. The average pay of a warehouse worker in the Inland Empire is \$14.31 per hour. This is a wage with no benefits. We live in one of the most "affordable" areas in Southern California but the average warehouse worker would never be able to own a home based on their income. How are these warehouses any benefit to the community? There are none. They are here to use up our resources. They will use our land, pollute our air, pay an unlivable wage for the labor, destroy the community and damage our infrastructure. The increased traffic flow has led to traffic jams and damage to the roads. The traffic jams are resulting in projects to widen roads and add lanes. Who is paying for this? Not the warehouses, or developers, the tax paying dollars of the residents are paying for these extremely expensive projects. Why is the onus on the community, the tax paying residents, when we don't even want these warehouses. These tax dollars could be going to community programs, schools, parks, centers, etc. We want to see urban developments that benefits the community. We voted in our appointed officials to do what is best for the community and to listen to the needs of the community. Yes we need jobs, but we most importantly need livable wages, and the community should not be asked to trade in good health and vibrant neighborhoods for jobs. Is this the best our officials can do? Provide unlivable wage jobs, and damage the lungs of our children? We want to live and thrive in the community for many generations to come.

12.1

**From:** [Liang, Aron](#)  
**To:** [Meaghan Truman](#); [Norah Jaffan](#)  
**Subject:** FW: Bloomington Project EIR Response  
**Date:** Monday, December 13, 2021 8:52:26 AM

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[NON-EPD]

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**From:** Cruz <cruzsembello@hotmail.com>  
**Sent:** Monday, December 13, 2021 8:45 AM  
**To:** Liang, Aron <Aron.Liang@lus.sbcounty.gov>; e.chavez@bos.sbcounty.go; COB - Internet E-Mail <COB@sbcounty.gov>  
**Subject:** Bloomington Project EIR Response

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Re: Bloomington Business Park Specific Plan

Mr. Liang and Board of Supervisors,

I am writing to voice my concerns and questions in regards to the above project and to explain why I am in opposition. I am a resident on Stallion Lane in Bloomington, a very quiet neighborhood, surrounded by 3 schools, Zimmerman Elementary is directly behind my house, Bloomington High School is up the street and Ruth Harris Middle School a few blocks away. I have voiced my concerns before, when the Cedar/Jurupa Street Industrial buildings were developed, but as always, was left to deaf ears. I am hoping that not only myself, but all who are opposed of this project will be heard.

1. **Noise pollution, Air quality and Traffic**, are major factors in my opposition. Also, I believe that a Developer should not just say "I want your property, make room for progress". The Cedar project, that now exists, brings heavy semi truck traffic at all hours of the day and night, and every day. A few days ago there was a traffic accident, a semi truck trying to make a U-turn hit my neighbor's fence, not only bringing down the fence, but knocking down Edison powerlines, we were without power for a day. Originally when this project was being considered we were promised NO TRAFFIC on Linden. But yet, trucks are still going up and down Linden. Students are back in session, they are and will be in the playground when construction is under way, breathing all the pollution, hearing loud noise, and experiencing heavy truck traffic. It is proven and statistics show developments surrounding schools and residential areas, which are mainly in neighborhoods of color, cause a rise in asthma, respiratory and other health problems that lead to cancer.
2. I would like the Supervisors, especially Supervisor Joe Baca, who represents our District, and you Mr. Liang to reconsider "Rezoning" to Commercial. Again, let me state Schools surround this proposed development, children playing or walking home from school will see nothing but concrete buildings instead of "Green Space". The supposedly "Green Space" proposed is not enough...we need more parks!! Our children and residents deserve to stay in a

13.1

13.2

13.3

neighborhood where they can enjoy the outdoors, see horses, chickens and other farm animals, which most of the residents have. Let's improve our children's/resident's quality of life, not make it worse. We are proud of our neighborhoods and want to keep it that way.

**I3.3  
cont.**

I am hopeful you will consider our concerns and remarks and reconsider this project. Are we sacrificing our communities for "warehouses" ?

I am available if any questions or to discuss further.

**I3.4**

Wishing you a Merry Christmas and Holiday Season.

Cruz Baca  
Owner

Sent from [Mail](#) for Windows



12/14/21

Aron Liang, Senior Planner

County of San Bernardino

Land Use Services Department – Planning Division

385 North Arrowhead Avenue, First Floor

San Bernardino, CA 92415-0187

Dear County of San Bernardino,

My name is Caitlin Towne and I write this letter in strong opposition to the ‘Bloomington Business Park Specific Plan Project’ (BBPSP). **I believe that this proposed project’s significant and unavoidable impacts cannot be mitigated nor justified with an overriding consideration.**

14.1

I grew up in the Bloomington community, graduated from both Ruth O. Harris Middle School and Bloomington High School and have been teaching at Joe Baca Middle School for the past 8 years, where I plan to continue teaching for the rest of my career. I care deeply about Bloomington and am writing with my students’ futures in mind when I ask that you join me in opposing this project. I feel that as a teacher it is my job to speak out against the Bloomington Business Park Specific Plan because it will have negative impacts on my students’ and their families’ lives along with thousands more students who live in the area and attend neighboring schools. To give you an understanding of just how many schools and students would be affected by this project I believe it is important to state that this project would be less than 100 ft. from three public schools (Bloomington High School, Ruth O Harris Middle School and Walter Zimmerman Elementary School) and less than one mile from Crestmore Elementary School, Sycamore Hills Elementary School, and Slover Mountain High School, all of which are a part of the Colton Joint Unified School District. Joe Baca Middle School, the school where I teach, is within 3 miles of this project and many of my students live even closer to it.

14.2

Many of my students either walk to school or take the school bus, meaning they wait for the bus close to their own homes, and if their homes are within a couple of miles of even more warehouses, they will be surrounded by dangerous and unhealthy conditions from the moment they leave their house. If this project is approved, that would mean that my students would have to walk or wait along the streets with even more truck pollution and traffic. It is dangerous for my students to have to contend with speeding trucks and even more dangerous for them to have to breathe in the fumes that these trucks emit. I oppose this project because it puts my students in both immediate danger of increased traffic and long lasting risk of countless health issues including asthma and cancer, a point that is not adequately accounted for in the draft Environmental Impact Report for this project. I am asking that you too oppose this project and prioritize the health and safety of our students.

I do not believe there has been enough consideration for the future of Colton Joint Unified School District due to this project. If this project is approved, it will cause hundreds of

14.3

people to lose their home, be displaced, and have to move elsewhere, which will lead to a drop in enrollment of the immediately surrounding schools and cause a ripple effect throughout the schools in all of Bloomington, and CJUSD in general. As a state we have been dealing with dropping enrollment in public schools for years now and I am very concerned that this project will only exacerbate the problem, leading to less funding and loss of jobs at every level of the district. It is important to me that we provide Bloomington with the best public schools possible to ensure that the children and future generations of Bloomington receive a high quality education. If you allow this project to be made, it will cause a loss of community, lead to financial distress to a district who serves majority low socioeconomic students, and lead to further strain on essential funding for our schools in both the average daily attendance (ADA) and tax dollars.

**14.3  
cont.**

Speaking of a high quality education, I do not believe there has been enough study or consideration done on the lasting negative effects this project will have on the mental health and self esteem of children who attend these schools, now and in the future. If more and more warehouses are allowed to displace communities, the people who are left surrounded by those buildings will have less opportunity for growth both financially and socially. I fear that the more warehouses my students see taking over their community, the less likely they will be to strive for a better future for themselves. This could lead to even higher rates of depression in youth than we currently have (which is at a staggering high due to the pandemic). I also fear that our children's own self efficacy will be negatively affected by more warehouses, soon it will be the only future they will be able to see for themselves. I am asking that you fight for a better future for my students and the countless others whose mental health is at risk if this project is approved.

**14.4**

I would also like to discuss the negative health impacts this project would bring to the community in general. As someone who spends more than 8 hours a day in Bloomington for 8 to 9 months out of the year, the following statistics are particularly concerning to me:

**14.5**

- There are higher-than-normal risks that come from living and working in a highly polluted environment. Public health is at stake when we continue to increase pollution in residential communities.
- This project would bring in over 9,000 vehicle and truck trips on roads adjacent to homes, schools, and parks.
- This project would create additional traffic, noise, poorer air quality, deterioration of commercial and residential roads, unsafe pedestrian and bicycle safety and other impacts in an area that is considered in the 90th% - 95% on CalEnviroScreen.
- This project would have significant and unavoidable impacts for
  - obstructing the implementation of the air quality plan
  - net increase of criteria pollutants
  - cumulative impacts

**14.6**

**14.7**

**14.8**

This project perpetuates environmental racism that has plagued the entire Inland Empire in the past decade of unheard-of expansion for logistic centers and warehouses, to this point here are several key issues that this project would compound in Bloomington:

- There are unavoidable cumulative impacts - an entire residential community will be disrupted, which will have a ripple effect throughout Bloomington and the surrounding cities. This project would rezone 213 acres of residential and agricultural land to industrial zoning - creating legally nonconforming uses in that area
- Community members have brought up the fear of being displaced or harassed out of their homes, despite stating that they do not want to sell or rezone their home
- This community is over 80% Hispanic, with 20% of the community experiencing poverty
- This region deals with some of the worst traffic in the county - idling cars double the negative impact of pollution on the nearby communities.
- The region for the proposed development is in an area that is a fire risk and with the increasing dangers of climate change and wildfires. The County should focus its efforts on wildfire mitigation.
- Tearing down dozens of homes, bulldozing, and replacing with concrete structures would also disrupt the local ecosystem which includes several species that are endangered: Delhi Sands Flower-loving Fly, Burrowing Owl, Nesting Raptors, and many more species and I believe that this report is not sufficient in its conclusions on how this project will affect the biological diversity of the area.

I also have many issues and concerns with the way that the project and many others have been presented at the Bloomington MAC meetings, and would like to list them here for your information as County Supervisors and to ask that you consider these issues and realize how important it is to listen to the requests of the community and not just the MAC or developers:

- The Municipal Advisory Council (MAC) and developer, Tim Howard has not provided adequate translation, even when requested for its constituents. In Bloomington, 66.5% of the community speaks a language other than English.
- The Municipal Advisory Council (MAC) has silenced voices during meetings when community members have brought up concerns.
- The Municipal Advisory Council (MAC) and County of San Bernardino have not released all minutes for their meetings.

It is important that all public officials be held accountable to the people they serve, and I am asking that you as a County step in and ensure that the Bloomington MAC does its due diligence to ensure the community of Bloomington is represented honestly and in good faith.

I believe it is essential to the future of Bloomington and the surrounding areas of the entire Inland Empire that we stop this project and prioritize the health and happiness of our community. I believe we should be focusing on the health of people and our collective future, not more warehouses, and instead ask that the County consider more diverse infrastructure plans

which will have lasting positive impacts for all residents including: more libraries, community centers, grocery stores, parks, and places for small business to thrive in Bloomington. I believe we can create a more beautiful, fruitful, and healthy future for all of the Inland Empire, and it begins by standing with the people against more logistic centers and warehouses.

In conclusion, I request that the County of San Bernardino Supervisors, Planning Commissioners, and Municipal Advisory Council Members oppose the Bloomington Business Park Specific Plan and honor the community's plans for residential, healthy, and thriving development.

Sincerely,  
Caitlin Towne  
8th grade math teacher at Joe Baca Middle School  
[caitietowne@gmail.com](mailto:caitietowne@gmail.com)

**14.15**  
**cont.**

December 14, 2021

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

Dear County of San Bernardino Supervisors,

As a member of the Bloomington Community, I write this letter in opposition to the 'Bloomington Business Park Specific Plan Project' (BBPSP). This project will completely change the makeup of the Bloomington community and is a threat to the animal keeping lifestyle and quality of life for individuals, like my family and I, whose homes are now threatened by the development. I firmly believe that this proposed project's significant and unavoidable impacts cannot be mitigated nor justified with an overriding consideration and thus I urge you to represent the best interest of the community you serve and stop the proposed development immediately.

15.1

As community members in the unincorporated area of Bloomington my family and I have experienced a massive influx of warehouse development and diesel trucks over the past decade. I am tired of time and time again witnessing the open space in Bloomington being reduced to a block of warehouses as my community is consumed by an ever-growing sea of concrete.

15.2

There is a reason working class families like my own decided to put down roots in Bloomington; we enjoy the open space, friendly neighbors and rural living in a city atmosphere. It is this sense of community that has fueled the public opposition to the Bloomington Business Park Project by community members, small businesses, community organizations, elected officials, and even nearby cities over the unsustainable and dangerous growth of warehouse development next to our homes, schools, and parks in the Bloomington community. To those of us who truly care about our community and call Bloomington our home the commitment of building a better tomorrow for Bloomington and its future generations does not waiver with the promise of financial gain. If the fate of the Bloomington Business Park Project was at the hands of community members this project would no longer be a topic of discussion as it would have been promptly rejected with the direction to the County Planning Division to focus on developments that meet community needs because warehouses are not what Bloomington residents have requested and certainly not what Bloomington residents deserve.

15.3

However, the County of San Bernardino and its leadership do not seem to understand what those needs are and are out of touch with their constituents. They are also not following the outlines proposed in the Bloomington Community Action Guide or in the adopted County Wide Plan. The Bloomington Community Action Guide outlines the following community values:

**Personal Safety:** Reduced crime and a common public awareness that people are safe from crime in their homes and in public

**Clean and Attractive Neighborhoods:** Neighborhoods and districts with well-maintained properties and attractive landscaping, streetscapes, and buildings

**Community Gathering Places:** Town centers with parks, plazas, and civic spaces that provide a location for the community to gather and socialize

**New Development:** A mix of housing types and densities, and attractive and convenient places for shopping, dining, and entertainment, while maintaining rural areas that foster a small-town feel

**Mobility:** Reduced traffic congestion, well-constructed and maintained truck routes, and interconnected sidewalk and bike route networks

**Healthy Community:** Improvement of regional air quality, programs to mitigate the health impacts of air quality, and expanded parks facilities and recreation programs

**Economic Development:** Businesses and investment that generate jobs and financial resources to support expanded public facilities and services, without degrading residential neighborhoods.

15.3  
cont.

Yet, developers in the Bloomington Community are not being asked how they're proposed projects align with the County Wide Plan for Bloomington, instead the promises on paper have been pushed aside as developers have been given a green light to buy out families, harass resistant homeowners, kick out tenants and displace hundreds of people throughout the proposed Bloomington Business Park Specific Plan Project area. The Bloomington Business Park Project will however:

15.4

- Rezone 213 acres of residential and agricultural land to industrial zoning - creating legally nonconforming uses in that area

15.5

Be less than 100 ft. to three public schools (Bloomington High School, Ruth O Harris Middle School and Walter Zimmerman Elementary School).

15.6

- Bring in over 9,000 vehicle and truck trips on roads adjacent to homes, schools, and parks.

15.7

- Create additional traffic, noise, poorer air quality, deterioration of commercial and residential roads, unsafe pedestrian and bicycle safety and other impacts in an area that is considered in the 90th% - 95% on CalEnviroScreen.

15.8

- Be in a community that is over 80% Hispanic.

- Have significant and unavoidable impacts for obstructing the implementation of the air quality plan, net increase of criteria pollutants and cumulative impacts.

15.9

Therefore, I firmly request the County of San Bernardino Supervisors, Planning Commissioners, and Municipal Advisory Council Members act in the best interest of the community members and Bloomington families they represent and oppose the Bloomington Business Park Specific Plan and through outreach and the civic engagement process collaborate with Bloomington community members to develop plans that will allow Bloomington to keep its rural lifestyle in city atmosphere. #Bloomingtonisnotforsale #Bloomingtonnosevende.

15.10

Thank you,

Alejandra Gonzalez

CC:

San Bernardino County, Board of Supervisors

[COB@sbcounty.gov](mailto:COB@sbcounty.gov)

**From:** [Liang, Aron](#)  
**To:** [Meaghan Truman](#); [Norah Jaffan](#)  
**Subject:** FW: Strong Opposition to Bloomington Business Park Specific Plan (PROJ-2020-00204)  
**Date:** Wednesday, December 15, 2021 10:21:11 AM

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[NON-EPD]

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**From:** LILY GUTIERREZ <lilygutierrez@ucla.edu>  
**Sent:** Tuesday, December 14, 2021 11:34 PM  
**To:** Liang, Aron <Aron.Liang@lus.sbcounty.gov>  
**Subject:** Re: Strong Opposition to Bloomington Business Park Specific Plan (PROJ-2020-00204)

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

December 14, 2021

Lily Gutierrez  
17833 Otilia St.  
Bloomington, CA 92316  
[lilygutierrez@ucla.edu](mailto:lilygutierrez@ucla.edu)

**Re: Strong Opposition to Bloomington Business Park Specific Plan (PROJ-2020-00204)**

Dear Aron Liang,

I am writing to express my strongest and deepest opposition to the proposed **Bloomington Business Park Specific Plan (PROJ-2020-00204)**.

**16.1**

The Bloomington Business Park Specific Plan will rip a part out of Bloomington and ruin the community. Not only will the proposal destroy an entire neighborhood, but it will also place warehouses right next to Zimmerman Elementary, Ruth O. Harris Middle, and Bloomington High. We do not want the increased air pollution, traffic congestion, and health risks associated with warehouses and trucking.

**16.2**

The residents of Bloomington do not want 213 acres of warehouses and office space. Our community deserves more than warehouses built next to our schools and homes. And if the San Bernardino County Board of Supervisors approve this proposal, they will all be failing the residents of Bloomington.

**16.3**

Thank you for your time and consideration. Please listen to the community and deny Howard Industrial Partners their application to build the Bloomington Business Park Specific Plan.

Sincerely,

Lily Gutierrez



STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0047  
(916) 319-2047  
FAX (916) 319-2147

DISTRICT OFFICE  
290 NORTH D STREET, SUITE 903  
SAN BERNARDINO, CA 92401  
(909) 381-3238  
FAX (909) 885-8589

E-MAIL  
Assemblymember.Reyes@assembly.ca.gov



COMMITTEES  
AGING AND LONG-TERM CARE  
BUDGET  
JUDICIARY  
LABOR AND EMPLOYMENT  
UTILITIES AND ENERGY  
BUDGET SUBCOMMITTEE NO. 2 ON  
EDUCATION FINANCE  
LEGISLATIVE ETHICS

December 15, 2021

Aron Liang, Senior Planner  
County of San Bernardino  
Land Use Services Department, Planning Division  
385 North Arrowhead Ave, First Floor

**RE: Comment on Draft Environmental Impact Report for the Bloomington Business Park Specific Plan Project (BBPSP)**

Dear Aron Liang:

In February, I wrote a letter voicing strong concerns regarding the Bloomington Business Park Specific Plan Project proposed for the following areas; 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, in the southern community of Bloomington. I continue to oppose the proposed project as it negatively impacts the community and urge the County of San Bernardino Supervisors, Planning Commissioners, and Municipal Advisory Councilmembers to **not** approve the BBPSP. The impacts of the BBPSP cannot be mitigated and therefore the project should not be justified with an overriding consideration.

17.1

Bloomington currently ranks in the 95 percentile for the highest pollution according to the state-monitored CalEnviroScreen.<sup>1</sup> The approval of the BBPSP would only worsen the air quality in Bloomington as an increase of truck traffic increases exposure to hazardous air pollutants and diesel particulate matter. If this project is approved, the residents will be burdened with the health impacts of diesel pollution, increased traffic dangers, as well as the noise and disruption of a warehouse operation. This ultimately affects the quality of life of residential communities.

17.2

<sup>1</sup> <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

It is the role of the County to protect its residents and as stated in the San Bernardino County General Plan, the goal for the community of Bloomington is to maintain great neighborhoods, park and recreation centers, and local services while maintaining a safe, small-town feel.<sup>2</sup> The community has continuously expressed that they would like to see more commercial developments to include restaurants, retail, and other family-friendly amenities for residents to utilize. Instead the proposed project puts the lives of our children in danger by exposing them to traffic congestion given the proposed project is in the middle of three schools and a park. The BBPSP is located less than 2 miles from Walter Zimmerman Elementary School, Ruth Harris Junior High School, Bloomington High School, and Kessler Park.

17.3

The BBPSP is proposing to rezone 213 acres of residential and agricultural land to industrial zoning. As stated on the DEIR, the BBPSP will have a maximum development potential of up to approximately 3,235,836 Square Feet that could be developed under the Specific Plan<sup>3</sup>. The County should consider utilizing this land to improve the quality of life for its residents and encourage long-term upward economic mobility. Proactive land use planning and more equitable zoning can lead to addressing the racial gap in homeownership and improve outcomes for children, especially children of color.<sup>4</sup>

17.4

It is clear that the proposed Bloomington Business Park Specific Plan Project (BBPSP) will negatively affect the residential communities surrounding the project site. The BBPSP impacts health equity, school access, economic inclusion. This development will still significantly affect the air quality even after mitigation.

17.5

The County of San Bernardino Supervisors, Planning Commissioners, and Municipal Advisory Councilmembers should **not** approve the BBPSP. Instead, we should continue to work together to mitigate all increased pollution due to diesel emissions and ensure that warehouses are not built in close proximity to sensitive receptors, especially our schools and neighborhoods.<sup>5</sup>

17.6

Let us continue to bring progress and development to our communities in Bloomington with the consciousness of the communities surrounding these developments. It is imperative to protect our community's health and quality of life.

<sup>2</sup> <http://countywideplan.com/bloomington/>

<sup>3</sup> [http://www.sbcounty.gov/uploads/LUS/Environmental/Bloomington\\_Business\\_Park\\_Specific\\_Plan/3.%20%20Draft%20EIR%20Bloomington%20Business%20Park%20SPecific%20Plan.pdf](http://www.sbcounty.gov/uploads/LUS/Environmental/Bloomington_Business_Park_Specific_Plan/3.%20%20Draft%20EIR%20Bloomington%20Business%20Park%20SPecific%20Plan.pdf)

<sup>4</sup> <https://www.urban.org/research/publication/building-black-homeownership-bridges>

<sup>5</sup> The proposed CalGEM definition "Sensitive receptor" means any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (K-12) schools; daycare centers; any building housing a business that is open to the public; and health care facilities such as hospitals or retirement and nursing homes. A sensitive receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing."

I appreciate your consideration of this issue. If you have any questions, please feel free to contact my office at (909) 381-3238.

**17.6**  
**cont.**

Sincerely,



Eloise Gomez Reyes  
Assembly Majority Leader, 47<sup>th</sup> Assembly District

EGR/DA

CC:

Concerned Neighbors of Bloomington  
[concernedneighborbloomington@gmail.com](mailto:concernedneighborbloomington@gmail.com)

San Bernardino County, Board of Supervisors  
[COB@sbcountry.gov](mailto:COB@sbcountry.gov)

Robert Swanson  
California Department of Justice  
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Heather Arias  
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December 13, 2021

Aron Liang, Senior Planner  
County of San Bernardino  
Land Use Services Department – Planning Division  
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San Bernardino, CA 92415-0187

Dear County of San Bernardino,

I, Ana Carlos, write this letter in opposition to the 'Bloomington Business Park Specific Plan Project' (BBPSP). The County of San Bernardino Supervisors, Planning Commissioners, and Municipal Advisory Councilmembers should not approve the BBPSP. I am submitting the following concerns and questions for review and a response.

**18.1**

- What building, fire, planning, and public works permit applications did Tim Howard and Tim Howard Industrial Partners submit to The County of San Bernardino?
- I would like to request a copy of any and all permits related to the Bloomington Business Specific Plan Project that Tim Howard and Tim Howard Industrial Partners have been approved for and that are pending for approval.
- How was Tim Howard and Tim Howard Industrial Partners allowed to submit an application to rezone other people's properties? Who from the county authorized a decision to rezone residential lots or residential properties in Bloomington?
- How is it legal for ANYONE to go to the county and put in an application to rezone someone else's residential property when they have no right to it? People who do not want to sell to developers are forced to sell by the county and developers. This is not an eminent domain, yet these developments force residents to sell because you can not have families living in the middle of industrial development. There are a lot of residents who WILL NOT sell and do not want their homes rezoned. If their homes are rezoned they will be living in "legal nonconforming use" of their homes and will not be able to take out permits to make home improvements and family homes will not be able to be passed down for residential use from generation to generation.
- This is irresponsible development because you are rezoning a residential/agricultural neighborhood to industrial/commercial. Yet, it still ends up being an "industrial zone" **NOW** in the middle of STILL, a RESIDENTIAL neighborhood with homes, schools (Zimmerman Elementary, Bloomington High School) and parks (Kessler Park, The Dave Jayne Equestrian Arena) bordering it.
- In this DEIR it does not talk about or examine all the existing warehouses and approved warehouses opening soon in Bloomington and in the bordering neighboring cities that will impact Bloomington. The West Valley Logistics center coming soon will direct traffic through Bloomington. The new Agua Mansa warehouses in Rubidoux, the Colton warehouses, the South Fontana Warehouses, all of these developments negatively contribute to Bloomington's poor air quality, traffic, and will need access to the Cedar Ave 10 freeway bridge. There are no mentions of these surrounding developments in the DEIR and how they will negatively add and contribute to even worse air quality and traffic.
- According to Energy Justice Network, environmental racism is the disproportionate impact of environmental hazards on people of color. I am concerned that this development is being proposed for Bloomington, which, according to the 2020 US Census, Hispanic or Latinos account for 83% of the community.

**18.2**

**18.3**

**18.4**

**18.5**

<ul style="list-style-type: none"> <li>• Rural communities like Bloomington deserve a chance to thrive by reducing air contaminants.</li> </ul>	18.6
<ul style="list-style-type: none"> <li>• Home based businesses are mentioned in our community plan as a desire for the community . There are many active home-based businesses that function in the proposed zone. Many home based and small businesses that are located in the projected zone will be forced out of the community.</li> </ul>	18.7
<ul style="list-style-type: none"> <li>• I do not believe that the person/group that wrote the DEIR is acting in the interest of the environment because the impacts will be higher than stated in the draft. I do not feel that this DEIR reveals and discloses all true significant environmental effects. Who are all the professionals conducting all of the studies mentioned in the DEIR? The community does not have faith in professionals appointed, hired, or chosen by the county since Howard Industrial Partners have built strong relationships with most of the county staff in San Bernardino County as stated on their website: <a href="http://hipre.net/about">hipre.net/about</a></li> </ul>	18.8
<ul style="list-style-type: none"> <li>• The county of San Bernardino is not following the Community Plan adopted by the residents of Bloomington. Residents have asked for a rural, small town atmosphere with homes that have large lots. 2007 Community Plan: BL1.1 PURPOSE OF THE COMMUNITY PLAN The primary purpose of the Bloomington Community Plan is to guide the future use and development of land within the Bloomington Community Plan area in a manner that preserves the character and independent identity of the community. By setting goals and policies for the Bloomington community that are distinct from those applied countywide, the community plan outlines how the County of San Bernardino will manage and address growth while retaining the attributes that make Bloomington unique. <a href="https://www.sbcounty.gov/Uploads/lus/CommunityPlans/BloomingtonCP.pdf">https://www.sbcounty.gov/Uploads/lus/CommunityPlans/BloomingtonCP.pdf</a> 2019 <a href="http://countywideplan.com/wp-content/uploads/2019/05/00_Bloomington_CAG_2019DRAFT.pdf">http://countywideplan.com/wp-content/uploads/2019/05/00_Bloomington_CAG_2019DRAFT.pdf</a> From 2007 to 2019 the community plan has stated that the community wants to keep their neighborhood rural so that they can continue to live an equestrian lifestyle with farm animals and large lots, and a small town feel. Even the most current Proposed Land Use map on the county website has not designated or identified this area as Industrial and/or commercial . <a href="http://countywideplan.com/wp-content/uploads/2017/03/Bloomington_ProposedLUD_20170307.pdf">http://countywideplan.com/wp-content/uploads/2017/03/Bloomington_ProposedLUD_20170307.pdf</a></li> </ul>	18.9
<ul style="list-style-type: none"> <li>• The proposed Bloomington Business Park Specific Plan is located in the middle of a residential neighborhood. Even if the site gets rezoned, it is still located in the middle of a residential neighborhood with close proximity to 5 schools (Slover Mountain High School 1 mile away, Crestmore Elementary and Sycamore Hills Elementary both less than one mile away from the proposed site, Zimmerman Elementary only 57 feet away(bordering the site), Bloomington High School 45 feet away (bordering the site), Ruth O. Harris Middle School only 688 ft away, Kessler Park 80 feet away (bordering the site), and The Dave Jayne Equestrian Arena 80 feet away (bordering the site). Bloomington High School and Zimmerman Elementary would directly border the site. The Dave Jayne Equestrian Arena and Kessler Park would directly border the site as well.</li> </ul>	18.10
<ul style="list-style-type: none"> <li>• Who are all the professionals conducting <u>all</u> of the studies mentioned in the DEIR and who are they hired by? The community does not have faith in professionals appointed, hired or chosen by the county since Howard Industrial Partners have built strong relationships with most of the county staff in San Bernardino County as stated on their website: <a href="http://hipre.net/about">hipre.net/about</a></li> </ul>	18.11
<ul style="list-style-type: none"> <li>• Heat Island Effect- This development will contribute to the Heat Island Effect- <a href="https://www.epa.gov/heatislands">https://www.epa.gov/heatislands</a> Heat islands are urbanized areas that experience higher temperatures than outlying areas. Structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies. Urban areas, where these structures are highly concentrated and greenery is limited,</li> </ul>	18.12

<p>become “islands” of higher temperatures relative to outlying areas. Daytime temperatures in urban areas are about 1–7°F higher than temperatures in outlying areas and nighttime temperatures are about 2-5°F higher. This will negatively impact the community, natural vegetation, and native animals in the area. Many small business nurseries in the area would be negatively impacted as well as community fruit trees and gardens by making things harder to grow in growing temperatures and an already existing drought.</p>	<p><b>18.12</b> <b>cont.</b></p>
<ul style="list-style-type: none"> <li>I am concerned with this DEIR because there is <b>No</b> mentions of the project’s bordering schools and parks and that it is in direct contact with homes. Homes and schools would be directly bordering the proposed site. Air pollution is linked to learning disabilities in children, mental illness, depression, bipolar depression and asthma. Families would be at risk. Children in homes and in schools are at risk of learning disabilities in children, mental illness, depression, bipolar depression and asthma.</li> </ul>	<p><b>18.13</b></p>
<ul style="list-style-type: none"> <li><b>Aesthetics-</b> This project would have a significant effect on the scenic vista of homes surrounding the project and it would block the view of residents, the high cube warehouses and fulfillment centers would block the views of the Jurupa Hills for a majority of the residents. Anyone on the West side of the project would have their San Bernardino mountain views blocked. Bloomington is rural and does <b>not</b> perceive warehouse and distribution centers as aesthetically pleasing. Warehouses in the middle of residential neighborhoods are ugly and depressing. We value large lots with 360 degree views of our community, mountains, and hills. The people of Bloomington value and appreciate rural Bloomington and acknowledge that the lifestyle adds to our positive mental health. We destress by taking a horse ride, taking walks or bike rides, going outside to tend to our gardens, and to care for our farm animals. “By 2050, close to two-thirds of the global population will live in cities. For people in urban areas, modern living often involves more time spent indoors, on screens and removed from nature. At the same time, worldwide an estimated 450 million people are dealing with a mental or neurological disorder, and many of them live in cities.</li> </ul> <p>In this confluence, experts agree that contact with nature can reduce risk factors for some mental illnesses, improve people’s ability to manage life tasks, and enhance memory and attention. The study’s researchers hope their model will be especially useful in considering the possible mental health repercussions of adding – or taking away – nature in underserved communities.” <a href="https://news.stanford.edu/2019/07/24/building-nature-cities-better-mental-health/">https://news.stanford.edu/2019/07/24/building-nature-cities-better-mental-health/</a></p>	<p><b>18.14</b></p>
<ul style="list-style-type: none"> <li><b>Agricultural-</b> This area is an active “Designated farmland and farmland of statewide importance” and is currently <u>in use</u> by grazing livestock. Destruction of this land would lead to an irreversible loss of land.</li> <li>The Project <b>would</b> involve changes in the existing environment, which will result in conversion of farmland to nonagricultural use.</li> <li>There are many residents who do organic farming in their homes, including myself. How will this development affect the quality of my fruits and vegetables considering all of the air contaminants that will be added with this project? I feed my family this food. Neighbors rely on the food they grow to feed their families since we are a small rural community and do not have a major grocery store that sells organic fresh fruits and organic vegetables in Bloomington, and how will the soil quality in the area change? I would like further analysis on this.</li> </ul>	<p><b>18.15</b></p>
<ul style="list-style-type: none"> <li><b>Air Quality-</b>The Project <b>would</b> conflict with or obstruct implementation of the applicable air quality plan. The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. The Project <b>would</b> expose sensitive receptors to substantial pollutant concentrations. Since these are significant and unavoidable, the project has no way of mitigating this and should NOT be approved. The Project CAN result in other emissions (such as</li> </ul>	<p><b>18.16</b></p>



those leading to odors) adversely affecting a substantial number of people because we do not know what types of services these centers will provide. Since this proposed development would border homes and schools it is irresponsible development to approve this project.	18.16 cont.
<ul style="list-style-type: none"> <li>● <b>Biological Resources-</b> Leaving the large residential lots that the homeowners have is the best mitigation. It is <b>NOT</b> appropriate mitigation to assess prior to commencement of construction activities.</li> </ul>	18.17
<ul style="list-style-type: none"> <li>● This project should <b>not</b> be approved because the area is home to the burrowing owl. If the project goes through, there will be NO attempt to adequately perform habitat assessment, and if there is, the land would eventually still be built upon, which would destroy and demolish the population of burrowing owls in the area. "Relocation" is not natural to the burrowing owl, is dangerous, and is not an appropriate mitigation because it would contribute to the inevitable loss of the owl in its native habitat.</li> </ul>	18.18
<ul style="list-style-type: none"> <li>● The area <b>is</b> currently habitat to sensitive bat species. Building the Bloomington Business Park Specific Plan would destroy the active habitat of the sensitive and endangered bat species. Bats need open spaces with native vegetation. The proposed area would build warehouses, distribution centers, and increase traffic and lights in the area that will eventually destroy and demolish the bat population in the area. On page 5.4-27 it states that "If the qualified biologist determines that no sensitive bat maternity roosts are present, the construction activities shall be allowed to proceed without any further requirements." "The pre-construction survey shall be conducted 30 days prior to commencing construction/demolition activities" There is no way that a certified biologist can find that sensitive bat maternity roosts are present within 30 days in an area so large. It is impossible to check every tree, every building, every shed, every possible roosting place.</li> </ul>	18.19
<ul style="list-style-type: none"> <li>● There are a species of birds in the area that nests on the ground including the Meadowlark. Nesting birds are protected pursuant to the MBTA and California Fish and Game Code and it is impossible for a preconstruction clearance survey for nesting birds be done on thousands of trees that would be destroyed. This area is home to the Kangaroo rat, also endangered, this plan would put it at risk of decrease in population. This area is home to wild rabbits and jackrabbits, road-runners, bluejays, squirrels, skunks, racoons, coyotes, toads, snakes and foxes. Relocation as a mitigation plan for these creatures and the ones mentioned in the DEIR is unacceptable since it will eventually decrease and even destroy the population in the area. The community does not have faith in professionals appointed, hired or chosen by the county since Howard Industrial Partners have built strong relationships with most of the county staff in San Bernardino County as stated on their website: <a href="http://hipre.net/about">hipre.net/about</a></li> </ul>	18.20
<ul style="list-style-type: none"> <li>● The Project <b>would</b> have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts to sensitive vegetation can not be avoided therefore can not be mitigated in a natural way so that the native animals and plants would thrive in the area because land would be built upon and the majority of the open land would be covered in cement. This will make it impossible for animals to nest in dens, burrows, or underground and find appropriate food sources.</li> </ul>	18.21
<ul style="list-style-type: none"> <li>● The Project <b>would</b> have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</li> </ul>	18.22
<ul style="list-style-type: none"> <li>● Thousands of mature trees in the proposed sites would be cut down and replaced by a few hundred palm trees and young trees. Since the area already has terrible air quality, this will only add to the deterioration of the resident's air quality. It is significant and unavoidable and therefore should not be approved. If regulated trees will be impacted by a project, a tree removal permit</li> </ul>	18.23

must be obtained prior to impacts and will still be removed anyways. Trees are important to the animals native to this area and to air quality.	<b>18.23 cont.</b>
<ul style="list-style-type: none"> <li>• Page 321 Can you clarify and specify regulated trees and plants and when a tree or plant removal permit is required.?</li> </ul>	<b>18.24</b>
<ul style="list-style-type: none"> <li>• All types of hawks including the swainson's hawk that reside/migrate to this area need mature trees like Eucalyptus/Eucalyptus woodlands to rest\nest as well as the great horned owl that lives in the area.</li> </ul>	<b>18.25</b>
<ul style="list-style-type: none"> <li>• I do not believe that an expert in every type of biological species can be present during the entire phase of construction and therefore anything that is disrupted can be ignored, neglected and covered up by the developer, construction workers, and the county of San Bernardino whose sole purpose is to build as quickly as possible. The public has <b>NO</b> confidence in the county or the developers in that they will truly disclose findings of sensitive animals/plants/artifacts if they are found. The community does not have faith in professionals appointed, hired or chosen by the county since Howard Industrial Partners have built strong relationships with most of the county staff in San Bernardino County as stated on their website: <a href="http://hipre.net/about">hipre.net/about</a> This should be taken seriously because it violates the law.</li> </ul>	<b>18.26</b>
<ul style="list-style-type: none"> <li>• <b>Cultural Resources-</b> Future development may cause a substantial adverse change in the significance of a historical resource and project construction could cause a substantial adverse change in the significance of an archeological resource. Once the project is approved all archeological resources will be lost. I do not believe your mitigation measures are valid because the sole purpose of the developers and therefore their workers will be to build as quickly as possible.</li> <li>• The public has <b>NO</b> confidence in the county or the developers that they will truly disclose important artifacts if they are found. The community does not have faith in professionals appointed, hired or chosen by the county since Howard Industrial Partners have built strong relationships with most of the county staff in San Bernardino County as stated on their website: <a href="http://hipre.net/about">hipre.net/about</a></li> </ul>	<b>18.27</b>
<ul style="list-style-type: none"> <li>• <b>Geology and Soils-</b> Covering the land/soil with warehouses, distribution centers, parking lots, and cement <b>WOULD</b> result in substantial soil erosion and/or the loss of topsoil. Half of the topsoil on the planet has been lost in the last 150 years. These impacts include compaction, loss of soil structure, nutrient degradation, and soil salinity. The effects of soil erosion go beyond the loss of fertile land. It has led to increased pollution and sedimentation in underground water, streams and rivers, clogging these waterways and causing declines in fish and other species. The health of soil is a primary concern to this rural community of farmers and the global community whose livelihoods depend on well managed agriculture that starts with the dirt beneath our feet. <a href="https://www.worldwildlife.org">https://www.worldwildlife.org</a> If the project is demolished in the future the soil will be deficient in quality and nutrients.</li> </ul>	<b>18.28</b>
<ul style="list-style-type: none"> <li>• Landslides are significant in the area and can not be mitigated without destroying and modifying the natural geology therefore are unavoidable. Therefore the plan should NOT be approved.</li> </ul>	<b>18.29</b>
<ul style="list-style-type: none"> <li>• <b>Greenhouse Gases-</b>The Project <b>would</b> generate GHG emissions, directly and indirectly, that may have a <b>significant</b> impact on the environment. 9000 vehicle trips a day would have a significant impact on the community that already suffers from bad air quality.</li> <li>• The mitigation is unacceptable because companies who do not meet the "100 points" with the Greenhouse Gas Reduction Plan will just have to pay a fee \$\$\$ which leaves the impact significant and unavoidable instead of potentially significant. This results in the community's health decline and possible deaths with a bad quality of life.</li> <li>• The Community Plan for Bloomington and the Bloomington Business Park Specific Plan conflict. The community does not want this type of development because we are a small community and it</li> </ul>	<b>18.30</b>



would conflict with any way of reducing the emissions of greenhouse gasses. The county of San Bernardino is not following the Community Plan adopted by the residents of Bloomington. Residents have asked for a rural, small town atmosphere with homes that have large lots. 2007 Community Plan: BL1.1 PURPOSE OF THE COMMUNITY PLAN The primary purpose of the Bloomington Community Plan is to guide the future use and development of land within the Bloomington Community Plan area in a manner that preserves the character and independent identity of the community. By setting goals and policies for the Bloomington community that are distinct from those applied countywide, the community plan outlines how the County of San Bernardino will manage and address growth while retaining the attributes that make Bloomington unique. 2007 <https://www.sbcounty.gov/Uploads/lus/ComvelopmmunityPlans/BloomingtonCP.pdf> No current or past community plans show that the community wanted industrial/commercial zones in the proposed site chosen by developers and or the county. From 2007 to 2019 the community plan has stated that the community wants to keep their neighborhood rural so that they can continue to live an equestrian lifestyle with farm animals and large lots, and a small town feel.

**18.30**  
**cont.**

- **Hazards and Hazardous Materials**-The Project **would** create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. The proposed Bloomington Business Park Specific Plan is located in the middle of a residential neighborhood. Even if the site gets rezoned it is still located in the middle of a residential neighborhood with close proximity to 4 schools and a park. 2 of those schools and the park are directly bordering the site. Because this project site is located inside a residential neighborhood, trucks that may be transporting hazardous materials must pass homes and/or schools which makes this impact significant and unavoidable and thus **MUST NOT** be approved.
- The Project could create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment and therefore can not be responsibly mitigated because of its negative impacts to schools, children, and homes located at the borders of the proposed sites.
- I believe the Project would violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. I would like to know who conducted this research and who chose this researcher because I do not agree with this finding. The community does not have faith in professionals appointed, hired, or chosen by the county since Howard Industrial Partners have built strong relationships with most of the county staff in San Bernardino County as stated on their website: [hipre.net/about](http://hipre.net/about)
- Since this project has the possibility to decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin, I feel it needs mitigation and needs a professional to conduct a survey first. I do not agree that the mitigation measures or true impacts of WQ1 through WQ-8 are acceptable because the area in the proposed site does contain groundwater. With all the development, rainwater would not be able to naturally drain into the ground and being in a drought I feel that is irresponsible and damaging to the natural flow of the earth and the ecosystem that depends on it.
- **Land Use and Planning**- The Project **would** divide an established community. Neighbors would be replaced with cement walls, parking lots, cement, trucks and high cube buildings. The project would be located in the middle of a residential neighborhood. In order for the established equestrian community to flourish and thrive it is necessary to keep the rural community as is. If the majority of the land is rezoned, current residents are at risk of losing the farm/rural/equestrian lifestyle.

**18.31**

**18.32**

**18.33**

<ul style="list-style-type: none"> <li>• The Project <b>would</b> cause a significant environmental impact due to a conflict with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Community Plan since 2007 and maybe even before, has been to keep Bloomington rural. We do not want industrial development next to homes and schools. Homeowners would be forced to rezone because a developer put in an application with the county to rezone <u>someone else's property</u>. How is this even legal or okay with the San Bernardino planning commission or the County or the Supervisors? People who own those homes would be forced to live in an industrial zone if they do not want to move or sell. Home property values of the people forced to rezone and who have been left "boxed in" by these developments would drop as well as those of surrounding homes left bordering warehouses and parking lots would drop as well. Their quality of life would deteriorate living in their own homes boxed into these developments. The equestrian/farm lifestyle would be at risk in this community who is largely hispanic and has a cultural tie to this type of "ranch" lifestyle.</li> </ul>	<p><b>18.33</b> <b>cont.</b></p>
<ul style="list-style-type: none"> <li>• <b>Noise-</b> In order for a warehouse or distribution center to function, there has to be trucks. Trucks bring pollution but also noise pollution. Homes and schools located on roads where trucks operate are subject to 24-7 noise as well as deterioration to their homes with cracks in the walls and windows. Homes and schools in close proximity to the proposed building would have constant noise and pollution from trucks idling, entering and exiting 24/7 since the development would border homes and schools.</li> <li>• This project WOULD generate excessive groundborne vibration or groundborne noise levels. There are native animals who are sensitive to ground vibrations and noise levels including sensitive, endangered and native species.</li> <li>• The Project <b>would</b> expose people going to school in, residing in, or working in the Project area to excessive noise level. It is unavoidable with all the trucks and traffic the proposed project would bring. It would diminish the quality of education for students and the quality of peace and quiet for people in their own homes.</li> </ul>	<p><b>18.34</b></p>
<ul style="list-style-type: none"> <li>• <b>Population and Housing-</b> The Project WOULD displace substantial numbers of existing people or housing. The construction of homes in the upzone area does not mitigate this because people who live in the Bloomington Business Park Specific Plan proposed site would not be able to live in the higher density housing because they have farm animals. They CAN NOT take their horses and chickens to the upzone site. There are few areas in the Inland Empire that have large lots zoned for farm animals. This would displace people and farm animals. Rezoning a residential site ("Upzone Site") to a higher density in compliance with Senate Bill 330 does not mitigate the loss of agricultural land and large lot properties of these homeowners.</li> </ul>	<p><b>18.35</b></p>
<ul style="list-style-type: none"> <li>• The Project would result in substantial adverse physical impacts associated with school services or the provision of new or physically altered school facilities. The Colton Joint Unified School District has a priority- the students. They will lose student enrollment endangering the future of teachers and employee's jobs and the existence of the area schools. This specific plan project is in close proximity to 4 schools, 2 of those are bordering the project. This project displaces students and families.</li> </ul>	<p><b>18.36</b></p>
<ul style="list-style-type: none"> <li>• The Project would result in substantial adverse physical impacts associated with park and recreational services or the provision of new or physically altered park facilities such as the Equestrian Center and Kessler Park. With our equestrian community being wiped out by the specific plan the Equestrian Center would be of little use. Kessler Park would also be in danger of continuing with 213 acres of families and homes being replaced with industrial development.</li> </ul>	<p><b>18.37</b></p>
<ul style="list-style-type: none"> <li>• <b>Traffic-</b> The Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Bloomington small streets do not have the capacity to take on all the diesel semi truck and vehicle traffic this project would bring. Small streets and big trucks are a disaster for students walking to and from</li> </ul>	<p><b>18.38</b></p>

<p>school, riding bikes, the horse community that rides through the neighborhood, and residential vehicles that commute daily for everyday activities. Widening the streets would only lead to more displacement of homes and families and destruction of property owner's land. 9000 vehicle trips to a small community is not appropriate. The roads are not made for this type of development. Creating sidewalks is a safety concern for our equestrian community because horses are propense to slip on sidewalks. Traffic would be sent through the Cedar Ave off ramp and at the moment is not equipped to handle 9000 extra vehicle trips a day. The off ramp is not even equipped to handle the everyday traffic that passes through already. Signs might be posted on streets stating "no trucks" but trucks still pass through because of shortcuts or to avoid traffic. The true number of vehicle trips through Bloomington is not disclosed considering all the surrounding, proposed, and future warehouses in Bloomington, Fontana, Colton, and Rubidoux that would pass through our small town and one freeway ramp, not equipped to deal with this type of traffic and pollution.</p>	18.38 cont.
<ul style="list-style-type: none"> <li>• The Project WOULD result in inadequate emergency access because of Bloomington only having one freeway offramp, small streets, and because this project would bring an excess amount of vehicle trips a day.</li> </ul>	18.39
<ul style="list-style-type: none"> <li>• <b>Tribal Cultural Resources-</b></li> <li>• To respect the Gabrieleno Band of Mission Indians-Kizh Nation I feel that this development should not go through due to the high importance of the history and culture that the beautiful area brings.</li> </ul>	18.40
<ul style="list-style-type: none"> <li>• <b>Utilities and Service Systems-</b> I am unclear about this statement: "The Project would not require or result in the construction of new or expanded wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects." I would like clarification on what the plan is for the wastewater. Where is it going to go?</li> </ul>	18.41
<ul style="list-style-type: none"> <li>• And also, I would like to know WHAT the plan is if :The Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. If the zone is subject to landslides and flooding, and the project is over 3 million square feet shouldn't it require more mitigation? Impact UT-5: states it would cause significant environmental effects, but then on Level of Significance before Mitigation: it states Less than significant. I feel like the person conducting the DEIR for this project is not taking ALL aspects of the project seriously since they are conflicting with their own statement.</li> </ul>	18.42
<ul style="list-style-type: none"> <li>• On page 249 Figure 5.2-1 What does the red section "other land" refer to?</li> </ul>	18.43
<ul style="list-style-type: none"> <li>• I would like Site Conceptual Visual Simulations of the projects that reflect what the building would really look like in my residential neighborhood instead of the visual presented on all Site Conceptual Visual Simulations that were presented that show nothing in the backgrounds other than empty lots. I am requesting a diagram of all proposed sites with correct visual representations of what is in the surrounding areas including homes, schools, parks, and small streets.</li> </ul>	18.44
<ul style="list-style-type: none"> <li>• I would like to know exactly how many trees would have to be cut down in the proposed project site and how many of those would require permits.</li> </ul>	18.45
<ul style="list-style-type: none"> <li>• I would like a professional study conducted on the effects of noise pollution on students and teachers. Since this project borders 2 schools and at least 8000 truck trips will go through the area a day, I am concerned about the quality of education and the stress level that truck and vehicle noise can bring to my children, students, and teachers. To add to the positive mental health of my children, students, and teachers, I would like to add that "experts agree that contact with nature can reduce risk factors for some mental illnesses, improve people's ability to manage life tasks, and enhance memory and attention. The study's researchers hope their model will be</li> </ul>	18.46

especially useful in considering the possible mental health repercussions of adding – or taking away – nature in underserved communities.”

<https://news.stanford.edu/2019/07/24/building-nature-cities-better-mental-health/>

**18.46  
cont.**

- I would like for you to take into account and conduct a fuller analysis/study on the light pollution that this project would bring and the negative effects on surrounding homes, sensitive bat species, owl species, and sensitive species and all nocturnal animals native to this area. I would also like further analysis on how this project’s light pollution would affect the remaining farm animals in the area including the health of my and neighbor’s horses.
- Considering the size of the Bloomington Business Park Specific Plan Project, can you tell me what percentage of Bloomington land/Earth would be covered in warehouse/industrial development (including the Bloomington Business Park Specific Plan Project development and existing warehouses, industrial warehouses and distribution centers) and can you compare that to surrounding cities and areas that are not predominantly people of color or low socioeconomic status? This would further strengthen my statement that this development is Environmental Racism.

**18.47**

**18.48**

*Timestamp:*

12/14/2021 15:10:03

*Name/Nombre:*

Fanelly Millan

*Email/Correo Electronico:*

fmillan@pomonadaylabor.org

*Address/Direccion:*

224 1/2 E El Morado Ct Ontario CA 91764

*Phone number/ Numero de Telefono:*

9094469068

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacen? (check all that apply/marque todo lo que corresponda):*

Contamination to local water sources / Contaminación de las fuentes de agua locales, Pollution /Contaminación, Forced removal of renters / Desalojo forzoso de inquilinos

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Schools / Escuelas, Community Garden / Jardín Comunitario, Parks / Parques, Green Spaces / Espacios Verdes

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Commentarios o Opiniones Sobre la Propuesta de Almacen:*

N/A

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

Yes

19.1

*Timestamp:*

12/14/2021 15:33:07

*Name/Nombre:*

Helen Castillejos

*Email/Correo Electronico:*

castillejos\_helen@yahoo.com

*Address/Direccion:*

18285 11th st Bloomington CA 92316

*Phone number/ Numero de Telefono:*

9096995249

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacen? (check all that apply/marque todo lo que corresponda):*

Proximity to local schools /Proximidad a las escuelas locales, Proximity to residencies / Proximidad a las residencias, Truck traffic / Tráfico de camiones, Contamination to local water sources / Contaminación de las fuentes de agua locales, Pollution /Contaminación, Further industrialization of Bloomington / Mas industrialización de Bloomington, Forced removal of renters / Desalojo forzoso de inquilinos

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Grocery Stores / Mercados de Comida, Community Center / Centro Comunitario, Schools / Escuelas, Community Garden / Jardín Comunitario, Parks / Parques, Green Spaces / Espacios Verdes

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Comentarios o Opiniones Sobre la Propuesta de Almacen:*

N/A

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

No

110.1

*Timestamp:*

12/14/2021 17:11:15

*Name/Nombre:*

dipaali reddy

*Email/Correo Electronico:*

dipaali.reddy@gmail.com

*Address/Direccion:*

*Phone number/ Numero de Telefono:*

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacen? (check all that apply/marque todo lo que corresponda):*

Proximity to local schools /Proximidad a las escuelas locales, Proximity to residencies / Proximidad a las residencias, Truck traffic / Tráfico de camiones, Contamination to local water sources / Contaminación de las fuentes de agua locales, Pollution /Contaminación, Further industrialization of Bloomington / Mas industrialización de Bloomington, Forced removal of renters / Desalojo forzoso de inquilinos

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Community Center / Centro Comunitario, Community Garden / Jardín Comunitario

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Commentarios o Opiniones Sobre la Propuesta de Almacen:*

we have to stop being complacent about the murder and displacement of life caused by the industrialization of our communities.

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

Yes

111.1

*Timestamp:*

12/14/2021 18:07:14

*Name/Nombre:*

Mireya

*Email/Correo Electronico:*

suarezmireya@yahoo.com

*Address/Direccion:*

1269 W 29th St

*Phone number/ Numero de Telefono:*

9514882230

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacen? (check all that apply/marque todo lo que corresponda):*

Proximity to local schools /Proximidad a las escuelas locales, Truck traffic / Tráfico de camiones, Pollution /Contaminación

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Green Spaces / Espacios Verdes

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Commentarios o Opiniones Sobre la Propuesta de Almacen:*

Este proyecto traera contaminación, trafico, trafico de vehiculos pesados en areas residenciasles y cerca de escuelas, ruido y estres a la comunidad.

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

No

112.1



*Timestamp:*

12/14/2021 18:16:52

*Name/Nombre:*

Cynthia Rivera

*Email/Correo Electronico:*

cindyloveswolves@gmail.com

*Address/Direccion:*

1548 s. Fillmore Ave Bloomington CA 92316

*Phone number/ Numero de Telefono:*

3235355972

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacén? (check all that apply/marque todo lo que corresponda):*

Proximity to local schools /Proximidad a las escuelas locales, Proximity to residencies / Proximidad a las residencias, Truck traffic / Tráfico de camiones, Contamination to local water sources / Contaminación de las fuentes de agua locales, Pollution /Contaminación, Further industrialization of Bloomington / Mas industrialización de Bloomington, Forced removal of renters / Desalojo forzoso de inquilinos

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Grocery Stores / Mercados de Comida, Retail Stores / Tiendas, Restaurants / Restaurantes, Community Center / Centro Comunitario, Schools / Escuelas, Community Garden / Jardín Comunitario, Parks / Parques, Green Spaces / Espacios Verdes

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Comentarios o Opiniones Sobre la Propuesta de Almacén:*

N/A

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

No

**113.1**

*Timestamp:*

12/14/2021 18:23:54

*Name/Nombre:*

Renato Gonzalez

*Email/Correo Electronico:*

rgonzalez1077@gmail.com

*Address/Direccion:*

1269 W 29th St San Bernardino Ca 92405

*Phone number/ Numero de Telefono:*

(951)488-2266

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacen? (check all that apply/marque todo lo que corresponda):*

Proximity to local schools /Proximidad a las escuelas locales, Proximity to residencies / Proximidad a las residencias, Truck traffic / Tráfico de camiones, Contamination to local water sources / Contaminación de las fuentes de agua locales, Pollution /Contaminación, Further industrialization of Bloomington / Mas industrialización de Bloomington, Forced removal of renters / Desalojo forzoso de inquilinos

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Schools / Escuelas, Community Garden / Jardín Comunitario, Parks / Parques, Green Spaces / Espacios Verdes

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Commentarios o Opiniones Sobre la Propuesta de Almacen:*

No queremos más industrias que solo que sólo contribuyen al aumento de la contaminación.

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

Yes

**114.1**

*Timestamp:*

12/14/2021 20:16:09

*Name/Nombre:*

Nah

*Email/Correo Electronico:*

nothanks@gmail.com

*Address/Direccion:*

No

*Phone number/ Numero de Telefono:*

...no

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacen? (check all that apply/marque todo lo que corresponda):*

Proximity to local schools /Proximidad a las escuelas locales, Proximity to residencies / Proximidad a las residencias, Truck traffic / Tráfico de camiones, Contamination to local water sources / Contaminación de las fuentes de agua locales, Pollution /Contaminación, Further industrialization of Bloomington / Mas industrialización de Bloomington, Forced removal of renters / Desalojo forzoso de inquilinos

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Grocery Stores / Mercados de Comida, Retail Stores / Tiendas, Restaurants / Restaurantes, Green Spaces / Espacios Verdes

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Commentarios o Opiniones Sobre la Propuesta de Almacen:*

This project should be cancelled! It is bad for the environment and a waste of space! Unnecessary! A waste of space!

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

No

115.1

*Timestamp:*

12/15/2021 12:04:30

*Name/Nombre:*

Grecia

*Email/Correo Electronico:*

gracemarquez1293@gmail.com

*Address/Direccion:*

N/A

*Phone number/ Numero de Telefono:*

N/A

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacen? (check all that apply/marque todo lo que corresponda):*

Proximity to local schools /Proximidad a las escuelas locales, Proximity to residencies / Proximidad a las residencias, Truck traffic / Tráfico de camiones, Contamination to local water sources / Contaminación de las fuentes de agua locales, Pollution /Contaminación, Further industrialization of Bloomington / Mas industrialización de Bloomington, Forced removal of renters / Desalojo forzoso de inquilinos

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Grocery Stores / Mercados de Comida, Community Center / Centro Comunitario, Community Garden / Jardín Comunitario, Parks / Parques, Green Spaces / Espacios Verdes

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Commentarios o Opiniones Sobre la Propuesta de Almacen:*

I am opposed to this project for many reasons. I am concerned for the homes which will be destroyed in a time when housing is in crisis nationwide but especially in California. This warehouse will also contribute to the already bad air quality in Bloomington with increased pollution, contamination and warehouse. The worst part is that this project is being proposed right in the middle of our community, right next to an elementary school, middle school, high school, and park as well as countless homes. The impact on community wellness, safety, and the environment are too high!

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

Yes

116.1

*Timestamp:*

12/15/2021 14:14:20

*Name/Nombre:*

Jonathan Del Toro

*Email/Correo Electronico:*

j.deltoro021@gmail.com

*Address/Direccion:*

18470 9th Bloomington ca 92316

*Phone number/ Numero de Telefono:*

9099973505

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacen? (check all that apply/marque todo lo que corresponda):*

Proximity to local schools /Proximidad a las escuelas locales, Proximity to residencies / Proximidad a las residencias, Truck traffic / Tráfico de camiones, Contamination to local water sources / Contaminación de las fuentes de agua locales, Pollution /Contaminación, Further industrialization of Bloomington / Mas industrialización de Bloomington, Forced removal of renters / Desalojo forzoso de inquilinos, People losing homes

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Grocery Stores / Mercados de Comida, Parks / Parques, Green Spaces / Espacios Verdes

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Commentarios o Opiniones Sobre la Propuesta de Almacen:*

It shouldn't happen these people clearly don't value the lives of the children their tiny lungs with all the pollution, worse traffic could mean even more fatal accidents do we want that? No why should we the people lose our homes and why should they take our land for warehouse development yeah that really goes to show how much they don't value the life of the earth, the life the people, the elderly and the children our lungs are not for sale our homes are not for sale, and neither is our freedom, where will people go if this happens tell me because this is creating more disasters than blessings.

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

No

117.1

*Timestamp:*

12/15/2021 15:28:42

*Name/Nombre:*

Nathaly Ortiz

*Email/Correo Electronico:*

nathalylilia@gmail.com

*Address/Direccion:*

N/A

*Phone number/ Numero de Telefono:*

N/A

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacen? (check all that apply/marque todo lo que corresponda):*

Proximity to local schools /Proximidad a las escuelas locales, Proximity to residencies / Proximidad a las residencias, Truck traffic / Tráfico de camiones, Contamination to local water sources / Contaminación de las fuentes de agua locales, Pollution /Contaminación, Further industrialization of Bloomington / Mas industrialización de Bloomington, Forced removal of renters / Desalojo forzoso de inquilinos

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Community Center / Centro Comunitario, Schools / Escuelas, Community Garden / Jardín Comunitario, Parks / Parques, Green Spaces / Espacios Verdes

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Comentarios o Opiniones Sobre la Propuesta de Almacen:*

The displacement of an entire community is a blatant sign of profit over people, and that excludes the acknowledgement of further environmental destruction of the Inland Empire through the proliferation of a warehouse economy that is unsustainable for a multitude of reasons. If a project seeks to literally destroy and displace a community, that is enough to oppose the Bloomington Business Park Specific Plan.

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

Yes

118.1

*Timestamp:*

12/15/2021 15:57:44

*Name/Nombre:*

Elizabeth Sena

*Email/Correo Electronico:*

elizabeth.sena@yahoo.com

*Address/Direccion:*

14418 Shadow Dr. Fontana CA 92337

*Phone number/ Numero de Telefono:*

9097867400

*What are your greatest concerns about this new warehouse proposal?/¿Qué es lo que más le preocupa de esta nueva almacen? (check all that apply/marque todo lo que corresponda):*

Proximity to local schools /Proximidad a las escuelas locales, Proximity to residencies / Proximidad a las residencias, Truck traffic / Tráfico de camiones, Contamination to local water sources / Contaminación de las fuentes de agua locales, Pollution /Contaminación, Further industrialization of Bloomington / Mas industrialización de Bloomington, Forced removal of renters / Desalojo forzoso de inquilinos

*What projects would you like to see instead of logistical developments?/¿Qué proyectos le gustaría ver en lugar de desarrollos logísticos? (check all that apply/marque todo lo que corresponda):*

Grocery Stores / Mercados de Comida, Retail Stores / Tiendas, Restaurants / Restaurantes, Community Center / Centro Comunitario, Schools / Escuelas, Community Garden / Jardín Comunitario, Parks / Parques, Green Spaces / Espacios Verdes

*Do you agree with the proposed warehouse development of the Bloomington Business Park Specific Plan? / ¿Está usted de acuerdo con la propuesta de construcción de el Bloomington Business Park Specific Plan?:*

No

*Comments or Opinions on Bloomington Business Park Specific Plan/Comentarios o Opiniones Sobre la Propuesta de Almacen:*

N/A

*Are you interested in staying connected with us?/¿Está interesado en seguir conectado con nosotros?:*

Yes

119.1

Good evening esteemed San Bernardino County Planning Division, my name is Carmen Perez and have been a resident of Bloomington for 13 years. I am writing in response to the Bloomington Business Park Specific Plan Project EIR-Draft and I wanted to raise my concerns on the following;

I am against warehouses being built around my community. I like Bloomington to stay rural, with horses around the streets. We need stores, restaurants, parks, community center for kids and seniors. I moved from Los Angeles from all the traffic, noise and industrial. Please keep Bloomington rural for the safety of our future generations. Bloomington has not benefit from any warehouses that already been built. I pay taxes so I have a right to be heard  
Bloomington is not for sale!

Carmen Perez

12-12-21

120.1



Buenas noches, estimada División de Planificación del Condado de San Bernardino, mi nombre es JUAN CUCUM y he sido residente de Bloomington durante 24 años. Le escribo en respuesta al Borrador del Proyecto EIR del Plan Específico del Parque Empresarial de Bloomington y quería plantear mis inquietudes sobre lo siguiente;

estimados Supervisores del  
condado de San Bernardino  
Me llamo Juan y vivo en la  
comunidad de Bloomington

Me opongo a la bodega  
Bloomington Business  
Specific Park

Me incomodaría la  
Tranquilidad que se tiene  
en Bloomington ya tenemos  
suficientes bodegas

121.1

Buenas noches, estimada División de Planificación del Condado de San Bernardino, mi nombre es Virginia y he sido residente de Bloomington durante 24 años. Le escribo en respuesta al Borrador del Proyecto EIR del Plan Específico del Parque Empresarial de Bloomington y quería plantear mis inquietudes sobre lo siguiente;

estimados super visores del  
condado de san Bernar dho  
me llamo Virginia y vivo en la  
comunidad de Bloomington

Me opongo a la boda  
Bloomington Business

Specific Park

lla Tenemos suficientes  
votegias

122.1

Buenas noches, estimada División de Planificación del Condado de San Bernardino, mi nombre es Maria y he sido residente de Bloomington durante 17 años. Le escribo en respuesta al Borrador del Proyecto EIR del Plan Especifico del Parque Empresarial de Bloomington y quería plantear mis inquietudes sobre lo siguiente;

1. Me preocupa mucho el efecto que este proyecto causaria en nuestra salud debido a la contaminación que este proyecto traeria a MI comunidad.

123.1

2. Este proyecto esta demasiado cerca de la High school y una middle school. Hace aproximadamente <sup>10 años</sup> se tuvo que cambiar los horarios de salida de estas escuelas para que no fuera al mismo tiempo porque <sup>el tráfico</sup> se congestionaba de una manera horrible. ~~pero~~ No puedo ni imaginar el CAOS que este proyecto causaria en el tráfico de MI comunidad. Se imaginan si se llega a necesitar evacuar esa area? con solo 2 avenidas a los lados?

123.2

Good evening esteemed San Bernardino County Planning Division, my name is Javier Cerrato and have been a resident of Bloomington for 17 years. I am writing in response to the Bloomington Business Park Specific Plan Project EIR-Draft and I wanted to raise my concerns on the following;

I have a big Concern of the traffic, Air Control, and the truck messing up the streets. I don't think its safe for school kids to be around these warehouses.

Javi Cerrato

124.1

## Bloomington is not for Sale

Concerned residents of Bloomington and surrounding neighbors have discussed some concerns about all the tilt-ups (construction of more than one warehouse) occurring in our neighborhoods. We want to clarify that we are 100% opposed to any new warehouses. We have current and future concerns. 125.1

The quality of air that we currently have is not the best. The warehouses will bring in big rigs driving next to our schools and parks. Diesel and semi-trucks are the major sources of smog and poor air quality. That can contribute to respiratory problems and cancers. 125.2

The traffic is already getting bad, and it will worsen with the increase of diesel and semi-trucks and warehouse traffic. Some residents transport children to and from school over the freeway bridge. These trips can take 30 to 45 minutes to get to Crestmore Elementary, Grimes Elementary, Zimmerman Elementary, Joe Baca Middle School, Ruth O. Harris Middle School, and Bloomington High School. 125.3

We are also concerned for the safety of our families, given that extractive industries such as warehouses bring an influx of workers that will place a strain on Bloomington. Our community does not have adequate law enforcement and human services, which can increase violence and localized violent crimes. (See Sheriff Department Report from MAC Meetings: <https://www.sbcounty.gov/bosd5/Meetings/Bloomington>) 125.4

If we continue to create more warehouses in Bloomington, our community's population size will further decrease. This decrease in population will also decrease student enrollment at Colton Joint Unified School District. What students will attend our schools if homes are not built? We are also highly concerned with rezoning residential homes to industrial commercial. 125.5

In Bloomington, diesel and semi-trucks continue to cause residential and commercial street deterioration. We have a significant amount of potholes that do not get fixed or become neglected and cause costly tire, wheel, and vehicle damage. Residents are also experiencing problems with illegal street parking. We are concerned that drivers are not following regulations. 125.6

We currently don't have law enforcement to patrol our streets to enforce an additional 9,000 vehicle and truck trips on the road. This lack of oversight will lead to unsafe and dangerous street conditions for pedestrians and local traffic.

As Bloomington residents, we enjoy sustainably co-existing with nature. Many of us have horses, other livestock, and animals on our property, which is deeply part of our culture and our identity. We love our equestrian lifestyle and the beautiful mountain view. These invasive warehouses will take our lifestyle away. 125.7

Name: Jesus Cewante

Address: 746 S Leelan Ave.

Email: Cewantes 2791 CAT.net

Phone: 909-877-3397

Signature: Jesus Cewante

## Bloomington is not for Sale

Concerned residents of Bloomington and surrounding neighbors have discussed some concerns about all the tilt-ups (construction of more than one warehouse) occurring in our neighborhoods. We want to clarify that we are 100% opposed to any new warehouses. We have current and future concerns.

The quality of air that we currently have is not the best. The warehouses will bring in big rigs driving next to our schools and parks. Diesel and semi-trucks are the major sources of smog and poor air quality. That can contribute to respiratory problems and cancers.

The traffic is already getting bad, and it will worsen with the increase of diesel and semi-trucks and warehouse traffic. Some residents transport children to and from school over the freeway bridge. These trips can take 30 to 45 minutes to get to Crestmore Elementary, Grimes Elementary, Zimmermann Elementary, Joe Baca Middle School, Ruth O. Harris Middle School, and Bloomington High School.

We are also concerned for the safety of our families, given that extractive industries such as warehouses bring an influx of workers that will place a strain on Bloomington. Our community does not have adequate law enforcement and human services, which can increase violence and localized violent crimes. (See Sheriff Department Report from MAC Meetings: <https://www.sbcounty.gov/bosd5/Meetings/Bloomington>)

If we continue to create more warehouses in Bloomington, our community's population size will further decrease. This decrease in population will also decrease student enrollment at Colton Joint Unified School District. What students will attend our schools if homes are not built? We are also highly concerned with rezoning residential homes to industrial commercial.

In Bloomington, diesel and semi-trucks continue to cause residential and commercial street deterioration. We have a significant amount of potholes that do not get fixed or become neglected and cause costly tire, wheel, and vehicle damage. Residents are also experiencing problems with illegal street parking. We are concerned that drivers are not following regulations.

We currently don't have law enforcement to patrol our streets to enforce an additional 9,000 vehicle and truck trips on the road. This lack of oversight will lead to unsafe and dangerous street conditions for pedestrians and local traffic.

As Bloomington residents, we enjoy sustainably co-existing with nature. Many of us have horses, other livestock, and animals on our property, which is deeply part of our culture and our identity. We love our equestrian lifestyle and the beautiful mountain view. These invasive warehouses will take our lifestyle away.

Name: Ava Bertha Cervantes  
Address: 746 S. Larch Ave.  
Email: cervantes2791@att.net  
Phone: 909-877-3397  
Signature: Ava Bertha Cervantes

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La calidad del aire que tenemos actualmente no es la mejor. Las bodegas traerán camiones grandes que conducen junto a nuestras escuelas y parques. Los camiones diésel y los semirremolques son las principales fuentes de contaminación y mala calidad del aire. Eso puede contribuir a problemas respiratorios y cánceres.

El tráfico ya está empeorando y empeorará con el aumento del tráfico de diésel, semirremolques y bodegas. Algunos residentes transportan a los niños hacia y desde la escuela por el puente de la autopista. Estos viajes pueden tomar de 30 a 45 minutos para llegar a la escuela primaria Crestmore, la escuela primaria Grimes, la escuela primaria Zimmerman, la escuela secundaria Joe Baca, la escuela secundaria Ruth O. Harris y la escuela secundaria Bloomington.

También nos preocupa la seguridad de nuestras familias, dado que las industrias extractivas, como las bodegas, tienen un influjo de trabajadores que ejercerá estrés sobre la planificación de Bloomington. Nuestra comunidad no cuenta con servicios humanos ni cuerpos de seguridad adecuados, lo que puede aumentar la violencia y los delitos violentos localizados. (Consulte el Informe del Sheriff de las reuniones de Bloomington MAC: <https://www.sbcounty.gov/bosd5/Meetings/Bloomington>)

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Actualmente no contamos con agentes de la ley para patrullar nuestras calles para hacer cumplir 9,000 viajes adicionales de vehículos y camiones en la carretera. Esta falta de supervisión conducirá a condiciones de calle peligrosas para los peatones y el tráfico local.

Como residentes de Bloomington, disfrutamos de una coexistencia sostenible con la naturaleza. Muchos de nosotros tenemos caballos, otro ganado y animales en nuestra propiedad, lo cual es parte profunda de nuestra cultura e identidad. Nos encanta nuestro estilo de vida ecuestre y la hermosa vista a la montaña. Estas bodegas invasivas nos quitarán nuestro estilo de vida.

Nombre: JORGE VELASCO PEREZ  
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Tele: 909 232 34 61  
Firma y Fecha: [Firma] 12-14-2021

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Nombre: Ramon Ruiz  
Direccion: 19254 SANTA ANA AV  
Correo Electronico: BLUMINGTON CA 92316  
Tele: \_\_\_\_\_  
Firma y Fecha: Ramon Ruiz



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Nombre: Martha Vieyra  
Direccion: 19281 Santa Ana Ave. Bloomington CA 92318  
Correo Electronico: MeVieyra@aol.com  
Tele: 909) 603-3889  
Firma y Fecha: Martha D. 12-13-2021

## Bloomington is not for Sale

Concerned residents of Bloomington and surrounding neighbors have discussed some concerns about all the tilt-ups (construction of more than one warehouse) occurring in our neighborhoods. We want to clarify that we are 100% opposed to any new warehouses. We have current and future concerns.

The quality of air that we currently have is not the best. The warehouses will bring in big rigs driving next to our schools and parks. Diesel and semi-trucks are the major sources of smog and poor air quality. That can contribute to respiratory problems and cancers.

The traffic is already getting bad, and it will worsen with the increase of diesel and semi-trucks and warehouse traffic. Some residents transport children to and from school over the freeway bridge. These trips can take 30 to 45 minutes to get to Crestmore Elementary, Grimes Elementary, Zimmerman Elementary, Joe Baca Middle School, Ruth O. Harris Middle School, and Bloomington High School.

We are also concerned for the safety of our families, given that extractive industries such as warehouses bring an influx of workers that will place a strain on Bloomington. Our community does not have adequate law enforcement and human services, which can increase violence and localized violent crimes. (See Sheriff Department Report from MAC Meetings: <https://www.sbcounty.gov/bosd5/Meetings/Bloomington>)

If we continue to create more warehouses in Bloomington, our community's population size will further decrease. This decrease in population will also decrease student enrollment at Colton Joint Unified School District. What students will attend our schools if homes are not built? We are also highly concerned with rezoning residential homes to industrial commercial.

In Bloomington, diesel and semi-trucks continue to cause residential and commercial street deterioration. We have a significant amount of potholes that do not get fixed or become neglected and cause costly tire, wheel, and vehicle damage. Residents are also experiencing problems with illegal street parking. We are concerned that drivers are not following regulations.

We currently don't have law enforcement to patrol our streets to enforce an additional 9,000 vehicle and truck trips on the road. This lack of oversight will lead to unsafe and dangerous street conditions for pedestrians and local traffic.

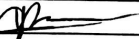
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Name: Criz Robles

Address: 865 W Granada St Bloomington CA 92316

Email: Criz-Martinez@yahoo.com

Phone: 626-374-8281

Signature: 

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Name: Michael Robles

Address: 865 W Granada St Bloomington CA 92316

Email: mikerobles86@yahoo.com

Phone: 626-364-8980

Signature: 

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Name: Jesus Cerrato

Address: 18942 Lusitana Dr Bloomington

Email: Cerrato.Jesus@gmail.com

Phone: (909) 648-9602

Signature and Date: 

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Name: Arcelia Mendoza  
Address: 18913 Paso Fino St.  
Email: apasionada29@sbcglobal.net  
Phone: (909) 831-1476  
Signature: [Handwritten Signature]

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Nombre: Luis Arroyo  
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Tel: (909) 5437937  
Firma y Fecha: Luis Arroyo

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Nombre: Fatima M Arroyo

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Tele: 9095437937

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The quality of air that we currently have is not the best. The warehouses will bring in big rigs driving next to our schools and parks. Diesel and semi-trucks are the major sources of smog and poor air quality. That can contribute to respiratory problems and cancers.

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If we continue to create more warehouses in Bloomington, our community's population size will further decrease. This decrease in population will also decrease student enrollment at Colton Joint Unified School District. What students will attend our schools if homes are not built? We are also highly concerned with rezoning residential homes to industrial commercial.

In Bloomington, diesel and semi-trucks continue to cause residential and commercial street deterioration. We have a significant amount of potholes that do not get fixed or become neglected and cause costly tire, wheel, and vehicle damage. Residents are also experiencing problems with illegal street parking. We are concerned that drivers are not following regulations.

We currently don't have law enforcement to patrol our streets to enforce an additional 9,000 vehicle and truck trips on the road. This lack of oversight will lead to unsafe and dangerous street conditions for pedestrians and local traffic.

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Name: Catalina Gonzalez  
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Email: ~~Cathy~~ cathyg12512@gmail.com  
Phone: (909) 754 4083  
Signature and Date: Catalina M.G.



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Name: Elector A Martinez  
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Email: \_\_\_\_\_  
Phone: (909) 562 9889  
Signature and Date: Elector A Martinez

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También nos preocupa la seguridad de nuestras familias, dado que las industrias extractivas, como las bodegas, tienen un influjo de trabajadores que ejercerá estrés sobre la planificación de Bloomington. Nuestra comunidad no cuenta con servicios humanos ni cuerpos de seguridad adecuados, lo que puede aumentar la violencia y los delitos violentos localizados. (Consulte el Informe del Departamento del Sheriff de las reuniones de Bloomington MAC: <https://www.sbcounty.gov/bosd5/Meetings/Bloomington>)

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Actualmente no contamos con agentes de la ley para patrullar nuestras calles para hacer cumplir 9,000 viajes adicionales de vehículos y camiones en la carretera. Esta falta de supervisión conducirá a condiciones de calle peligrosas para los peatones y el tráfico local.

Como residentes de Bloomington, disfrutamos de una coexistencia sostenible con la naturaleza. Muchos de nosotros tenemos caballos, otro ganado y animales en nuestra propiedad, lo cual es parte profunda de nuestra cultura e identidad. Nos encanta nuestro estilo de vida ecuestre y la hermosa vista a la montaña. Estas bodegas invasivas nos quitarán nuestro estilo de vida.

Nombre: Roberto Perez  
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Firma y Fecha: 12-13-21 Roberto Perez

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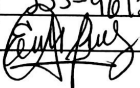
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Nombre: Erica Perez  
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Tele: (909) 333-9612  
Firma y Fecha:  12-13-21

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Name: Christian Perez  
Address: 11573 Appalosa LN Bloomington CA  
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Phone: (909) 905 5120  
Signature and Date: Christian Perez 12-13-21

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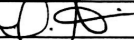
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Name: IRINA MELISSA AVINA

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Phone: 909 235-0556

Signature and Date:  12-13-21

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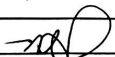
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Name: Javier Avina Perez  
Address: 11566 Appaloosa Ln Bloomington Ca 92316  
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Phone: 909 438 4528  
Signature and Date:  12.13.21

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Nombre: JAINLE PEREZ  
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Firma y Fecha: Jan - P 12-13-21



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Signature: [Handwritten Signature]

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The quality of air that we currently have is not the best. The warehouses will bring in big rigs driving next to our schools and parks. Diesel and semi-trucks are the major sources of smog and poor air quality. That can contribute to respiratory problems and cancers.

The traffic is already getting bad, and it will worsen with the increase of diesel and semi-trucks and warehouse traffic. Some residents transport children to and from school over the freeway bridge. These trips can take 30 to 45 minutes to get to Crestmore Elementary, Grimes Elementary, Zimmerman Elementary, Joe Baca Middle School, Ruth O. Harris Middle School, and Bloomington High School.

We are also concerned for the safety of our families, given that extractive industries such as warehouses bring an influx of workers that will place a strain on Bloomington. Our community does not have adequate law enforcement and human services, which can increase violence and localized violent crimes. (See Sheriff Department Report from MAC Meetings: <https://www.sbcounty.gov/bosd5/Meetings/Bloomington>)

If we continue to create more warehouses in Bloomington, our community's population size will further decrease. This decrease in population will also decrease student enrollment at Colton Joint Unified School District. What students will attend our schools if homes are not built? We are also highly concerned with rezoning residential homes to industrial commercial.

In Bloomington, diesel and semi-trucks continue to cause residential and commercial street deterioration. We have a significant amount of potholes that do not get fixed or become neglected and cause costly tire, wheel, and vehicle damage. Residents are also experiencing problems with illegal street parking. We are concerned that drivers are not following regulations.

We currently don't have law enforcement to patrol our streets to enforce an additional 9,000 vehicle and truck trips on the road. This lack of oversight will lead to unsafe and dangerous street conditions for pedestrians and local traffic.

As Bloomington residents, we enjoy sustainably co-existing with nature. Many of us have horses, other livestock, and animals on our property, which is deeply part of our culture and our identity. We love our equestrian lifestyle and the beautiful mountain view. These invasive warehouses will take our lifestyle away.

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Phone: (213) 332-5088  
Signature: Javi Cerrato

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Name: Cesar Lopez  
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Phone: (909) 371-4356  
Signature: 

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Name: Francisco Galvan  
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Signature: 

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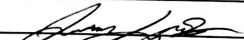
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Name: Juan Lopez  
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Signature: 

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Phone: 909-485-2436  
Signature: Jorge E. Lopez

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Email: Arriacastellone@gmail.com

Phone: 909 608-3447

Signature: Glennia Mendez

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Name: Mayra Shul

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Phone: (909) 835-8320

Signature: MAYRA SHUL



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Name:

Edgar Jr

Address: 14278 Mainline St Bloomington CA

Email:

Phone:

Signature:

Edgar Jr

## Bloomington no está a la venta

Los residentes de Bloomington preocupados y los vecinos alrededor han discutido algunas preocupaciones sobre todos los "tilt-ups" (construcción de más de una bodega) que ocurren en nuestros vecindarios. Queremos aclarar que nos oponemos al 100% a nuevas bodegas. Tenemos preocupaciones actuales y futuras. Además, nos oponemos firmemente al 'Bloomington Business Park Specific Plan Project' (BBPSP). Los supervisores, comisionados de planificación y miembros del consejo asesor municipal del condado de San Bernardino no deben aprobar el BBPSP.

La calidad del aire que tenemos actualmente no es la mejor. Las bodegas traerán camiones grandes que conducen junto a nuestras escuelas y parques. Los camiones diésel y los semirremolques son las principales fuentes de contaminación y mala calidad del aire. Eso puede contribuir a problemas respiratorios y cánceres.

El tráfico ya está empeorando y empeorará con el aumento del tráfico de diésel, semirremolques y bodegas. Algunos residentes transportan a los niños hacia y desde la escuela por el puente de la autopista. Estos viajes pueden tomar de 30 a 45 minutos para llegar a la escuela primaria Crestmore, la escuela primaria Grimes, la escuela primaria Zimmerman, la escuela secundaria Joe Baca, la escuela secundaria Ruth O. Harris y la escuela secundaria Bloomington.

También nos preocupa la seguridad de nuestras familias, dado que las industrias extractivas, como las bodegas, tienen un influjo de trabajadores que ejercerá estrés sobre la planificación de Bloomington. Nuestra comunidad no cuenta con servicios humanos ni cuerpos de seguridad adecuados, lo que puede aumentar la violencia y los delitos violentos localizados. (Consulte el Informe del Departamento del Sheriff de las reuniones de Bloomington MAC: <https://www.sbcounty.gov/bosd5/Meetings/Bloomington>)

Si continuamos creando más bodegas en Bloomington, el tamaño de la población de nuestra comunidad disminuirá aún más. Esta disminución en la población también disminuirá la inscripción de estudiantes en el Distrito Escolar Colton Joint Unified School District. ¿Cuáles estudiantes asistirán a nuestras escuelas si no se construyen casas? También estamos muy preocupados por la rezonificación de viviendas residenciales a comerciales industriales.

En Bloomington, los camiones diésel y los semirremolques continúan causando el deterioro de las calles comerciales y residenciales. Tenemos una cantidad significativa de baches que no se reparan o se descuidan y causan costosos daños en llantas, ruedas y vehículos. Los residentes también están sufriendo con problemas sobre el estacionamiento ilegal en la calle. Nos preocupa que los conductores no sigan las regulaciones.

Actualmente no contamos con agentes de la ley para patrullar nuestras calles para hacer cumplir 9,000 viajes adicionales de vehículos y camiones en la carretera. Esta falta de supervisión conducirá a condiciones de calle peligrosas para los peatones y el tráfico local.

Como residentes de Bloomington, disfrutamos de una coexistencia sostenible con la naturaleza. Muchos de nosotros tenemos caballos, otro ganado y animales en nuestra propiedad, lo cual es parte profunda de nuestra cultura e identidad. Nos encanta nuestro estilo de vida ecuestre y la hermosa vista a la montaña. Estas bodegas invasivas nos quitarán nuestro estilo de vida.

Nombre: Victor Ramirez Garcia  
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Tele: 909) 200-6187  
Firma y Fecha: [Firma] 12/13/21

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Nombre: Vicente Ortega  
Dirección: 18926  
Correo Electrónico: Vicente Ortega 909 95 mail. Com  
Tel: 909 251-8301  
Firma y Fecha: [Firma] 12-13-2021

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Phone: (909) 556-2420  
Signature: Maria A. Mendoza

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Name:

Address:

Email:

Phone:

Signature and Date:

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Los residentes de Bloomington preocupados y los vecinos alrededor han discutido algunas preocupaciones sobre todos los "tilt-ups" (construcción de más de una bodega) que ocurren en nuestros vecindarios. Queremos aclarar que nos oponemos al 100% a nuevas bodegas. Tenemos preocupaciones actuales y futuras. Además, nos oponemos firmemente al 'Bloomington Business Park Specific Plan Project' (BBPSP). Los supervisores, comisionados de planificación y miembros del consejo asesor municipal del condado de San Bernardino no deben aprobar el BBPSP.

La calidad del aire que tenemos actualmente no es la mejor. Las bodegas traerán camiones grandes que conducen junto a nuestras escuelas y parques. Los camiones diésel y los semirremolques son las principales fuentes de contaminación y mala calidad del aire. Eso puede contribuir a problemas respiratorios y cánceres.

El tráfico ya está empeorando y empeorará con el aumento del tráfico de diésel, semirremolques y bodegas. Algunos residentes transportan a los niños hacia y desde la escuela por el puente de la autopista. Estos viajes pueden tomar de 30 a 45 minutos para llegar a la escuela primaria Crestmore, la escuela primaria Grimes, la escuela primaria Zimmerman, la escuela secundaria Joe Baca, la escuela secundaria Ruth O. Harris y la escuela secundaria Bloomington.

También nos preocupa la seguridad de nuestras familias, dado que las industrias extractivas, como las bodegas, tienen un influjo de trabajadores que ejercerá estrés sobre la planificación de Bloomington. Nuestra comunidad no cuenta con servicios humanos ni cuerpos de seguridad adecuados, lo que puede aumentar la violencia y los delitos violentos localizados. (Consulte el Informe del Departamento del Sheriff de las reuniones de Bloomington MAC: <https://www.sbcounty.gov/bosd5/Meetings/Bloomington>)

Si continuamos creando más bodegas en Bloomington, el tamaño de la población de nuestra comunidad disminuirá aún más. Esta disminución en la población también disminuirá la inscripción de estudiantes en el Distrito Escolar Colton Joint Unified School District. ¿Cuáles estudiantes asistirán a nuestras escuelas si no se construyen casas? También estamos muy preocupados por la re zonificación de viviendas residenciales a comerciales industriales.

En Bloomington, los camiones diésel y los semirremolques continúan causando el deterioro de las calles comerciales y residenciales. Tenemos una cantidad significativa de baches que no se reparan o se descuidan y causan costosos daños en llantas, ruedas y vehículos. Los residentes también están sufriendo con problemas sobre el estacionamiento ilegal en la calle. Nos preocupa que los conductores no siguen las regulaciones.

Actualmente no contamos con agentes de la ley para patrullar nuestras calles para hacer cumplir 9,000 viajes adicionales de vehículos y camiones en la carretera. Esta falta de supervisión conducirá a condiciones de calle peligrosas para los peatones y el tráfico local.

Como residentes de Bloomington, disfrutamos de una coexistencia sostenible con la naturaleza. Muchos de nosotros tenemos caballos, otro ganado y animales en nuestra propiedad, lo cual es parte profunda de nuestra cultura e identidad. Nos encanta nuestro estilo de vida ecuestre y la hermosa vista a la montaña. Estas bodegas invasivas nos quitarán nuestro estilo de vida.

Nombre: Consuelo Escobar  
Direccion: 18926 Paso Fino Bloomington  
Correo Electronico: \_\_\_\_\_  
Tele: 909 - 212 4492  
Firma y Fecha: Consuelo Escobar

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Name: Francisca Ibarra  
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Phone: (909) 949-0872  
Signature and Date: 2025 12/13/21

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Name: Armando Ibarra  
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Name: Salvador Ravez  
Address: 18953 Paseo Fino St. Bloomington Ca.  
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Signature and Date: Salvador Ravez

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Name: Carlos Iedesma  
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Email: ledesmamireya@yahoo.com  
Phone: 909) 251-1529  
Signature and Date: Carlos Iedesma

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Name: Angelina Ramel  
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Signature and Date: \_\_\_\_\_

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Name: Obed Camacho Caravez / Josie Ann Chavez  
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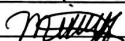
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Name: MIGUEL RAMIREZ  
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Signature and Date: Miguel Ramirez

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Nombre: José Torar  
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Correo Electronico: cherdee90@gmail.com  
Tele: 909 746 1979  
Firma y Fecha: [Firma]



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Name: Michelle Ramirez  
Address: 18931 Lusitano Dr, Bloomington, CA 92316  
Email: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Signature and Date: Michelle Ramirez

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Name: Pilar De La Cruz

Address: 18953 Paso Fino St

Email: Pilardelacruz73@yahoo.com

Phone: (909) 419-5017

Signature and Date: Pilar De La Cruz 12-13-21

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Name: Ramona Delacruz

Address: 18953 Paso Fino St.

Email: \_\_\_\_\_

Phone: (909) 419-5017

Signature and Date: Ramona Delacruz 12-13-2021

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Name: Dolores M Rodriguez  
Address: 18945 Paso Fino St.  
Email: mrm227@gmail.com  
Phone: 626 705-6270  
Signature and Date: [Signature] 12/13/2021

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Name: Marie Brillas  
Address: 18945 Paso Fino St  
Email: —  
Phone: —  
Signature and Date: Marie Brillas 12/12/21

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Name: Dolores A Rodriguez  
Address: 1845 Paso Fino St.  
Email: \_\_\_\_\_  
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Name: Miguel A R Rodriguez

Address: 18945 Paso Fino St

Email: —

Phone: —

Signature and Date: Miguel A Rodriguez

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Name: Maria Perez

Address: 18972 Paso Fino St - Bloomington, Ca. 92316

Email: Candylife071277@gmail.com

Phone: 951 823 4849

Signature and Date: Maria Perez 12/13/21



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Name: Brandon Richards  
Address: 1897E Paso Fino St  
Email: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Signature: 

## Bloomington no está a la venta

Los residentes de Bloomington preocupados y los vecinos alrededor han discutido algunas preocupaciones sobre todos los "tilt-ups" (construcción de más de una bodega) que ocurren en nuestros vecindarios. Queremos aclarar que nos oponemos al 100% a nuevas bodegas. Tenemos preocupaciones actuales y futuras. Además, nos oponemos firmemente al 'Bloomington Business Park Specific Plan Project' (BBPSP). Los supervisores, comisionados de planificación y miembros del consejo asesor municipal del condado de San Bernardino no deben aprobar el BBPSP.

La calidad del aire que tenemos actualmente no es la mejor. Las bodegas traerán camiones grandes que conducen junto a nuestras escuelas y parques. Los camiones diésel y los semirremolques son las principales fuentes de contaminación y mala calidad del aire. Eso puede contribuir a problemas respiratorios y cánceres.

El tráfico ya está empeorando y empeorará con el aumento del tráfico de diésel, semirremolques y bodegas. Algunos residentes transportan a los niños hacia y desde la escuela por el puente de la autopista. Estos viajes pueden tomar de 30 a 45 minutos para llegar a la escuela primaria Crestmore, la escuela primaria Grimes, la escuela primaria Zimmerman, la escuela secundaria Joe Baca, la escuela secundaria Ruth O. Harris y la escuela secundaria Bloomington.


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Nombre: Sonia Ramirez  
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Correo Electronico: hernandeztoti@yahoo.com  
Tele: (909) 561-9112  
Firma y Fecha:  12/13/21

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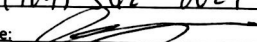
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Name: Miguel Gomez  
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Signature: Miguel Gomez 12-15-2021

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Name: Maite Gomez  
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Email: maite9449@gmail.com  
Phone: 909-561-3070  
Signature:  12/15/21

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Name: Adrian Perez  
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Signature: Adrian Perez



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Nombre: JESUS YANEZ

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Nombre: Armando Yucuez  
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Firma y Fecha: Armando Yucuez & 12-14-2021

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Phone: 909 633 7487  
Signature: Michael L. Moncini

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Como residentes de Bloomington, disfrutamos de una coexistencia sostenible con la naturaleza. Muchos de nosotros tenemos caballos, otro ganado y animales en nuestra propiedad, lo cual es parte profunda de nuestra cultura e identidad. Nos encanta nuestro estilo de vida ecuestre y la hermosa vista a la montaña. Estas bodegas invasivas nos quitarán nuestro estilo de vida.

Nombre: Alexis Tovar  
Direccion: 18931 Lusitano Dr Bloomington CA  
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Tele: (909) 521-6187  
Firma y Fecha: 12/13/21

## Bloomington no está a la venta

Los residentes de Bloomington preocupados y los vecinos alrededor han discutido algunas preocupaciones sobre todos los "tilt-ups" (construcción de más de una bodega) que ocurren en nuestros vecindarios. Queremos aclarar que nos oponemos al 100% a nuevas bodegas. Tenemos preocupaciones actuales y futuras. Además, nos oponemos firmemente al 'Bloomington Business Park Specific Plan Project' (BBPSP). Los supervisores, comisionados de planificación y miembros del consejo asesor municipal del condado de San Bernardino no deben aprobar el BBPSP.

La calidad del aire que tenemos actualmente no es la mejor. Las bodegas traerán camiones grandes que conducen junto a nuestras escuelas y parques. Los camiones diésel y los semirremolques son las principales fuentes de contaminación y mala calidad del aire. Eso puede contribuir a problemas respiratorios y cánceres.

El tráfico ya está empeorando y empeorará con el aumento del tráfico de diésel, semirremolques y bodegas. Algunos residentes transportan a los niños hacia y desde la escuela por el puente de la autopista. Estos viajes pueden tomar de 30 a 45 minutos para llegar a la escuela primaria Crestmore, la escuela primaria Grimes, la escuela primaria Zimmerman, la escuela secundaria Joe Baca, la escuela secundaria Ruth O. Harris y la escuela secundaria Bloomington.

También nos preocupa la seguridad de nuestras familias, dado que las industrias extractivas, como las bodegas, tienen un influjo de trabajadores que ejercerá estrés sobre la planificación de Bloomington. Nuestra comunidad no cuenta con servicios humanos ni cuerpos de seguridad adecuados, lo que puede aumentar la violencia y los delitos violentos localizados. (Consulte el Informe del Departamento del Sheriff de las reuniones de Bloomington MAC: <https://www.sbcounty.gov/bosd5/Meetings/Bloomington>)

Si continuamos creando más bodegas en Bloomington, el tamaño de la población de nuestra comunidad disminuirá aún más. Esta disminución en la población también disminuirá la inscripción de estudiantes en el Distrito Escolar Colton Joint Unified School District. ¿Cuáles estudiantes asistirán a nuestras escuelas si no se construyen casas? También estamos muy preocupados por la rezonificación de viviendas residenciales a comerciales industriales.

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Nombre: Gina Velasco  
Dirección: 19279 Santa Ana Ave Bloomington CA, 92316  
Correo Electronico: GinaV1235@gmail.com  
Tele: (909) 1676-759  
Firma y Fecha: Gina Velasco - 12/14/2021

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Nombre: Maricela Rodriguez  
Dirección: 19279 Santa Ana Ave. Bloomington CA, 92316  
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Firma y Fecha: Maricela Rodriguez - 12/14/2021

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# California State Senate

SENATOR  
CONNIE M. LEYVA

TWENTIETH SENATE DISTRICT



CHAIR  
EDUCATION

DEMOCRATIC CAUCUS

CALIFORNIA LEGISLATIVE  
WOMEN'S CAUCUS

SELECT COMMITTEE ON  
MANUFACTURED HOME  
COMMUNITIES

MEMBER  
BUDGET & FISCAL REVIEW  
SUBCOMMITTEE NO. 1  
ON EDUCATION

BUSINESS, PROFESSIONS  
& ECONOMIC DEVELOPMENT

ELECTIONS & CAMPAIGN  
FINANCE REFORM

HEALTH

December 15<sup>th</sup>, 2021

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

Dear County of San Bernardino,

As a member of the California State Senate, I write this letter in opposition to the 'Bloomington Business Park Specific Plan Project' (BBPSP). **I believe that this proposed project's significant and unavoidable impacts cannot be mitigated nor justified with an overriding consideration.**

126.1

The residents of the unincorporated community of Bloomington have experienced a massive influx of warehouse development and diesel trucks over the past decade. There has been public opposition by community members, small businesses, workers, elected officials, and even nearby cities over the unsustainable and dangerous growth of warehouse development near homes, schools, and parks in the Bloomington community. The County of San Bernardino even sued over the approval of a warehouse in Bloomington (the West Valley Logistics Center, a 3.5 million sq. ft. warehouse within the City of Fontana limits but is directly impacting the residents of Bloomington). We believe the County of San Bernardino should continue to look out for its residents and protect them from encroaching warehouse development. Principally, because community members have participated in their General Plan process (through the Bloomington Community Plan and the Environmental Justice Element) and overwhelmingly have shown the need to monitor the air quality, bring in more recreational resources and investments into Bloomington, instead of warehouse development that increases pollution, traffic and health risks.

126.2

However, the County of San Bernardino is ignoring their residents and the plan they wanted for their future. Instead, they have allowed a developer to come in and have given them the green light to buy out families, harass resistant homeowners, kick out tenants and displace hundreds of people throughout the Bloomington Business Park Specific Plan Project.

126.3

- This project would rezone 213 acres of residential and agricultural land to industrial zoning - creating legally nonconforming uses in that area
- This project would be less than 100 ft. to three public schools (Bloomington High School, Ruth O Harris Middle School and Walter Zimmerman Elementary School).
- This project would bring in over 9,000 vehicle and truck trips on roads adjacent to homes, schools, and parks.
- This project would create additional traffic, noise, poorer air quality, deterioration of commercial and residential roads, unsafe pedestrian and bicycle safety and other impacts in an area that is considered in the 90th% - 95% on CalEnviroScreen.

126.4

- |  |                |
|--|----------------|
| <ul style="list-style-type: none"> <li>• This project would be in a community that is over 80% Hispanic.</li> <li>• This project would have significant and unavoidable impacts for <ul style="list-style-type: none"> <li>◦ obstructing the implementation of the air quality plan</li> <li>◦ net increase of criteria pollutants</li> <li>◦ cumulative impacts</li> </ul> </li> </ul>  | I26.4<br>cont. |
| <ul style="list-style-type: none"> <li>• There are higher-than-normal risks that come from living in a highly polluted environment. Public health is at stake when we continue to increase pollution in residential communities.</li> </ul>  | I26.5          |
| <ul style="list-style-type: none"> <li>• There are unavoidable cumulative impacts - an entire residential community will be disrupted.</li> </ul>  | I26.6          |
| <ul style="list-style-type: none"> <li>• Community members have brought up the fear of being displaced or harassed out of their homes, despite stating that they do not want to sell or rezone their home</li> </ul>   | I26.7          |
| <ul style="list-style-type: none"> <li>• This community is over 80% Hispanic, with 20% of the community experiencing poverty - this is a common practice of environmental racism.</li> </ul>   | I26.8          |
| <ul style="list-style-type: none"> <li>• This region deals with some of the worst traffic in the city - idling cars double the negative impact of pollution on the nearby communities.</li> </ul>  | I26.9          |
| <ul style="list-style-type: none"> <li>• The region for the proposed development is in an area that is a fire risk and with the increasing dangers of climate change and wildfires. The County should focus its efforts on wildfire mitigation.</li> </ul>   | I26.10         |
| <ul style="list-style-type: none"> <li>• The Municipal Advisory Council (MAC) and developer, Tim Howard has not provided adequate translation, even when requested for its constituents. In Bloomington, 66.5% of the community speaks a language other than English.</li> <li>• The Municipal Advisory Council (MAC) has silenced voices during meetings when community members have brought up concerns.</li> <li>• The Municipal Advisory Council (MAC) and County of San Bernardino have not released all minutes for their meetings.</li> </ul> | I26.11         |

I request that the County of San Bernardino Supervisors, Planning Commissioners, and Municipal Advisory Council Members oppose the Bloomington Business Park Specific Plan and honor the community's plans for residential, healthy, and thriving development. We believe that there can be no overriding consideration for the physical impact and disruption this development will have.

Sincerely,



Connie M. Leyva  
State Senator, 20th District

CC:

Concerned Neighbors of Bloomington  
[concernedneighborbloomington@gmail.com](mailto:concernedneighborbloomington@gmail.com)

San Bernardino County, Board of Supervisors  
[COB@sbcounty.gov](mailto:COB@sbcounty.gov)

Robert Swanson  
California Department of Justice  
[Robert.Swanson@doj.ca.gov](mailto:Robert.Swanson@doj.ca.gov)

Heather Arias  
California Air Resources Board  
[harias@arb.ca.gov](mailto:harias@arb.ca.gov)

Lijin Sun  
South Coast Air Quality Management District  
[lsun@aqmd.gov](mailto:lsun@aqmd.gov)



**From:** [Liang, Aron](#)  
**To:** [Meaghan Truman](#); [Norah Jaffan](#)  
**Subject:** FW: Bloomington Business Park Specific Plan Project - SCH No. 20200120545 / Project# PROJ-2020-00204  
**Date:** Thursday, December 16, 2021 8:41:18 AM

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[NON-EPD]

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**From:** Ben Granillo III <gra691@msn.com>  
**Sent:** Wednesday, December 15, 2021 11:35 PM  
**To:** Liang, Aron <Aron.Liang@lus.sbcounty.gov>  
**Subject:** Bloomington Business Park Specific Plan Project - SCH No. 20200120545 / Project# PROJ-2020-00204

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Hello Mr Liang

In regards to Howard Industrial Partners Interest in developing South Bloomington into a business park, I have to say that I, we as a house hold do not support this development in our area and it is not our intention to consider selling or reallocating from our residence to support outside developers interest. This can clearly be seen as a money grab for these Orange county developers to come in and believe they can purchase our land for cheep in the Inland Empire and leave us with nothing more that increased pollution and truck traffic, traffic that I might add is already here and affecting our day to day life with the warehousing that is all ready here in Bloomington and the surrounding communities that are within the county. Its so often that an EIR is just looked at by the scope of the proposed project and that is something that can no longer be done, these project have to be looked at as a combined impact with warehousing that is already here, as what has been approved. Add is the surrounding warehousing of Fontana, Riverside & Rialto that border the small town of Bloomington and you have an ecological pollution nightmare as it is there are projects on the books being built and waiting to be built adding more will only cause more health issues to the people to Bloomington. To further approve more projects would simply show people the lack of concern the County has for the people of Bloomington.

**127.1**

I have been a lifelong resident of this town, originally we lived in a track home in the so called number street area at the corner of 9<sup>th</sup> and Linden. The area has always been riddled with crime, gangs and poverty, we left the area in the mid 1970's for a better way of living to raise a family so we found a 2+ acre lot close to Bloomington High and built a home/estate with the help of family and friends and long hours, this was not something built by a contractor but something done by myself and my family. We have built a better life here for us that allows us privacy and safety for my family. Having large parcels should not be a crime and it shouldn't make us targets for development, my choice to live the way I do on a large estate is my freedom to do so and not for some developer to

come in a say “we want your large property for our project, but hey wait we are doing you a favor by building you condensed living for you, you can move over there” Im sorry I like my 2+ acres, here I don’t have to worry about my neighbor complaining that my music is too loud or that my back yard is to small for my dog or that my kids will have to go to a community park to play because there is no room for a swing set. I for one enjoy going out in my yard and enjoying what space provides me with and the countless wild birds and animals that roam in the yard from time to time. Living here puts me a center point for not only shopping but also to medical. I provide care for 2 seniors who rely on accessibility to medical care as well as retail outlets that are close to the house for them to drive within a mile radius, loosing that freedom for them would be detrimental.

**127.1  
cont.**

As noted its not our intention to sell and relocate from our residence or relinquish our current zoning to “specific plan”. To change the zoning from under the resident would be cause for litigation, as land owners we purchased this land for a certain use with a zoning that supports that use, to simply say that our zoning could be changed to “specific plan” takes our rights away as a home owner, making us non compliant which is non acceptable. We cannot support private development by an out of county developer who had no interest of our way of living but rather sees us as a means to a better way of living for their partners by destroying our county by covering it in concrete warehouses and polluting our air with thousands of trucks running on our streets. Let be honest we know these developers do not live in our community, they wont breathe the same air we do and they wont be our neighbors and we know they wouldn’t build these warehouse in the their back yards or allow countless truck on their streets so why is it ok for them to do it here where we live. We as a community have an equal rite to a heathy way of living just as much as they do. We as the Inland Empire cannot continue to be seen as the weak link, were are not dispensable to Orange and Los Angeles County, we cannot not continue to be a dumping ground for their dirty pollutive business when there are building high end homes and condominiums for themselves, thus building a better stronger family community for themselves while destroying ours. It time for the county to ask itself why cant these developers build us a better community for the people, if they can do it in their communities why cant they do the same for us, build us better houses, bring in higher end outlets that will allow the community to grow and have better family values. If you look around warehousing has not done anything to improve the community, nor surrounding communities, you don’t see new restaurants, stores or malls that would bring people out. You don’t even see these development anchored by outlets to support the workforce by offering them surrounding places to break for lunch.

**127.2**

It doesn’t take a genius to see that Howard Industrial Partners does not have our best interest in concern, their intent is to build out the Inland Empire without concern to its people, just by lookin at their web site of the 15 projects on their books you can see 14 were here in the Inland Empire and all for warehouse development and the 1 project in Los Angelus for a road. We should be concerned that none of these warehouse developments are not being built in Orange or Los Angeles as they are being done here. Why do we need to take all this development on!! We as a community need to have pride in our people, we worry about living conditions for our animals that are in our zoos and shelters why shouldn’t we do the same for our community, do we want our kids and grand kids to grow up in a pollution warehouse infested community with breathing issues and high rates of lung cancer! Its time to stop destroying inner communities. If these projects are so important, the county has plenty of desert property that can developed without affecting it people, its time we start

sending these developers out there.

**I27.2**  
**cont.**

Regards

Benjamin Granillo III  
10976 Laurel Ave  
Bloomington Ca 92316

Sent from [Mail](#) for Windows

Concerned Neighbors of Bloomington (CNB)

CNB would like to submit to the public record the following document in regards to the Bloomington Business Park Specific Plan Draft Environmental Impact Report (DEIR).

These comments are to be considered individually and responded to individually. These comments were gathered through a community survey that asked their position on the Bloomington Business Park Specific Plan.

Cynthia Magana, [meekobam@hotmail.com](mailto:meekobam@hotmail.com), Bloomington, 92316, (909) 771-3814

*No, I do not want anymore warehouses in Bloomington. "Horrible!!!! I drive past warehouse development that has been 'finished' for months now with Now Leasing signs still posted. WHY would they even consider building more, when others are still empty. Also, NO because this area should be for Families, Communities. NOT warehouses. They need to go build in vacant areas, NOT in already residential areas, especially at the cost of destroying our homes. Really?"*

I28.1

Liliana Garcia, [garcialiliana2975@yahoo.com](mailto:garcialiliana2975@yahoo.com), Bloomington , 92316 (909)-258-0898

*I do not want anymore warehouses in Bloomington. It's very upsetting knowing that my community is being destroyed by warehouses, displacing families and experiencing health problems because of these warehouses.*

I29.1

Susana Garita, [Susiegarita@gmail.com](mailto:Susiegarita@gmail.com), Bloomington, 92316, (909) 235-1635,

*I do not want anymore warehouses in Bloomington. Not a good idea. This is a peaceful area where people have animals and ride horses. Let's keep it that way.*

I30.1

Alejandra Ramirez, [Alejandraramirez437@gmail.com](mailto:Alejandraramirez437@gmail.com), Claremont, 91711, (909) 972-3099

*I do not want anymore warehouses in Bloomington. Honestly, it feels like they are trying to erase and gentrify a place where many families and generations live. I have friends that grew up here and this is completely wrong to just erase for corporate greed.*

I31.1

Alina Landa, [alinalanda@ymail.com](mailto:alinalanda@ymail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. It has ruined my quality of life due to traffic congestion, specifically from semi-trucks and out of town employees. The air quality has noticeably worsened in the past 20 years. I don't want my parents to continue being at risk of exposure due to the exponential problems caused by the amount of warehouse development. It is practically impossible to get in and out of town without traffic during most of the day. There are more traffic accidents and collisions than ever before. The low-paying jobs do not increase opportunities for locals or neighboring property owners. Bloomington continues to be a subject of negligence by the county and as citizens, we deserve better.*

I32.1

Claudia Enriquez, [Claudia777enriquez@yahoo.com](mailto:Claudia777enriquez@yahoo.com), Fontana, 92335, 9096094497

*I do not want anymore warehouses in Bloomington. It ruins the charm that Bloomington has, it infringes on communities of color, and it increases pollution and traffic danger.*

I33.1

Joanna Manzk, [joannamanzo.01@gmail.com](mailto:joannamanzo.01@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. It saddens me that there's people who are for the warehouses and don't care about the health of the community. Bringing more warehouses in this area is not only going to displace many families, but affect the health of those families that remain from the amount of pollution the warehouses create. There's no way to justify the harm that will be done to these communities if more warehouses are built.*

I34.1

Andrea Moreno, [Andrea.moreno323@yahoo.com](mailto:Andrea.moreno323@yahoo.com), Bloomington, 9097148556

*I do not want anymore warehouses in Bloomington. There is too many near schools and so close to each other. I worry about how this is going to affect my community and where I live in regards to health concerns, traffic, and area. I enjoyed living here because it was a small town without much commercial/industrial. I feel like they don't care about our community and what it stands for.*

I35.1

Ernesto Saldivar, [ernesto.saldivar98@yahoo.com](mailto:ernesto.saldivar98@yahoo.com), La Puente, 91744

*I do not want anymore warehouses in Bloomington. It is wrong.*

I36.1

DeAsy Gallardo, [deasygc@gmail.com](mailto:deasygc@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. Bloomington is a small community in which we care about the future of our kids. This plan will bring in more congestion of traffic and environmental harm in the long run. Perhaps bring in othe projects that can bring in revenue to this community.*

I37.1

Diana Campos, [Dc.campos7@gmail.com](mailto:Dc.campos7@gmail.com), Bloomington, 92316, 9095865472

*I do not want anymore warehouses in Bloomington. CONCERNING! Bloomington is already such a small town and constantly overlooked when it comes to beautification and improvement through government funding so it's very telling why the warehouses are planned to be built here. Is this all that we are worthy of? The answer is NO! Cloaking these warehouses with the idea that they'll create jobs and contribute to the economy is a slap in the face to our community and people. It's very alarming that this plan is expected to take place near 3 public schools and 1 of the only 2 parks in Bloomington. Our children deserve better, our elders deserve better, our community deserves better. Many already experience terrible symptoms due to environmental factors. Building these warehouses would only add fuel to that fire. Not to mention the already terrible traffic we experience on a day-to-day basis. Building these warehouses would make that situation so much worse and at the end of the day it would impact parents, students, and educators who work or commute to these schools. Our community deserves sidewalks, updated infrastructure, and more. None of which should be financed through building these warehouses.*

I38.1

Lori Nelson, [lahixnelson@yahoo.com](mailto:lahixnelson@yahoo.com), Bloomington, 92316, 9098752826

*I do not want anymore warehouses in Bloomington. They County sees Bloomington as a cash cow. They just want the revenue created at the detriment of our community. They are surrounding our children's schools and rec areas with pollution producing businesses*

I39.1

Desiree Lopez, [dlope019@gmail.com](mailto:dlope019@gmail.com), Jurupa Valley, 92509, 9098564967

*I do not want anymore warehouses in Bloomington. I am opposed to the warehouse development in Bloomington. Land in Bloomington should be utilized to build community resources instead of commercial buildings which increase pollution and do not provide quality jobs with competitive pay or benefits.*

I40.1

Rafael Garcia, [rgarcia4691@gmail.com](mailto:rgarcia4691@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. It is ruining our community and would completely change the landscape for years to come. This city should be a place for families and family activities not these horrible distribution centers that clog the streets and destroy our air quality.*

I41.1

Jennifer Peñaloza, [Jencpen00@gmail.com](mailto:Jencpen00@gmail.com), Bloomington, 92316, 9092751018

*I do not want anymore warehouses in Bloomington. I do not want anymore warehouses in Bloomington*

I42.1

Gina Cardenas, [jeangena4@gmail.com](mailto:jeangena4@gmail.com), Hesperia, 92345

*I do not want anymore warehouses in Bloomington. As a former resident, I strongly disapprove of warehouse expansion in such a small and underfunded community. To me, this proves that the welfare of areas with higher POC populations are disregarded for the sole purpose of profit. We need to protect these communities.*

I43.1

Karen Martínez, [Blonkaren@gmail.com](mailto:Blonkaren@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. I do not agree with it.*

I44.1

Estela Duran-Cerritos, [E.duran91@yahoo.com](mailto:E.duran91@yahoo.com), Fontana, 92337, 5107062869

*I do not want anymore warehouses in Bloomington. The air quality is already horrible, this will only make it worse. Please do not build any more warehouses. The city can't even fill the ones that already exist! So many commercial buildings are so lease. This has to stop.*

I45.1

Alexandra Lopez, [Lopexalex210@gmail.com](mailto:Lopexalex210@gmail.com), Bloomington, 92316, 9099908172

*I do not want anymore warehouses in Bloomington. Growing up in Bloomington we already have more than enough air population and traffic from semi trucks everyday . As a child a warehouse was being built right by my house and unfortunately I got very sick from everyday construction and building residue in the air ! I do not stand with the project at all I know too many people who have already lost their homes and have had to move for the selfish business and warehouses that start their projects in Bloomington ! It would just add to the fire even more and the children*

I46.1

		I46.1 cont.
would not be able to live normal lives for this matter. Kaylee Amezcua, <a href="mailto:kayleamezcua1d@gmail.com">kayleamezcua1d@gmail.com</a> , Bloomington, 92316		
<i>I do not want anymore warehouses in Bloomington. It's taking over this town and taking away from homes of families that have lived her for years.</i>		I47.1
Daniel Sarabia, <a href="mailto:daniel.sarabia1o1@gmail.com">daniel.sarabia1o1@gmail.com</a> , Bloomington, 92316		
<i>I do not want anymore warehouses in Bloomington. I would like to stop all creation of warehouses. Bad for the environment and the people.</i>		I48.1
Karlenne Rodriguez, <a href="mailto:Karlenne26@hotmail.com">Karlenne26@hotmail.com</a> , Bloomington, 92316, 9096850764		
<i>I do not want anymore warehouses in Bloomington. This does not benefit the residents of Bloomington. We don't need more pollution, damaged roads from the trucks or this development to take away from businesses and homes.</i>		I49.1
Sofia Torres, <a href="mailto:brandyntorres054@gmail.com">brandyntorres054@gmail.com</a> , Grand Terrace, 92313		
<i>I do not want anymore warehouses in Bloomington. It's not fair or right to move people out of their homes or ruin their streets and further pollute their air. They shouldn't be taking these peoples houses, parks, schools or sense of security and home. They aren't for sale.</i>		I50.1
Roxana Valleji, <a href="mailto:Roxanarod@ymail.com">Roxanarod@ymail.com</a> , Bloomington, 92316		
<i>I do not want anymore warehouses in Bloomington. I am in the zone where I would have to move. This is not a benefit to me.</i>		I51.1
Vaness Rodriguez, <a href="mailto:Rodriguez_293@yahoo.com">Rodriguez_293@yahoo.com</a> , Bloomington, 92316		
<i>I do not want anymore warehouses in Bloomington. I feel ashamed and embarrassed my neighborhood is filled with warehouses and no shopping centers and schools. Bad roads as well!</i>		I52.1
Senaida Rivera, <a href="mailto:Priscillasenaida@gmail.com">Priscillasenaida@gmail.com</a> , Bloomington, 92316, 9096404487		



*I do not want anymore warehouses in Bloomington. As someone who grew up in this city I've always thought it was such a peaceful neighborhood with many agricultural qualities. I've always admired all of the local flora and fauna that is able to grow in the surrounding neighborhoods and how creative the home owners years spaces grew and I am sure the industrialization of this area will tarnish the communities visual appeal and comfort of the residents that live in this town.*

153.1

Edna Buenrostro, [ednabuenrostro@yahoo.com](mailto:ednabuenrostro@yahoo.com), Fontana, 92335, 9094418398

*I do not want anymore warehouses in Bloomington. "It's taking away from our community and our children's future. Let alone the pollution and traffic that will result from these warehouses. I was raised in Bloomington, I attended BHS it would hurt me to see the town I grew up in no longer be a family and agriculture community. It upsets me to see this developer trying to make this an industrial town and kicking current residents to the curve.*

154.1

David Marin, [Davidmarin525@gmail.com](mailto:Davidmarin525@gmail.com), Riverside, 92509, 9096375509

*I do not want anymore warehouses in Bloomington. It'll be taking folks homes, adding bad to the environment with added pollution*

155.1

Karina Mendoza, [karinaariana99@gmail.com](mailto:karinaariana99@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. It is already busy enough just to drop off and pick up my little sister from school. This is just gonna add more fire to the flame.*

156.1

Hector Anaya, [hectoranaya250@yahoo.com](mailto:hectoranaya250@yahoo.com), Bloomington, 92316, 9097422495

*I do not want anymore warehouses in Bloomington. I dislike having these warehouses in Bloomington there is a lot of other places where they could place these warehouses, also all these warehouses could and can be a risk to the children*

157.1

Ivette Macias, [ivee423@gmail.com](mailto:ivee423@gmail.com), Perris, 92571

*No, I do not want anymore warehouses in Bloomington. As it pertains to Perris or the Inland Empire in general, unhappy with the unequal concentration of warehouses in low-income*

158.1

communities where the regard for environmental justice by local elected representatives doesn't seem to exist.

I58.1  
cont.

Marlet Juarez, [slanir22@gmail.com](mailto:slanir22@gmail.com), Bloomington, 92316, 323-872-6096

*I do not want anymore warehouses in Bloomington. They are invading our community and surrounding us with unnecessary warehouses. They are forcing people and not giving them an option to move out of their homes. That is wrong on so many levels. These are residential homes and areas. There is plenty of empty space in other areas, why go after a small town in the first place.*

I59.1

Brenda Lugo, [Brendalugo67@gmail.com](mailto:Brendalugo67@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. It is concerning because our health is in danger. It will bring more traffic to our already small streets*

I60.1

Candace Mendoza, [Mendoza\\_candace@yahoo.com](mailto:Mendoza_candace@yahoo.com), Bloomington, 92316 *I do not want anymore warehouses in Bloomington. It is damaging to the community!*

I61.1

Alyzza Cabrera, [Alyzzanicole447@gmail.com](mailto:Alyzzanicole447@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. I feel it is inconsiderate and horrible. We already have bad air pollution and this will make it worse. We don't need more warehouses. We need to prioritize our schools and communities!*

I62.1

Amy Vasquez, [limeaboutsomething@outlook.com](mailto:limeaboutsomething@outlook.com), Colton, 92324, 951963254

*I do not want anymore warehouses in Bloomington. it is too much, although I do not reside in Bloomington, everything that goes on in surrounding city's affects us all. We need a healthy community and warehouses do not bring health. they bring pollution (air/noise/etc).*

I63.1

Priscilla CaroRivas, [pcaro18@aol.com](mailto:pcaro18@aol.com), Bloomington, 92316, 9092658544

*I do not want anymore warehouses in Bloomington. I already live around three warehouses*

I64.1

*down the street are near my home. I am tired of the traffic it has caused to get out of my house. The trailers not obeying laws and using cross streets that do not allow them to cross. The traffic it takes me for a 3.5 mile drive which is typically 10 minutes takes me 30 now to cross over because of the lack of restaurants and grocery stores.*

**I64.1  
cont.**

Lorena Ornelas Sainz, [Sainz.loreana95@gmail.com](mailto:Sainz.loreana95@gmail.com), Bloomington, 92316, 9095436164

*I do not want anymore warehouses in Bloomington. Las bodegas has causado mucho más tráfico y contaminación a Bloomington.*

**I65.1**

Alberto Rivas, [patricialove71@gmail.com](mailto:patricialove71@gmail.com), Bloomington, 92316, 9094190948

*No estoy de acuerdo que haya mas bodegas en Bloomington. Están haciendo cosas ilegales construyendo bodegas a menos de 300 pies de escuelas y casas*

**I66.1**

Sandra Barbosa, [Sandra.m.bee@gmail.com](mailto:Sandra.m.bee@gmail.com), Bloomington, 92316, 4253125114

*I do not want anymore warehouses in Bloomington. It taken over our city and no benefits have been seen to the community. Traffic is also becoming more of an issue*

**I67.1**

ArceliaMartinez, [Camila071313@gmail.com](mailto:Camila071313@gmail.com), Bloomington, 92316, 9093002991

*No estaba enterado de esto No, no estoy de acuerdo que haya mas bodegas en Bloomington. Mucho trafico mucho humo de los trailers*

**I68.1**

Emily Vasquez, [csulasw391@gmail.com](mailto:csulasw391@gmail.com), Colton, 92324, 9099009956

*I do not want anymore warehouses in Bloomington. I don't agree with over development. It harms our communities.*

Valerie Tuyu, [Valerie7489@gmail.com](mailto:Valerie7489@gmail.com), Bloomington, 92316, 9096887726

**I69.1**

*I do not want anymore warehouses in Bloomington. It makes our city unattractive and the air quality for our families*

**I70.1**

Damian Lasheras, [damianlas1992@gmail.com](mailto:damianlas1992@gmail.com), Bloomington, 92316, 9095452711

*I do not want anymore warehouses in Bloomington. That's unbelievable you guys are practically forcing people to move out of there homes just so you guys can fill your pockets. I strongly disagree with this there's a while community rite where you guys wanna build a truck stop*

171.1

Vanessa Avalos, [Vavalos14@yahoo.com](mailto:Vavalos14@yahoo.com), Bloomington, 92316

*No estoy de acuerdo que haya mas bodegas en Bloomington. Nos traira mas contaminación y apaerte que esta serca de las escuelas*

172.1

José Avalos, [Fudge1980@ymail.com](mailto:Fudge1980@ymail.com), Bloomington, 92316

*No estoy de acuerdo que haya mas bodegas en Bloomington. La verdad se esta perdiendo la sensia del rancho muchos de nosatros tenemos años viviendo aqui eso es lo que me gusta de Este ciudad si asen las bodegas todo esa esencia se pierde*

173.1

Brenda Reyes, [Karinaryes@hotmail.com](mailto:Karinaryes@hotmail.com), Bloomington, 92316, 9092775179

*I do not want anymore warehouses in Bloomington. That it will only bring more pollution and traffic to Bloomington. That's not safe for our families*

174.1

Shannon Galasso, [Jonshampster@hotmail.com](mailto:Jonshampster@hotmail.com), Bloomington, 92316, 9099972899

*I do not want anymore warehouses in Bloomington. It is horrible! The traffic is bad the air is bad! What type of community will it be once all the houses and people are gone!*

Guadalupe Solis, [Slsqdlp@aol.com](mailto:Slsqdlp@aol.com), Bloomington, 92316, 909-230-0530

175.1

*I do not want anymore warehouses in Bloomington. We need parks and more homes.*

176.1

Mary Pound, [marypound@icloud.com](mailto:marypound@icloud.com), Bloomington, 92316

177.1

*I do not want anymore warehouses in Bloomington. We don't need any more.*

**177.1  
cont.**

Kimm Grady, [kimmgrady@gmail.com](mailto:kimmgrady@gmail.com), Bloomington, 92316, 9096810744

*I do not want anymore warehouses in Bloomington. no, no, no. too much pollution, traffic, and trucks. not safe at all. there are too many schools with young children. I don't want any more near my home or our town.*

**178.1**

Jennifer Boatman, [Jmklug@yahoo.com](mailto:Jmklug@yahoo.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. We already have too much truck traffic from people using their property for trucking. Hear roads were not made for the amount of heavy traffic. We choose to live in a rural environment not an industrial one*

**179.1**

Roxanne Flores, [Roxanneyanetz716@gmail.com](mailto:Roxanneyanetz716@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. It's frustrating! Especially because they aren't thinking of our kids. Building all these warehouse near schools in unexeptable. This isn't a warehouse community. If fontana and rialto want to then do in on thier city not ours. It's hard enough it doesn't have much ad other city's and now adding more warehouse is the last straw.*

**180.1**

Terri Ramirez, [ramirez551@sbcglobal.net](mailto:ramirez551@sbcglobal.net), Colton, 92334

*I do not want anymore warehouses in Bloomington. It is making Bloomington a bad place to live. It shows no respect for education. It's making the air bad. Encouraging illegal business and is telling people who live and work there they don't matter, all that matters is money. I believe politicians are making money on all these deals.*

**181.1**

Kathy Fleener, [Kathyfleener@aol.com](mailto:Kathyfleener@aol.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. They are ruining our beautiful town! I've lived here more than 40 years and I want to move because of all the trucks!*

**182.1**

Elizabeth Amador, [Aelizabeth@roadrunner.com](mailto:Aelizabeth@roadrunner.com), Bloomington, 92316, 9093195807

*I do not want anymore warehouses in Bloomington. It's frustrating to see our community disappearing*

183.1

Valerie Rivera, [Riveranvalerie00@gmail.com](mailto:Riveranvalerie00@gmail.com), Bloomington, 92316, 9092645090

*I do not want anymore warehouses in Bloomington. Environmentalism aside, having more warehouses in Bloomington creates a funnel for students leaving high school. This does not allow a pathway of getting out of poverty and can discourage many from pursuing a higher education. Yes we get sidewalks from all these building but they don't lead to parks or libraries. These corporations are only okay with creating a road to keeping the poor and middle class stagnant. So much so that high schools provide CTE pathway classes TO WAREHOUSES. We have had enough. With the few that are already built to provide income to our small city, it's time we have these spaces available for our growth as a city.*

184.1

Esmeralda Avalos, [nanabanana733@gmail.com](mailto:nanabanana733@gmail.com), Bloomington, 92316, 9513730053

*I do not want anymore warehouses in Bloomington. "We are a community we are family Been here for yeafs this is home for us, cant just want to knock a neighborhood down just like that"*

185.1

Margarita Martinez, [Margaritavargas20@yahoo.com](mailto:Margaritavargas20@yahoo.com), Bloomington, 92316, 9094966536

186.1

*No, no estoy de acuerdo que haya mas bodegas en Bloomington. CONTAMINACIÓN, TRÁFICO*

Sandra Rodriguez, [Rawflourishingskincare@gmail.com](mailto:Rawflourishingskincare@gmail.com), Fontana, 92316, 3239783370

*I do not want anymore warehouses in Bloomington. "I feel that the warehouse development takes away a sense of community for the residents , I also feel that These plans are demographically targeted! Why not go do this in Rancho Cucamonga or Redlands ,why ?? because of the income bracket in those city's , it is a shame to displace people who have worked hard their whole lives for their homes to now be forced to sell , my 93 year old grandmother will be displaced of the home she has lived in for the past 23 years !*

187.1

*if these plans take place, Children will no longer grow up with sense of community, these warehouses bring congestion , traffic and unwanted loitering from their young employees taking lunch breaks in their vehicles to smoke and drink, this is not the Bloomington we want fir our children!"*

DANIEL Spencer, [Asplicerdude@gmail.com](mailto:Asplicerdude@gmail.com), Upland, 91786

188.1

*I do not want anymore warehouses in Bloomington. Too much heavy traffic in residential neighborhoods.*

Maria Durazo, [Fernandaka123@gmail.com](mailto:Fernandaka123@gmail.com), Bloomington, 92316, 909-251-8466

189.1

*I do not want anymore warehouses in Bloomington. I feel upset and frustrated about the displacement of homes that has been made to build more unnecessary warehouses in my hometown.*

Saul Ramirez, [Saul.ramirez26@yahoo.com](mailto:Saul.ramirez26@yahoo.com), Las Vegas, 89121, 7022379686

190.1

*I do not want anymore warehouses in Bloomington. It sucks*

Herminia Matias, [Herminiamatias01@gmail.com](mailto:Herminiamatias01@gmail.com), Bloomington, 92316, 9096401918

191.1

*No, I do not want anymore warehouses in Bloomington. The plots could be used for far better resources*

Viviana Bivian, [Bivianv.925@gmail.com](mailto:Bivianv.925@gmail.com), Bloomington, 92316, (951)772-3487

192.1

*I do not want anymore warehouses in Bloomington. I won't like where I live to become more of warehouses. It won't feel like home anymore. There will be more traffic and semi-trucks in the area making difficult for everyone.*

Magdalena Matias, [Matias.magdalena@yahoo.com](mailto:Matias.magdalena@yahoo.com), Bloomington, 92316

193.1

*I do not want anymore warehouses in Bloomington. It's bringing more traffic and we are losing homes*

Sunni Ivey, [sunni.ivey@gmail.com](mailto:sunni.ivey@gmail.com), Berkeley, 94709

*I do not want anymore warehouses in Bloomington. It is a gross mismanagement of the land, and development will not serve the community in their best interests. Warehouses will bring pollution and heating due to increasing temperatures and heat island affect.*

194.1

Ada Trujillo, [adat2013.at@gmail.com](mailto:adat2013.at@gmail.com), San Bernardino, 92410, 19095713309,

*No, no estoy de acuerdo que haya mas bodegas en Bloomington. No me gusta la construccion de bodegas o cualquier industria cerca de los vecindarios o cerca de las escuelas. Las bodegas en Bloominton estan al lado de las escuelas y no es justo que los residentes debamos de respirar toda su contaminacion y el peligro que causa porque a las bodegas llegan demasiados camiones a descargar o recoger materiales y todo esta esta pasando en frente de las casas*

195.1

Naomi Radoi, [naomi\\_radoi@yahoo.com](mailto:naomi_radoi@yahoo.com), bloomington, 92316

*I do not want anymore warehouses in Bloomington. too much traffic, trucks create damage to the roads, takes so long to get over freeway and that's with just the warehouses already built. more warehouses will make it terrible to get over freeway. its just a residential area not a warehouse area.*

196.1

Mary Radoi, [Maryradoi92@yahoo.com](mailto:Maryradoi92@yahoo.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. With just the ones that have been created, traffic has increased and it takes forever to get over the bridges. Increase in pot holes that just reopen every time it gets filled. Increase pollution. This is a residential area not LA. We live here for a reason and now the warehouses are taking over. Unacceptable*

197.1

Nina Radoi, [Nnradoi@yahoo.com](mailto:Nnradoi@yahoo.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. I have been in Bloomington for over 25 years. I choose to live away from traffic and warehouses. Now everywhere I look there is trucks and a crazy amount of traffic. I can't even get to my post office that's 2 miles away without taking 20-30 min to get over the bridge. no more warehouses! This air is getting worse and my daughter had a immune problems and if new warehouses or even a truck stop gets made, her health will get worse. Please stop, don't remove people out of their homes for warehouses!*

198.1



Peter Radoi, Radoipeter@gmail.com , Bloomington, 92316

*I do not want anymore warehouses in Bloomington. As a truck driver myself, I do not want to see anymore warehouses or a truck stop in bloomington! I have been here for over 25 years. I see the damage the trucks have done to area and the increase pollution and traffic. When I am home with my family what should take us 5-10 min to get a few miles not can take up to 30 min. That is unacceptable, we are in a residential area and we do not want to see anymore warehouses built. Why is Bloomington council so set on removing people out of their homes to make money? Most of the residents in Bloomington have been here for a long time maybe longer then myself. We moved out here to build our lives with our family's not to live next to a warehouse. It's damaging our lives and health. We now have to leave earlier just to calculate how to get around the 50 trucks on the road to get over the bridge. They are on our streets, they are everywhere. I see the damage trucks have done to LA. Is that what we want Bloomington to become? A place where we cringe when we mention the city. We all know the ugliness of LA and how trucks are filling the streets and the damage it creates. That's what Bloomington will look like if we continue this road.*

Jonathan Del Toro, [j.deltoro021@gmail.com](mailto:j.deltoro021@gmail.com), Bloomington, 92316, 9099973505

199.1

*I do not want anymore warehouses in Bloomington. People will lose their homes, people will have nowhere to go Bloomington is not for sale this is land our land our home we need more fresh air less pollution adding more warehouses will add more pollution, more traffic and since theres more traffic higher chances of collision*

117.1

Macedonio Gonzalez, [Mgonzalez.landscape@gmail.com](mailto:Mgonzalez.landscape@gmail.com), Bloomington, 92316, 9513124332

*I do not want anymore warehouses in Bloomington. The proposed Bloomington Business Park threatens the rural lifestyle and overall quality of life for Bloomington residents. This would completely change the make up of our community and I strongly oppose the plan.*

1100.1

Cecilia Gonzalez, Ceciliamercadoglez@gmail.com, Bloomington, 92316, 9513230364

*I do not want anymore warehouses in Bloomington. Bloomington deserves better, warehouses are not what the Bloomington community is asking for. I would like to see recreation and leisure opportunities for all ages in the community. I have raised my children in this community and now my granddaughter is a Bloomington resident and I am concerned about what warehouses will do to her quality of life.*

1101.1

Alejandra González, [alejandra.gonzalez001@gmail.com](mailto:alejandra.gonzalez001@gmail.com), Rialto, 92376, 9095432178

*I do not want anymore warehouses in Bloomington. The proposed Bloomington Business Park is not being proposed in an empty lot, this proposal will displace families from their homes and impact a residential rural community. Developers proposing this plan are not members of this community and do not understand the rural atmosphere in Bloomington. The Board of Supervisors who serve and represent the Bloomington community must listen to their constituents and vote in the best interest of the community and developers.*

I102.1

Amy Mendoza, [amy.m72216@gmail.com](mailto:amy.m72216@gmail.com), Bloomington, 92316, 9092326378

*I do not want anymore warehouses in Bloomington. Angry. There shouldn't be warehouses in communities that have been established for a long time. Many people won't have places to go after if this comes to effect.*

I103.1

Kimberly Conrad, [HippieatHeart3@gmail.com](mailto:HippieatHeart3@gmail.com), Bloomington, 92316,

*I do not want anymore warehouses in Bloomington. We hate them. They are clogging up the streets with even more trucks which damage the roads. Not to mention the added population. We may be a small city but we shouldn't be eaten away by bug corporations buying our land all for greed*

I104.1

Victor Montoya, [victor2686@att.net](mailto:victor2686@att.net), Fontana, 92335, 9093479248

*I do not want anymore warehouses in Bloomington. The warehouses are one thing, but there is no infrastructure to support these buildings the roads haven't been improved the cedar overpass is a mess, the county/ city doesn't care they don't have to drive these roads, also there's not enough parking for the employees there having to park in the streets*

I105.1

Brenda Butler, [awellbeing2@gmail.com](mailto:awellbeing2@gmail.com), Bloomington, 92316, 19092051111,

*I do not want anymore warehouses in Bloomington. I feel it is very costly in many ways for Bloomington. High traffic leading to road/pavement destruction. How many times will the roads need to repaved and at what cost? More air pollution and traffic congestion. I have already noticed the increase in traffic just due to the new warehouses. More would only add to this*

I106.1

*problem. I am concerned about the "routes" for semi vehicles being so close to schools as it is just an accident waiting to happen. It is very hard for truck drivers (as they sit so high) to see small children. We already have many illegal truck yards. There are several new warehouses still under construction near the cement plant. How many more do we need? I have lived in the area for over 45 years and while I realize change is inevitable, enough is enough.*

**I106.1  
cont.**

Cristina Torres, [cristinatorresoc@yahoo.com](mailto:cristinatorresoc@yahoo.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. Warehouse development is destroying the community that exist in Bloomington. It will be displacing many families. Rezoning means more pollution and less housing for families of lower income.*

**I107.1**

Cruz Baca Sembello, 16268069583, Bloomington, 92316

*I do not want anymore warehouses in Bloomington. I am close to 3 schools. We already have too much pollution. There is also too much heavy traffic and noise. We need to demand environmental justice!!*

**I107.2**

Joslyn Santana, [jospamsantana@gmail.com](mailto:jospamsantana@gmail.com), Rancho Cucamonga, 91730, 19092432744

*I do not want anymore warehouses in Bloomington. I am very against the continual growth of warehouses in my hometown of the Inland Empire, including Bloomington. I have lived in Fontana in a unincorporated zip code before, and my family should be able to breath clean air, have access to parks, and have access to other community resources!*

**I108.1**

Luis Saavedra, [joetorres11892@yahoo.com](mailto:joetorres11892@yahoo.com), Bloomington, 92316,

*I do not want anymore warehouses in Bloomington. Don't want the traffic on Cedar and Sierra. It's bad already during 3-6 PM*

**I109.1**

Paola Yanez, [paolayanez33@gmail.com](mailto:paolayanez33@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. There are already so many warehouses in the area that these "new jobs" would not do anything for our economy.*

**I110.1**

ArceliaMendoza, [apasionada29@sbcglobal.net](mailto:apasionada29@sbcglobal.net), Bloomington, 92316-3443, 9098311471

I111.1

*I do not want anymore warehouses in Bloomington. Too many trucks on small streets*

Darby Osnaya, [vpdarby@gmail.com](mailto:vpdarby@gmail.com), Colton 92324, 9095331119

I112.1

*No estoy de acuerdo que haya mas bodegas en Bloomington. No me gustan para nada!*

Laura Blumberg, [aurablumberg22@gmail.com](mailto:aurablumberg22@gmail.com), Bloomington, 92316, 7143807262

I113.1

*I do not want anymore warehouses in Bloomington. I think there are already too many warehouses in the area. We certainly don't need to be tearing down houses for more of them. I like the rural/agricultural area that we live in. I don't think warehouses should be so close to schools. New warehouses would bring too much traffic to the area, which is getting worse already.*

Jolene Saldivar, [monroe\\_909@yahoo.com](mailto:monroe_909@yahoo.com), Riverside, 92507

I114.1

*I do not want anymore warehouses in Bloomington. Warehouse development makes me extremely upset and concerned. I am a doctoral candidate at UCR and I grew up in Colton, California. I study native plant and pollinator communities in Riverside and San Bernardino Counties. One of the largest threats to our ecosystems is habitat destruction and I have witnessed our beautiful habitats be destroyed constantly during the 34 years that I have lived in the Inland Empire. Also, the diesel truck traffic is out of control due to warehouses. Not to mention, the air quality is worsening each year and the impacts of warehousing pollution is evident in our residents. Enough is enough. We need to put a stop to warehouse and logistic development in Bloomington and all of the Inland Empire!*

Femila Manoj, [femila.manoj@gmail.com](mailto:femila.manoj@gmail.com), Riverside, 92507, 6362816797

I115.1

*I do not want anymore warehouses in Bloomington. Unnecessary*

Ernesto Carlos, [Vaquerozlg@gmail.com](mailto:Vaquerozlg@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. Estas bodegas van a crear mucho tráfico, mucho ruido, y mucha contaminación. Me gustaría que los supervisores del condado fueran servidores públicos y democráticos y que hicieran una encuesta en la area afectada y que se guiaran por la mayoría.*

1116.1

Cristi Caraveo, [cristicc92@icloud.com](mailto:cristicc92@icloud.com), Bloomington, 92316, (909) 219-3155

*I do not want anymore warehouses in Bloomington. The cedar bridge is already crammed, I don't even want to imagine how much more traffic there will be than there already is.*

1117.1

Guadalupe Duran, [Lupe31586@gmail.com](mailto:Lupe31586@gmail.com), Bloomington, 92316, 9098519286 *I do*

*not want anymore warehouses in Bloomington. Too many wearhouse in the area*

1118.1

Francisco Ramirez, [pancho2514@gmail.com](mailto:pancho2514@gmail.com), Bloomington, 92316 , 19092448300

*I do not want anymore warehouses in Bloomington. I do not agree because there is going to be more traffic and more air polution. Its not safe to build around schools.*

1119.1

Francisco Ramirez, [franciscoramirez909@yahoo.com](mailto:franciscoramirez909@yahoo.com), Bloomington, 9094874678

*I do not want anymore warehouses in Bloomington. Not safe for our community and can cause more of a traffic delay then there already is.*

1120.1

Luis Ramirez, [Ludramir@gmail.com](mailto:Ludramir@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. The people of Bloomington have had enough of warehosue construction. The nearby schools are surrounded by warehouses, and there continues to be more. There is consistent traffic, bad air quality and its upsetting seeing so many peoole growing up like this. Bloomington is predominantly people of color, and we deserve better.*

1121.1

Brandalyne Evans, [dalyne.evans@gmail.com](mailto:dalyne.evans@gmail.com), Fontana, 92336, 9095287781

*I do not want anymore warehouses in Bloomington. I'm sick of the Inland Empire being used to*

1122.1

*make millionaires and billionaires while they give nothing back to the community. I grew up near this community, and although I no longer live here, it hurts to see it being turned into warehouses.*

**I122.1  
cont.**

Maria Magallanes, [maria.magallanes@live.com](mailto:maria.magallanes@live.com), Bloomington, 92316, 9095331545

**I123.1**

*No estoy de acuerdo que haya mas bodegas en Bloomington. Bloomington is supposed to be a residential peaceful town not a busy industrial town filled with noise, traffic and trucks.*

Kathren Brooks, [kathren\\_brooks@cjusd.net](mailto:kathren_brooks@cjusd.net), Bloomington, 92316, 9099215215

*I do not want anymore warehouses in Bloomington. As an educator in the community I do not want anymore warehouses in the community. As it stands, many families in this area are already very low income, renters, multifamily residences who cannot afford to move elsewhere. By buying out the property owners, they earn financial gain but for the renters there is only more financial burden. To displace them is unfair and unjust. We have worked hard as a community and as educators to build relationships with these families and we belong together; to continue to support each other both in and out of school. By removing the houses our enrollment will go down substantially which will also displace several CJUSD employees. There is no positive impact in this situation for the residents and cjusd employees that have been the foundation in this community for decades.*

**I124.1**

Victor Montoya, [victor2686@att.net](mailto:victor2686@att.net), Fontana, 92335, 9093479248

*I do not want anymore warehouses in Bloomington. They should build these warehouses in the communities and neighborhoods that the city council members live in, then they'll see what Bloomington residents are going through*

**I125.1**

Ana Gonzalez Reyes, [ana.quezada60@yahoo.com](mailto:ana.quezada60@yahoo.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. I don't like the warehouse development idea because that would mean more pollution to the environment. I have a 6 year old who has respiratory problems and I know this would definitely be a problem for him and would mean a lot more expensive hospital/doctor visits. Besides that, this is our home, Bloomington has been amazing just the way it is. With its beauty of all the farms and animals around all the nice neighbors we have.*

**I126.1**

Brad Stott, [Bradngina5384@gmail.com](mailto:Bradngina5384@gmail.com), Bloomington, 92335, 9097702434

*I do not want anymore warehouses in Bloomington. Building more warehouse will crate more traffic in an already congested area. The Cedar overpass is already heavily traveled with big rigs and this will create more problems.*

I127.1

Heather Butterworth, [HEATHER\\_BUTTERWORTH@CJUSD.NET](mailto:HEATHER_BUTTERWORTH@CJUSD.NET), Bloomington, 92316, 9095805004

*I do not want anymore warehouses in Bloomington. The warehouses that have already been built here have destroyed this rural neighborhood. What a shame.*

I128.1

Gustavo Rojo, [gustavorojo1988@gmail.com](mailto:gustavorojo1988@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. Developers are targeting our community and they just see cheap land. You can't seriously displace hundreds of people and think it is ok. This project's impact far outweighs its benefits, from increased pollution, more traffic that is already bad as it is, big impact on the environment including some of the wildlife that surprisingly lives there. My family moved into Bloomington 4 years ago and we loved the community, it was what we could afford. The new warehouse that was built off cedar Ave at one time we thought it was going to be a shopping center but it was all a dream, now we see all the change that is happening, how these warehouses are driving people out. I love my home and community and we will not stand for some individuals with hungry pockets to try and make our small city and community worse. Of you don't live here and witness the impact that these warehouses have made first hand!, then you have no say in what is our best interest.*

I129.1

Armando Torres, [netos1@yahoo.com](mailto:netos1@yahoo.com), Bloomington, 92316, 9099368007

*I do not want anymore warehouses in Bloomington. Leave the people in their homes. I do not want more traffic and pollution.*

I130.1

Eduardo Martinez, [Edxxxiii@gmail.com](mailto:Edxxxiii@gmail.com), Rancho Cucamonga, 91737, 951-206-9030

*I do not want anymore warehouses in Bloomington. I work in administration for CJUSD. I do not want my 14 year job experience with the district and in education to be determined by extra*

I131.1



warehouses.

Teresa Garcia, [trgarcia80@yahoo.com](mailto:trgarcia80@yahoo.com), Bloomington, 92316, 9098770824

I131.1  
cont.

*I do not want anymore warehouses in Bloomington. I don't think this community needs anymore warehouses. Traffic and air quality is very much a concern. My house is surrounded by at least three warehouses. There is plenty of empty land(Barstow/Needles etc.) in other areas of the county. The traffic on the Cedar overpass is extremely at its worst at any given time. This bridge was built in 1968 and is in need of remodeling. The major streets (Riverside Ave and Sierra Ave) have been updated but not the Cedar bridge. There is an overpass on Cypress Ave in Fontana to help with the traffic. Why can a bridge be built on Alder to help with the traffic. I have seen truck trailers parked in the middle of Slover Ave waiting to get into the warehouse. What will happen once we have more warehouses.*

I132.1

Alma Morrell, [almamorrell@gmail.com](mailto:almamorrell@gmail.com), Bloomington, 92316, 9099578134,

*I do not want anymore warehouses in Bloomington. I think it is bad for our community, increasing traffic and air quality. I would like to keep our city residential.*

I133.1

Susana Garita, [Susiegarita@gmail.com](mailto:Susiegarita@gmail.com), Bloomington, 92316, 9092351635

*I do not want anymore warehouses in Bloomington. It's a bad idea. Why are they trying to push so many families out of their homes?*

I134.1

Elisa Garcia, [garciaelisa1022@gmail.com](mailto:garciaelisa1022@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. The warehouse development in Bloomington is a gross and irresponsible disregard for the quality of life for the people residing in Bloomington. Time and time again concerned neighbors in Bloomington attend public forums to address our grievances and we are overlooked every time. I believe there are better ways to boost our local economy without having to sacrifice our quality of life. These warehouses have a largely negative impact on our community. Bloomington doesn't even have sidewalks. Its roads are riddled with potholes and streets that are too narrow for the semi trucks needed to make these warehouses function. Simply put, Bloomington does not have the infrastructure to sustain the traffic caused by these warehouses. Furthermore, these projects have a negative impact on the livelihood, health, and goals for the community. The air quality is already extremely poor in the Inland Empire and adding more warehouses and trucks can lead to people developing*

I135.1



*respiratory problems. I say that the goals and aspirations of people in Bloomington can be negatively affected by these warehouses because it seems that the government has failed to protect their interests despite their attempts to organize and advocate for their quality of life. Furthermore, at the board of supervisors meeting the point was made that these warehouses would be beneficial for the community because it would mean more jobs. This argument is extremely disrespectful and demeaning. It infers that the only thing residents of Bloomington are capable of is working at a warehouse. This is a reflection of the thoughts that Bloomington's own representatives have on them. Through these words, representatives are saying that the Bloomington community cannot be better than the condition they are in.*

**I135.1  
cont.**

Maria Arellano, [Ofearrellano138871@gmail.com](mailto:Ofearrellano138871@gmail.com), Bloomington, 92316, 9099150848

*I do not want anymore warehouses in Bloomington. I'm so upset about it. They wanna build warehouse by schools which means more people in our town and more traffic.*

**I136.1**

Kaleigh Lambaren, [Lambarenkaleigh1@gmail.com](mailto:Lambarenkaleigh1@gmail.com), Bloomington, 92316, 909-521-6858

*I do not want anymore warehouses in Bloomington. I feel complete Hate towards warehouse development. It's ridiculous it won't be safe considering it's bringing more trucks, as that is being by schools it puts the children at risk as well as more accidents. The streets are small and will cause more car accidents, as well as trash, glass, and many other hazardous items. As it being by houses we will create more homelessnesses and prostitution which puts the Bloomington people at risk.*

**I137.1**

Jack Rubio, [oldmetallicarox@gmail.com](mailto:oldmetallicarox@gmail.com), Bloomington, 92316, 909-561-6536

*I do not want anymore warehouses in Bloomington. We don't want anymore truck pollution and congestion near our Children's Schools*

**I138.1**

Pam Geil, [bloomington@sbcglobal.net](mailto:bloomington@sbcglobal.net), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. "Bloomington at one time went to Riverside Ave and Sierra Ave. If you add up the amount of warehouses in the area between the two streets Bloomington has more than it's fair share. Additionally plenty of vacant land east of Cedar has been rezoned Industrial, instead of taking resident and commercial zoned areas of what's left in*

**I139.1**

*the Bloomington area requiring developers to develop out the areas already indicated industrial. Bloomington scores 98 percentile in ozone according to the State. Asthma rates are highest in the County along with low birth rates and heart conditions. Overall environmental living conditions are beyond the threshold for a safe living environment. Possibly the County is trying to limit population by causing early death to it's lower income residents, that would be sad, since the data is available and the County intentionally is allowing several developers perform Full EIRs as indicated by Senate Bill SB1000. It appears deliberate intent to impact lower income area health. It is also evident of the Counties intent as replacement housing for the displaced homes is being presented north of the I-10 rather than in areas near the proposed project. In doing so subsequently displacing Green space large parcels ok n the north side. In the zoning changes on the south side there should be equal areas in south Bloomington for displaced zoning to keep a fair balance. This is not being done. Showing. indications that the push is to move Bloomingtons population North of the I-10 freeway and eventually industrialize the majority of South Bloomington. Further shown by the lack of support from the County to seek Federal assistance to intse commercial development to the are of roughly 15000 population south of the freeway. Further shown by 0 commercial business growth and willingnesss to work with industrial builders without some sort of requirement to have Commercial elements on their projects that have been built in General plan designated Commercial areas. This implys to me the County does not support Commercial growth on Cedar Ave South Bloomington. With the last new commercial business built over 20 years ago south of the 10. It is sad the County Board of Supervisors vote to support developers to skirt EIRs and ignore public responses bringing more ozone polluting projects Possibly they want Bloomington to make it to 100 percent on the unhealthful air charts in the whole State. At least we can say Bloomington rates at the top of something, while watching our children and senors suffer from those who live elsewhere. Wearhouses need to be build where the General plan has designated once those lands are exhausted then that's it. Areas like Bloomington need a fair Balance of Commercial and residential. And finallyBloomington needs Commercial growth, not industrial. Should industrial be built it should always have a commercial element attached."*

**I139.1  
cont.**

Monica Sanchez, [ilovechepo@hotmail.com](mailto:ilovechepo@hotmail.com) , Bloomington, 92316

**I140.1**

*I do not want anymore warehouses in Bloomington. Overtaking our town, too much traffic, too close to schools, too much pollution.*

Ana Ipina, [Anasalguero71@yahoo.com](mailto:Anasalguero71@yahoo.com), Bloomington, 92316, 951-9065428

**I141.1**

*I do not want anymore warehouses in Bloomington. Mis hijos y yo estamos indignaos molestos*

con las construcciones de bodegas estamos perdiendo todo lo de la naturaleza  
NatalieLopez, [Nlopez909@gmail.com](mailto:Nlopez909@gmail.com), Bloomington, 92316

I141.1  
cont.

*I do not want anymore warehouses in Bloomington. We do NOT need anymore warehouses in our city. What we need are sidewalks and a small shopping center.*

I142.1

MiguelMoreno, [miggz909@icloud.com](mailto:miggz909@icloud.com), Bloomington, 92316, 9092645226

*I do not want anymore warehouses in Bloomington. There's excessive traffic already and the community doesn't benefit from these warehouses*

I143.1

Charman Diaz, [Charmandiaz@hotmail.com](mailto:Charmandiaz@hotmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. I don't like it. To many trucks*

I144.1

Jeanette Munoz, [J2009munoz@gmail.com](mailto:J2009munoz@gmail.com), Riverside, 92509, 9518346845

*I do not want anymore warehouses in Bloomington. Warehouse developments take away space from the community and take down trees making the community look more industrial and the community brings less people making it look less attractive.*

I145.1

Jerry Navarro, [jNavarro926@yahoo.com](mailto:jNavarro926@yahoo.com), Bloomington, 9517518916

*I do not want anymore warehouses in Bloomington. There are too many and our roads can barely handle the traffic that is being generated by existing warehouses.*

I146.1

Marisela Zermenio, [Redluda5@yahoo.com](mailto:Redluda5@yahoo.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. It's really frustrating and enraging. All of these warehouses are adding additional pollution and traffic to the city and it's not as if the jobs were being primarily filled by our residents. We've been affected by the cement factory and a lot of people have asthma. This would only worsen our living conditions.*

I147.1

Estrella H, [gorrgunk@gmail.com](mailto:gorrgunk@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. I feel upset about the warehouse development in Bloomington.*

I148.1

Randy Underwoodm, [Rwoodhunt@aol.com](mailto:Rwoodhunt@aol.com), Bloomington, 92316, 909-936-2885

*I do not want anymore warehouses in Bloomington. "To much traffic now. With all the added big rigs and employees, the streets will be gridlocked. The city need to enforce code violators now with all the illegal trucking that is going on. (A blind person could write thousand tickets.) NO THANKS"*

I149.1

Margarita Martinez, [Margaritavargas20@yahoo.com](mailto:Margaritavargas20@yahoo.com), Bloomington, 92316, 909 4966536

*No estoy de acuerdo que haya mas bodegas en Bloomington. Creo que esto nos va a perjudicar enormemente en cuestiones de salud y el tráfico ni se diga*

I150.1

Tania Sandoval, [Taniasandoval180@yahoo.com](mailto:Taniasandoval180@yahoo.com), Bloomington, 91316, 997146732

*I do not want anymore warehouses in Bloomington. They are horrible. Trucks drive through our homes and trucks park in our neighborhoods. They mess up our streets and make it unsafe to walk in our own neighborhood*

I151.1

Jim Walter, [Jw83598jr@gmail.com](mailto:Jw83598jr@gmail.com), Bloomington, 92316, 9519068090

*I do not want anymore warehouses in Bloomington. It needs to stop, already too much traffic.*

I152.1

Jose L Garcia Jr, [generaldemeanor@gmail.com](mailto:generaldemeanor@gmail.com), Bloomington, 92316, 19096094791

*No estoy de acuerdo que haya mas bodegas en Bloomington. Bloomington will NOT become some "company" town. We are Bloomington, we don't belong to some CEO.*

Efren Perez, [2perros12@gmail.com](mailto:2perros12@gmail.com), Bloomington, 92316, 18184213488

I153.1

*I do not want anymore warehouses in Bloomington. "I don't like all the construction of Warehouses in bloomington exactlty Because of the traffic, pollution and Of the unruly drivers*

I154.1

*that continue to Not obey laws of not driving on non truck route streets this is bad for our streets And also they feel they can get away With being negligent scince we have. No police presence. Ther we was a truck area that was proposed people gave their opinion But it didi ot help it still was aloud Dont understand why ask the community Some one in the city will still let things Pass."*

**I154.1  
cont.**

Yesica Ortiz, [boo3450@hotmail.com](mailto:boo3450@hotmail.com), Bloomington, 92316, 9095038612

**I155.1**

*I do not want anymore warehouses in Bloomington. Ridiculous! Warehouses can go elsewhere instead of residential areas. Leave our homes ALONE!!!*

Nicole Christensen, [nicolechristensen1980@yahoo.com](mailto:nicolechristensen1980@yahoo.com), Bloomington, 92316, 6618690773

**I156.1**

*I do not want anymore warehouses in Bloomington. This will have a negative effect on our community in Bloomington. The development will destroy our neighborhood & cause so much traffic. The trucks will tear up our streets more. We have such a beautiful, family neighborhood community but that will be lost to this development.*

Rosa Ramos, [rosyeramos0818@icloud.com](mailto:rosyeramos0818@icloud.com) , Bloomington, 92316

**I157.1**

*No estoy de acuerdo que haya mas bodegas en Bloomington. No estoy de acuerdo porq no hacen casas*

Ramona Gutierrez, [luckygut12389@yahoo.com](mailto:luckygut12389@yahoo.com), Bloomington, 92316, 909-265-8937

**I158.1**

*No, I do not want anymore warehouses in Bloomington. There are to many trucks.*

Christopher Castillo, [christophercastillo210@gmail.com](mailto:christophercastillo210@gmail.com), Bloomington, 92316, 909-800-1216

**I159.1**

*I do not want anymore warehouses in Bloomington. I completely dislike it. They want to build next to a high school, nurseries and many ranches.*

Steve Boonkrong, [Steve.boonkrong@gmail.com](mailto:Steve.boonkrong@gmail.com), Bloomington, 92316, 9092384955

*I do not want anymore warehouses in Bloomington. We have enough.*

I160.1

Betty Hernandez, [Emherolano@gmail.com](mailto:Emherolano@gmail.com), Bloomington, 92316, 9098386168 *I do*

*not want anymore warehouses in Bloomington. Too many warehouses in the area*

I161.1

Arturo Casas, [casasart16@gmail.com](mailto:casasart16@gmail.com), Bloomington, 92316, 9096859006 ,

*I do not want anymore warehouses in Bloomington. I want Joe Baca Jr to respond and make a live announcement against this plan.*

I162.1

Mary Johnson, [Lighthousedream2@aol.com](mailto:Lighthousedream2@aol.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. Our Town is a rural family oriented place. I've lived here all my life, over 50yrs. My parents, grandparents, aunt's, uncles, cousins & lifelong friends have lived here even longer. Warehouses have no place near our houses, schools & areas meant for horses, motorcycle riding, kids playing. Not to mention they will cause more air pollution. The trucks will more then double the traffic that is horrible already. Two years ago a warehouse was built across the street from me. Across from an elementary school. Another warehouse same street as our high school. All this is bad for our town*

I163.1

Edgar Garcia, [Edgarg376@gmail.com](mailto:Edgarg376@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. Upset*

I164.1

AraceliLopez, [ara.lopezvi@gmail.com](mailto:ara.lopezvi@gmail.com), Bloomington, 92316, 6262832145

*No estoy de acuerdo que haya mas bodegas en Bloomington. Perjudicaría el nivel de salud. No solo la contaminación , también el peligro de nuestros niños y toda la comunidad pues al haber más tránsito vehicular nos exponen a más accidentes y vivir con miedo y stress porque ya no seríamos libres de salir a caminar y respirar este aire que al menos hasta ahorita es un poco saludable. También nos obligarían a quedarnos dentro de nuestras casas pues con tanto crecimiento cerca de las escuelas nuestros hijos corren el peligro de que los atropellen.*

I165.1

Sandra Valtierra, [Shortypuppy\\_13@hotmail.com](mailto:Shortypuppy_13@hotmail.com), Bloomington, 92316

1166.1

*I do not want anymore warehouses in Bloomington. There's already too much traffic especially by the schools, it's just going to bring even more traffic and accidents.*

Manuel López, [Lopezortencia71@gmail.com](mailto:Lopezortencia71@gmail.com), Bloomington, 92316, 909 5629570 *No estoy*

1167.1

*de acuerdo que haya mas bodegas en Bloomington. Mucho tráfico y contaminación*

Eduardo Galvan, [eperez@rtvsolution.com](mailto:eperez@rtvsolution.com), Bloomington, 92316, 909 665 9771

1168.1

*I do not want anymore warehouses in Bloomington. Its a community surrounded by schools, I feel the city and school district don't care. They are not taking this into consideration. Benjamin Orozco, [Benjaminorozco10@yahoo.com](mailto:Benjaminorozco10@yahoo.com), Bloomington, 92316, 9515446355 No, I do not want anymore warehouses in Bloomington. It's horrible. These warehouse have and continue to destroy the way of life of the residents of this small community. More traffic, horrible air quality, and, and countless other negative impacts. There are already more than enough warehouse that have been built in the area that remain empty. No need for anymore horrendous eye sores.*

1168.2

AndresOrozco, [andres\\_orozco12@yahoo.com](mailto:andres_orozco12@yahoo.com), Bloomington, 92316, 9096848342

1169.1

*I do not want anymore warehouses in Bloomington. I am strongly opposed! This is unacceptable; this so-called development will ruin Bloomington's history. It will also add tons of pollution and extra traffic to our neighborhood. Take your commercial developments elsewhere - leave Bloomington alone!*

Maria MaribelOrozco, [maria\\_maribel71@yahoo.com](mailto:maria_maribel71@yahoo.com), Bloomington, 92316, 9512414273

1170.1

*I do not want anymore warehouses in Bloomington. I strongly disagree with this development! Bloomington does not want neither does it need more warehouses and added traffic/air pollution. It is also morally wrong of these huge logistic companies to bribe people so they can relocate for their own financial gain. It is ruining Bloomington's history! This is unacceptable and I hope this*



<i>development stops dead in it's tracks.</i>	<b>1170.1 cont.</b>
Amalia Cordova, <a href="mailto:Son049092@gmail.com">Son049092@gmail.com</a> , Bloomington, 92316, 909 702-8807  <i>I do not want anymore warehouses in Bloomington. They are taking over our community, to much traffic and polutation.</i>	<b>1171.1</b>
Susana A, <a href="mailto:karlaa_3@yahoo.com">karlaa_3@yahoo.com</a> , Bloomington, 92316  <i>I do not want anymore warehouses in Bloomington. Do not like the direct impact the warehouse will have on our community. They are too close to our schools.</i>	<b>1172.1</b>
Cinthya Cerrato, <a href="mailto:Cinthya.cer@gmail.com">Cinthya.cer@gmail.com</a> , Bloomington, 92316, 9095781551  <i>I do not want anymore warehouses in Bloomington. Its not safe to put them close to homes and schools. Its going to bring unwanted traffic and pollution.</i>	<b>1173.1</b>
Kimm Hadnot, <a href="mailto:hotgirlie8t6@gmail.com">hotgirlie8t6@gmail.com</a> , Bloomington, 92316  <i>I do not want anymore warehouses in Bloomington. I have deep concerns and trepidation regarding the warehouses. This is not only unhealthy but also prejudicial. It is predatory and misleading on a community where a lot of its population do not speak english. This area is surrounded by schools and there is a mobile home park as well. This would cause more and more traffic in an area that is already overly congested, air pollution, and most importantly,, danger to the elementary, middle, and high school children, and the many pedestrians, most of whom walk their children to and from school.</i>	<b>1174.1</b>
Andre Marshall, <a href="mailto:awm3321@gmail.com">awm3321@gmail.com</a> , Ontario, 91762, 9095862944  <i>I do not want anymore warehouses in Bloomington. I am completely against the proposed Bloomington Business Park project and the continued warehouse developments in the inland empire. This project is opposed by the community at large and I support community members in their fight to keep their community and rural living and urge the Board of Supervisors to listen to their constituents.</i>	<b>1175.1</b>



Priscilla Medina, [priscillaaa.916@gmail.com](mailto:priscillaaa.916@gmail.com), Bloomington, 92316, 9092180830

1176.1

*I do not want anymore warehouses in Bloomington. Bad*

Kathryn Probert, [tyki1990@yahoo.com](mailto:tyki1990@yahoo.com), Bloomington, 92316, 5622980556

1177.1

*I do not want anymore warehouses in Bloomington. I don't fell that it's right forcing people to sell their property when they don't want to. It's like San Bernardino county is stealing our properties by rezoning our neighborhoods. Nothing good is going to come of this, just a lot of simi truck traffic, pollution and more road repair.*

Henry Baltazar, [henrybaltazar4@yahoo.com](mailto:henrybaltazar4@yahoo.com), Bloomington, 92316 , 9517568035

1178.1

*I do not want anymore warehouses in Bloomington. not happy*

America Rodriguez, [Xiorodriguez134@gmail.com](mailto:Xiorodriguez134@gmail.com), Bloomington, 92316

1179.1

*I do not want anymore warehouses in Bloomington. The warehouses are creating more traffic and pollution are air quality even more than it already is. On top of that they are getting too close to out schools and I am worried a truck driver will not see a kid walking home because we do not have proper sidewalks. On top of that it makes the community look so much more run down.*

Gabriel Gonzalez, [gonzalezg17@gmail.com](mailto:gonzalezg17@gmail.com) , Bloomington, 92316, 9094190398

1180.1

*I do not want anymore warehouses in Bloomington. Residents of Bloomington are well aware of the negative impacts of warehouse development as we have been witness to this in our neighboring cities for years and will not stand by while big greedy corporations profit and deprive us of our health and livelihood.*

Andrea Gonzalez, [gonzalezdrea15@gmail.com](mailto:gonzalezdrea15@gmail.com), Bloomington, 92316

1181.1

*I do not want anymore warehouses in Bloomington. I am very much against this project. As a Bloomington resident I would not want to be surrounded by warehouses that will bring no benefits to our community.*

Martin Navarro, [3martinnavarro@gmail.com](mailto:3martinnavarro@gmail.com), Bloomington, 92316, 951 7337082

I182.1

*No estoy de acuerdo que haya mas bodegas en Bloomington. Ya hay suficientes. No quiero mas warehouse*

Penny Travis, [loverofleppard@gmail.com](mailto:loverofleppard@gmail.com), Bloomington, 92316, 9512957439

I183.1

*I do not want anymore warehouses in Bloomington. As a lifelong resident feel we need to preserve what is left of our little rural town. People migrated here for the acreage of their animals NOT the busyness of warehouses. Miss the days of old as kids where could walk/play in serene quietness. If development continues our kids/grandchildren will never know the Bloomington that we love.*

Harold Cifuentes, [hcifuen7777@gmail.com](mailto:hcifuen7777@gmail.com), Bloomington, 92316, 19097142530 I do

I184.1

*not want anymore warehouses in Bloomington. It creates more traffic and pollution*

Ryan Blackwood, [Blackwood.kuroki@gmail.com](mailto:Blackwood.kuroki@gmail.com), Bloomington, 92316

I185.1

*I do not want anymore warehouses in Bloomington. The increase in traffic and pollution is unacceptable*

Javier Cerrato, [jcerrato@quadc.org](mailto:jcerrato@quadc.org), Bloomington, 92316, (213) 332-5088

I186.1

*I do not want anymore warehouses in Bloomington. I'm concerned of the traffic and the air quality pollution.*

Veronica Lopez, [Veronica1996@yahoo.com](mailto:Veronica1996@yahoo.com), Bloomington, 92316

I187.1

*I do not want anymore warehouses in Bloomington. Pollution to the environment in the city and more diesel truck traffic.*

Michael Oneal, [mikeoneal3n8@yahoo.com](mailto:mikeoneal3n8@yahoo.com), Bloomington, 92316, 9097703124

*I do not want anymore warehouses in Bloomington. Enough is enough too much traffic in the afternoon you can't get overpass*

I188.1

Sharon Oneal, [sharononeal@yahoo.com](mailto:sharononeal@yahoo.com), Bloomington, 92316, 9097703124

I189.1

*I do not want anymore warehouses in Bloomington. The air is horrible traffic is horrible they will never fix that*

Emily Rangel, [Rangelkr@icloud.com](mailto:Rangelkr@icloud.com), Bloomington, 92316, 9095860357

I190.1

*I do not want anymore warehouses in Bloomington. There is already too many warehouses in our community, if anything they need to remove some of them instead.*

Gloria Moreno, [Gloriamoreno0812@gmail.com](mailto:Gloriamoreno0812@gmail.com), San Bernardino, 92405, 9099633948

I191.1

*No estoy de acuerdo que haya mas bodegas en Bloomington.No estoy de acuerdo*

Julio Quintero, [Julioquintero346@gmail.com](mailto:Julioquintero346@gmail.com), Bloomington, 92316, 4244152627

I192.1

*I do not want anymore warehouses in Bloomington. No estoy de acuerdo que quieran hacer esto. Va afectar Las escuelas de nuestros hijos. Aparte la contaminacion y trafico*

Miguel Muñoz, [mike13-13@hotmail.com](mailto:mike13-13@hotmail.com), Bloomington, 92316, 9094342396

I193.1

*No estoy de acuerdo que haya mas bodegas en Bloomington. After attending a city hall meeting regarding the project I learned that the original proposition for the land was the creation of a recreational park. I believe that the benefits of a large recreational park would be grater to the health of the community more than the generation of more warehouses. Most importantly, the location of the warehouses is too close to residential areas. As we know it's forcing a change from residential to commercial which is ridiculous since the surrounding area continues to be residential. This will greatly affect the roads which we all use to get to school or drop our kids off. Higher use of the roads which are already underfunded and lack maintenance will only increase the burden of traffic, air pollution, noise pollution and overall quality of life in the*

residential area that stays.

I193.1  
cont.

Jennifer Boatman, [Jmklug@yahoo.com](mailto:Jmklug@yahoo.com), Bloomington, 92316,

I194.1

*I do not want anymore warehouses in Bloomington. It's taking away from the rural atmosphere that we moved here for*

Yolanda Felix, [Yolandafelix538@gmail.com](mailto:Yolandafelix538@gmail.com), Bloomington, 92316, 951-545-8449

*I do not want anymore warehouses in Bloomington. Bloomington is a great place to live. Warehouses are destroying agriculture and nature. This is a place to ride your horses, grow your crops and have your animals. We have blue jays and other rare birds that love to come and enjoys the trees and greenery. It's terrible that they want to build buildings in Bloomington. Please find another place where you are not destroying nature and peoples hard work in agriculture and wildlife too!*

I195.1

Hugo Felix, [yolandafelix538@gmail.com](mailto:yolandafelix538@gmail.com), Bloomington, 92316, 562-244-7182

*I do not want anymore warehouses in Bloomington. Again warehouses trying to destroy nature and wildlife. Agriculture and animals are so important that supply everyday food. Horses enjoying a ride with its rider along the hill. We have the beautiful hill and nature and now they want to surround it to warehouse. More pollution, and more deseases created by humans. Let nature where it is and animals enjoy there habitats and families enjoy their homes in Bloomington. I am sure there is another place where warehouses can be built without destroying families and animals.*

I196.1

Diana Mandujano, [cdm5@att.net](mailto:cdm5@att.net), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. We already have too many warehouses in the area. Warehouses should be spread throughout the state rather than make the residents in one area suffer with the truck traffic, noise, bad air, and road destruction. We live in Bloomington because we like the agricultural lifestyle.*

I197.1

Sashi Juarez-Galindo, [sashi.jua0903@gmail.com](mailto:sashi.jua0903@gmail.com), Perris, 92571

*I do not want anymore warehouses in Bloomington. Unless the pollution is somehow kept in check and reduced, I believe building warehouses is a bad idea*

I198.1

Jacqueline Avalos, [jackieavalos92@gmail.com](mailto:jackieavalos92@gmail.com), Bloomington, 92316, 9096378855

I199.1

*I do not want anymore warehouses in Bloomington. We don't need any more*

Ben Vasquez, [benzee@live.com](mailto:benzee@live.com), Fontana, 92335

I200.1

*I do not want anymore warehouses in Bloomington. No more poisoning our environment*

Edith Rubio, [Arasely85@gmail.com](mailto:Arasely85@gmail.com), Bloomington, 92316, 909 697 5579

I201.1

*I do not want anymore warehouses in Bloomington. we want clean air for our children. And no more truck traffic there is enough*

Angie Balderas, [goodlifeent@yahoo.com](mailto:goodlifeent@yahoo.com), San bernardino, 92407

I202.1

*I do not want anymore warehouses in Bloomington. It's irresponsible development and all we doing is polluting the air by building more warehouses*

Bernadette Smith, [Q5bernie@yahoo.com](mailto:Q5bernie@yahoo.com), Bloomington, 92316, 9516759986

I203.1

*I do not want anymore warehouses in Bloomington. There are too many trucks on the road and too much traffic congestion as a result. The roads are also in disrepair from all the heavy trucks not to mention more pollution.*

Jim Walter, [Jimwalterjr@gmail.com](mailto:Jimwalterjr@gmail.com), Bloomington, 92316, 9519068090

I204.1

*I do not want anymore warehouses in Bloomington. Against it.*

Evelyn Chacon, [Mzchacon01@gmail.com](mailto:Mzchacon01@gmail.com), Fontana, 92337, 9518309023

*I do not want anymore warehouses in Bloomington. Not only are you pushing families out of our communities, you are jeopardizing the health of those still living in the community.*

I205.1

Brenda Santacruz, [Brendasantacruz75@gmail.com](mailto:Brendasantacruz75@gmail.com), 18779, Bloomington, 92316 *I do not want anymore warehouses in Bloomington. It's horrible with traffic on the bridge*

I206.1

Matt Tucker, [Matbhs20@aol.com](mailto:Matbhs20@aol.com), Bloomington, 92316, *I do not want anymore warehouses in Bloomington. It brings way too much traffic and big rigs.*

I207.1

Guadalupe Gatibay, [Marygary1515@gmail.com](mailto:Marygary1515@gmail.com), Bloomington, 92316, 9099575510 *I do not want anymore warehouses in Bloomington. Totalmente en desacuerdo, porque nos están invadiendo de bodegas , no les importa la gente que no podemos comprar en otras ciudades y nos van a invadir de bodegas es injusto para nuestros hijos también pagamos impuestos y no piensan en haser un parque o arreglar nuestras calles solo escuchan a los empresarios y la gente de dinero no estoy deacuerdo*

I208.1

Gem Montes, [gem@culturaticoncepts.com](mailto:gem@culturaticoncepts.com), Colton, 92324, 9512326965, *I do not want anymore warehouses in Bloomington. It brings smog, traffic and the few jobs it will bring are quickly replaced by artificial intelligence.*

I209.1

Luz Rengifo, [Lucyrengifo@yahoo.com](mailto:Lucyrengifo@yahoo.com), Fontana, 92347, 9092394245, *I do not want anymore warehouses in Bloomington. I dislike the pollution, traffic and lack of thought for our students. Their health is being affected by the bad air causing more asthmatics in the area. Trucks are unsafe for the kids walking home. No more trucks or warehouse.*

I210.1

Mary Johnson, [Lighthouse2@aol.com](mailto:Lighthouse2@aol.com), Bloomington, 92316, *I do not want anymore warehouses in Bloomington. I don't like the warehouses here. I've lived & loved this small rural town all my life over 50 yrs. My parents, grandparents, aunts,*

I211.1

*uncles,cuzns..have been here over 60yrs. My kids went to the same schools as I did & my Grandkids. There is too much traffic, unhealthy air & its unsafe for our kids w/warehouses just feet from our schools & houses. It is so sad we don't have a Quiet Rural town anymore. So much has been taken from all of us. We don't need anymore warehouses taking up our fields & tearing down our houses.*

**I211.1  
cont.**

Brisa Carrion, [Carrionbrisa@gmail.com](mailto:Carrionbrisa@gmail.com), Bloomington, 92326, 9097879133 *No, I do not want anymore warehouses in Bloomington. They are distorting our community*

**I212.1**

Maribel Aguilera, [Mgarcia090282@gmail.com](mailto:Mgarcia090282@gmail.com), Bloomington, 92316, 951-453-1289  
*I do not want anymore warehouses in Bloomington. More cars and traffic around school. Warehouse employees get out in the middle of night and race in our streets. I also see them taking breaks or lunch drinking beer. Not safe for our community.*

**I213.1**

Leticia Avalos, [lettyavalos81@gmail.com](mailto:lettyavalos81@gmail.com), Bloomington, 92316, 9092320800  
*I do not want anymore warehouses in Bloomington. Will affect schools around it. Will affect our air quality not good for my asthmatic child.Will create More traffic that we don't need.With all this it will attract prostitution, trafficking and a site to leave a deceased person that's happened not to long ago. Bloomington needs theater, shopping center to create more Job opportunities.*  
Johnny Herrera, [Wathafukk@gmail.com](mailto:Wathafukk@gmail.com), Bloomington, 92316, 9512377009

**I214.1**

*I do not want anymore warehouses in Bloomington. I don't want them*

**I215.1**

Nely Partida Manzano, [nelypmanzano62@yahoo.com](mailto:nelypmanzano62@yahoo.com), Bloomington, 92316, 909 436-5836

*I do not want anymore warehouses in Bloomington. We need retail stores instead of warehouses we already have enough warehouses by building more warehouses will created a lot of traffic instead we need a community center*

**I216.1**

David Delgado, [David\\_delgado92316@aol.com](mailto:David_delgado92316@aol.com), Bloomington, 92316, 9095509442

<i>I do not want anymore warehouses in Bloomington. I feel like we don't need anymore warehouses it is taking up to much space from what was once a nice city</i>	I217.1
Rosio Ramirez, <a href="mailto:rramirezorozco@gmail.com">rramirezorozco@gmail.com</a> , Bloomington, 92316, 909 684 2297 <i>I do not want anymore warehouses in Bloomington. It is detrimental to our community.</i>	I218.1
Joel Ramirez, <a href="mailto:mrramirezresendiz@gmail.com">mrramirezresendiz@gmail.com</a> , Bloomington, 92316, 909 684 2297 <i>No estoy de acuerdo que haya mas bodegas en Bloomington. No queremos mas bodegas en Bloomington.</i>	I219.1
Jennifer Torres, <a href="mailto:Jennifertorres87@yahoo.com">Jennifertorres87@yahoo.com</a> , Bloomington, 92316, 9099194291 <i>I do not want anymore warehouses in Bloomington. TRAFFIC NOT SAFE FOR KIDS ! WE DONT NEED MORE TRUCKBLOCKING EVERYTHING !!!</i>	I220.1
Jorge Carrion, <a href="mailto:Jorgeccee@icloud.com">Jorgeccee@icloud.com</a> , Bloomington, 92316, 9094902005 <i>I do not want anymore warehouses in Bloomington. I don't like the change will increase the traffic</i>	I221.1
Patricia Morales, <a href="mailto:rpatriciagomez@yahoo.com">rpatriciagomez@yahoo.com</a> , Bloomington, 92316, 9097280524 <i>I do not want anymore warehouses in Bloomington. Our kids and grandkids live here, we don't need more pollution, we need a community center; a park east of cedar Ave, somewhere where the children could go without crossing cedar which is alway congested after school</i>	I222.1
Roxana Ruiz, <a href="mailto:sanchezroxy59@gmail.com">sanchezroxy59@gmail.com</a> , Bloomington, 92316, <i>I do not want anymore warehouses in Bloomington. I feel that they are making the traffic worse and harder for everyone.</i>	I223.1



Mariana Enriquez, [annaenriquez542@yahoo.com](mailto:annaenriquez542@yahoo.com), Bloomington, 92316

I224.1

*I do not want anymore warehouses in Bloomington. The traffic is getting worse and also it takes to long for me to get out of the mobile homes I live in just to cross the street. Also it takes really long to cross the bridge.*

Maricela Real, [realbudgirl@yahoo.com](mailto:realbudgirl@yahoo.com), Bloomington, 92316, 9094897738 I do not

I225.1

*want anymore warehouses in Bloomington. Too much traffic for this little town*

Karen Ramirez, [Ramirez\\_karen2@hotmail.com](mailto:Ramirez_karen2@hotmail.com), Bloomington, 92316, 9094404811

I226.1

*I do not want anymore warehouses in Bloomington. It's causing a lot more traffic & damage to roads that take forever to get fixed*

Brenda Holmes, [swtpeaholmes@yahoo.com](mailto:swtpeaholmes@yahoo.com), Bloomington, 92316, 909 822 3344

I227.1

*I do not want anymore warehouses in Bloomington. There is so much traffic now, I cant imagine adding so many more trucks onto the Cedar Ave overpass. I think its a bad idea. We are overwhelmed with warehouses in the area already. These need to be built in a more industrial area or even in undeveloped areas. Our heritage of being a more rural community is going to be taken away when we turn into a super concrete city.*

Lorena Gilman, [lorenagilman@yahoo.com](mailto:lorenagilman@yahoo.com), Bloomington, 92316, 9006859121

I228.1

*No estoy de acuerdo que haya mas bodegas en Bloomington. Vivíamos tranquilos, ahora solo hay preocupaciones por tanta bodega, hay mucho tráfico especialmente trailers*

Mariana Hernandez, [Hkids05@hotmail.com](mailto:Hkids05@hotmail.com), Bloomington, 92316,

I229.1

*I do not want anymore warehouses in Bloomington. I do not like it at all.*

Melissa DeAnda, [Msdeanda92@ymail.com](mailto:Msdeanda92@ymail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. Disgusted*

**I230.1**

Sandra Barrera, [Barreras122@gmail.com](mailto:Barreras122@gmail.com), Bloomington, 92317

**I231.1**

*I do not want anymore warehouses in Bloomington. Too much traffic, more truck pollution, less safety for children and school zones*

Cindy Herrera, [Cindyherrera909@gmail.com](mailto:Cindyherrera909@gmail.com), Fontana, 92335, 9094524449

**I232.1**

*I do not want anymore warehouses in Bloomington. I hate it they did new warehouses in Rialto on locust and linden and there is always big rigs blocking the whole lane.*

Elizabeth Amador, [Aelizabeth@roadrunner.com](mailto:Aelizabeth@roadrunner.com), Bloomington, 92316, 9093195807

**I233.1**

*I do not want anymore warehouses in Bloomington. I don't want my kids growing up with werehouses around their neighborhood*

Roxanne Flores, [Roxanneyaney716@gmail.com](mailto:Roxanneyaney716@gmail.com), Bloomington, 92316, 9512518770

*I do not want anymore warehouses in Bloomington. It's unacceptable thats this is happiness in our community. They are not taking in consideration our kids health. How can they expect us to agree when so many warehouse are veing build already and a traffic is extremely bad. I live right on slover and traffic is worse now that the Amazon warehouse was opened. Don't take into consideration the traffic by other warehouse, school and the freeway exit. It's a nightmare all day!*

**I234.1**

Angelica Ramirez, [Angelicarami22@gmail.com](mailto:Angelicarami22@gmail.com), Bloomington, 92316, 9098314684 I

**I235.1**

*do not want anymore warehouses in Bloomington. It's not going to be a town no more*

Nadia Navarro, [Navarronadia90@gmail.com](mailto:Navarronadia90@gmail.com), Bloomington, 92316, 5627122729

**I236.1**

*I do not want anymore warehouses in Bloomington. We need this city to be family friendly. No*

more warehouses

I236.1  
cont.

Monica Arzate, [arzatemonica81@gmail.com](mailto:arzatemonica81@gmail.com), Bloomington, 92316, 9094520753

I237.1

*No estoy de acuerdo que haya mas bodegas en Bloomington. Es demasiado tráfico y con eso seria aun mas y el cuidado de los estudiantes .*

RIGOBERTO MUNOZ, Depmun @yahoo.com, Bloomington, 92316

I238.1

*I do not want anymore warehouses in Bloomington. We have enough traffic and pollution*

Jenifer Aragon, [Jennyflute52@yahoo.com](mailto:Jennyflute52@yahoo.com), Bloomington, 92316, 9097097077

I239.1

*I do not want anymore warehouses in Bloomington. Ruining our already bad quality of life.*

Brenda Reyes, [Karinaryes@hotmail.com](mailto:Karinaryes@hotmail.com), Bloomington, 92316, 9092775179

I240.1

*I do not want anymore warehouses in Bloomington. I don't like the idea. I don't want any more pollution around my kids*

Jessica Salguero, [cheesyqueso626@yahoo.com](mailto:cheesyqueso626@yahoo.com), Bloomington, 92316, 9517123403

I241.1

*I do not want anymore warehouses in Bloomington. It's made traffic a lot worse and walking much more dangerous. The drivers that deliver and work at these warehouses are not cautious and are reckless. The warehouses have brought a lot of noise disturbance that goes all day and all night.*

Ema Ibarra, [emmagon75@hotmail.com](mailto:emmagon75@hotmail.com), Bloomington, 92316, 9092511622

I242.1

*No estoy de acuerdo que haya mas bodegas en Bloomington. No es buena idea y me opongo*

Victoria Ramirez, [Vixvalo@gmail.com](mailto:Vixvalo@gmail.com), Bloomington, 92316, 9094191042

*I do not want anymore warehouses in Bloomington. It saddens me to see Bloomington become full of warehouses. I grew up in Bloomington and am now raising my family in Bloomington. I wish my kids could grow up here just like I did but I don't see that happening with all the warehouses being built. I am afraid that one day they will push us out of our home.*

I243.1

Dianna Cordero, [cordero23d@yahoo.com](mailto:cordero23d@yahoo.com), Bloomington, 92316, 9095862209

*I do not want anymore warehouses in Bloomington. Upset that they are all near schools, will increase smog & bad air, will increase traffic.*

I244.1

Martha Espinoza, [freedominctransport@icloud.com](mailto:freedominctransport@icloud.com), Bloomington, 92316 I do not want anymore warehouses in Bloomington. As a individual o feel that we have no rights

I245.1

Sonia Rios, [Timosonia99@gmail.com](mailto:Timosonia99@gmail.com), Bloomington, 92326, 9092581310

*I do not want anymore warehouses in Bloomington. I bought 16 years ago and nothing was mention back then. Actually traffic has gotten worse and this will get worse as time goes by.*

I246.1

Nayelie Duran, [Nayelie8201@gmail.com](mailto:Nayelie8201@gmail.com), Bloomington, 92316, 9096844577

*I do not want anymore warehouses in Bloomington. It's not safe for warehouses to be built next to schools*

I247.1

Erika Perez, [erikaperez909@gmail.com](mailto:erikaperez909@gmail.com), Boomigton, 92316, (909) 5347251 I do not want anymore warehouses in Bloomington. Frustrated in annoyed Too much traffic.

I248.1

Marisa Lopez-Sevilla [marisalop@msn.com](mailto:marisalop@msn.com), Rialto, 92376, 9096441834

*I do not want anymore warehouses in Bloomington. I have worked in Bloomington for over 20*

I249.1

*years. I have seen The Strawberry Fields on the corner of Orange and Cedar disappear. I've seen housing go up. And now tall cement structures have replaced the landscape. In addition big rigs now run rampant in the streets, and the airfield with metallic particles. I recently went to a nutritionist and had them do bloodwork. She asked where I worked because the amount of metal in my blood was off the chart. Thinking I worked in some sort of metalworking industry she was shocked to know I was a teacher. I had to explain that I've worked in Bloomington for 20 years. That I work not only near a freeway, a railyard, but I'm surrounded by big rigs. To have housing replaced by these structures has taken away from the communities that have provided themselves and obtain in the American dream. It's understood that these communities are bought out and paid however those behind and I must live in the shadows of pollution and strangers driving in and out of their neighborhoods. They're once familiar neighbors are now strangers who drive past their families. It's understood that the taxes from these industries allow the county to prosper however at what cost to the community. Please do not go the way of Fontana and advertise that warehouses are build healthy communities. Such propaganda is laughable. Please do not create that here in Bloomington . I cannot imagine living across from one of these warehouses having checkers come in and knowing that my daughter was in the front yard playing or that I would sit on my porch. This is what you're asking of those living next to such structures.*

**I249.1  
cont.**

Bianka Villasenor, [biankavillasenor@yahoo.com](mailto:biankavillasenor@yahoo.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. Warehouses bring so many felons to work in and it causes danger to our students and families. Not to mention the traffic and polution that's causing.*

**I250.1**

Arcelia Salmeron, [arcesal@hotmail.com](mailto:arcesal@hotmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. It's destroying a life style*

Elizabeth Sanchez, [rules2jr3@yahoo.com](mailto:rules2jr3@yahoo.com), Bloomington, 92316, 9092332562 *I do not*

*want anymore warehouses in Bloomington. Awful. All you see know is warehouses.*

**I251.1**

**I252.1**

Evelyn Renteria, [Evelynrenteria2012@gmail.com](mailto:Evelynrenteria2012@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. I am so disappointed that this is what they are planning. I want a community where my kids can grow and shop not extra dirtiness from prostitutes and drugs at truck stops.*

**I253.1**

German Cervantes, [Ever.ent23@gmail.com](mailto:Ever.ent23@gmail.com) , Bloomington, 92316

I254.1

*I do not want anymore warehouses in Bloomington. We are tired of these industrial buildings polluting our air. We deserve to have nice restaurants and stores we can shop locally.*

Andrea Sandoval, [andreasandoval\\_3@msn.com](mailto:andreasandoval_3@msn.com), Bloomington, 92316, 9098755662

I255.1

*I do not want anymore warehouses in Bloomington. Im a life long resident of Bloomington. Matter of fact I lived on Laurel where they want to change the zoning. Bloomington was very nice place to raise your children seeing the farms, crops of vegetables and fruit trees. In my opinion why so many whearhouses most are empty in Fontana and Ontario. Not to mention the traffic its unbelievable now. I'm a school bus driver and we cant get across Cedar bridge or Sierra in time to make it to our next school. Something needs to be done to cut down on truck traffic in Bloomington.*

Jose Lopez, [Joselopez25@me.com](mailto:Joselopez25@me.com), Bloomington, 92316,

I256.1

*I do not want anymore warehouses in Bloomington. To much traffic. And the doesn't even look nice with all these warehouses.*

Patricia Garcia, [Pgaaliyah2019@gmail.com](mailto:Pgaaliyah2019@gmail.com), Bloomington, 92316,

I257.1

*I do not want anymore warehouses in Bloomington. There is to many traffic already due to the new warehouse in Bloomington. We don't want more traffic.*

Aprilia Noer, [Aprilnoer@hotmail.com](mailto:Aprilnoer@hotmail.com), Redlands, 92374, 9513348828,

I258.1

*I do not want anymore warehouses in Bloomington. We should value our community more than profit*

Paul Lucero, [Paullucero1214@gmail.com](mailto:Paullucero1214@gmail.com), Mentone, 92359

I259.1

*I do not want anymore warehouses in Bloomington. As a 19 year teacher in the Bloomington community, I have seen the negative cultural, social, and environmental impact these large*

*warehouses have. They take land away from potential families. They breed crime since only I Sheriff patrols Bloomington that person can't be everywhere and there are plenty of blind spots created by these massive stuctures. Finally, the trucks that feed these warehouses tear up the roads, congest intersections, and obviously add to poor air quality. There has always been a strong trucking and logistics industry in Bloomington, and that industry helped transport goods to other areas, not house them in the community and sit idle while they wait. Warehouses belong in places where residential communities are not established. Bloomington is established. Please do not let the possibility of increased revenue outweigh the needs of the residents in the community.*

**I259.1  
cont.**

Laura Garcia, [neibig89@gmail.com](mailto:neibig89@gmail.com), Bloomington, 92316

**I260.1**

*No estoy de acuerdo que haya mas bodegas en Bloomington. To much traffic to take my kids to school.*

Amber Murray, [Ambonee@aol.com](mailto:Ambonee@aol.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. I'm mad! I've lived here my whole life! I'm 40! I don't want to raise my kids here! Pollution! Truck traffic! Everything is so dirty now! Our beautiful town is being taken over by this nonsense. I can't even pull off my street safely with trucks barreling down Cactus Ave now! I've almost been hit multiple times. They put in a red curb the trucks still park there and leave their trash! What? Am I supposed to pick it up? My disabled mom maybe?? These trucks should never have been allowed in! Build warehouses and truck depots in YOUR backyard! Leave ours alone!*

**I261.1**

Marlene Espinoza, [Dreababy0910@yahoo.com](mailto:Dreababy0910@yahoo.com), Bloomington, 92316, 9097753159

**I262.1**

*I do not want anymore warehouses in Bloomington. I don't like it*

Imelda Fierros, [Ifierros@yahoo.com](mailto:Ifierros@yahoo.com), Bloomington, 92316, 9515818304

*I do not want anymore warehouses in Bloomington. Upset. This is destroying our city, it's becoming a circus and this will not be safe for our children as we have schools all over and truck drivers from all over will be in our neighborhoods*

**I263.1**

Alyssa Garcia, [Lyssiekatherine98@gmail.com](mailto:Lyssiekatherine98@gmail.com), Bloomington, 92316

*I do not want anymore warehouses in Bloomington. Warehouse development has caused a significant increase in traffic with big rigs more prone to fill city streets, main and otherwise. Our nights are no longer truly night, as lights from the surrounding warehouses keep the sky lit. Our homes already neighbor sizeable warehouses, we do not benefit from more.*

**I264.1**

Nina Radoi, [ninaradoi@icloud.com](mailto:ninaradoi@icloud.com), Bloomington, 92316, 9098731147

**I265.1**

*I do not want anymore warehouses in Bloomington. To many wherehouses to much traffic what we need is a grocery store not wherehouse*

Donna Wagoner, [donnaralphjames@yahoo.com](mailto:donnaralphjames@yahoo.com), Bloomington, 92316, 9098772085

**I266.1**

*I do not want anymore warehouses in Bloomington. Enough*

Cain Trevino, [bluster345@gmail.com](mailto:bluster345@gmail.com), Irvine, 92617

**I267.1**

*I do not want anymore warehouses in Bloomington. no more warehouses*

Valerie Tuyu, [Valerietuyu@gmail.com](mailto:Valerietuyu@gmail.com), Bloomington, 92316

**I268.1**

*I do not want anymore warehouses in Bloomington. They should not be build in residential areas and near schools*

Concepcion Ramirez, [Conniee1232@gmail.com](mailto:Conniee1232@gmail.com), Bloomington, 92316, 9095507610

**I269.1**

*I do not want anymore warehouses in Bloomington. I feel like they're hurting our city with pollution especially building so close to the schools specifically Bloomington high school. They're basically kicking Bloomington residents out with all the warehouses they're building the traffic is only going to get worse and kids are walking down these streets home from school and it won't be safe for them anymore*

Jose Montes, [Sovek1872@gmail.com](mailto:Sovek1872@gmail.com), Bloomington, 92316, 9094407369 No estoy de

**I270.1**



acuerdo que haya mas bodegas en Bloomington. Nesecitamos un market grande

**I270.1**  
**cont.**

Francisco Ramirez, [pancho2514@gmail.com](mailto:pancho2514@gmail.com), Bloomington, 92316 , 19092448300

*I do not want anymore warehouses in Bloomington. More traffic for school and for everybody not safe at all*

**I271.1**

Juan Lasso, [jlasso81@gmail.com](mailto:jlasso81@gmail.com), Bloomington, 92316, 9095800934

*I do not want anymore warehouses in Bloomington. They are destroying our communities. I guarantee none of the developers or people that are approving this project live near this area . I will Love for this people to visit cedar ave after 3 pm so they can see how bad the traffic is .. we will not sell our community for a few jobs that do not benefit anyone in our community. My question to them is what would they do if a developer shows up to their community and try to build warehouses? Would they allow it ??? Well neither are we !*

**I272.1**

Maritza Gomez, [Mglasso2385@gmail.com](mailto:Mglasso2385@gmail.com), Bloomington, 92316, 9092786366

*I do not want anymore warehouses in Bloomington. I feel very stressed and frustrated because we have enough truck traffic already. Everyday its hard to go out my mobile home park to the store or anywhere due to the high truck traffic we get starting at 2:30-5:00 sometimes even 6pm. It's hard to go in and out. It's ridiculous how bad the traffic has gotten. I can't imagine how much worse it will get with the new project that wants to be done. My worst fear is having a medical emergency or any emergency and not be able to get out due to the traffic that blocks our entry.*  
Lawrence Saldana, [lsaldana5@roadrunner.com](mailto:lsaldana5@roadrunner.com), Bloomington, 92316

**I273.1**

*I do not want anymore warehouses in Bloomington. Truck exhaust, employees vehicles exhaust in my experience cause lung damage. The local freeway overpasses are too full even now already. Local residents have to time trips on overpasses just right to avoid the extreme traffic. And I just don't like warehouses blocking the view everywhere.*

**I274.1**

Jose Jimenez, [Jrookj@gmail.com](mailto:Jrookj@gmail.com), San Bernardino, 92406, 9096931750

*I do not want anymore warehouses in Bloomington. Warehouses are an invasion by large corporations into out communities bringing pollution to our homes and schools and tearing up*

**I275.1**

our already fragile infrastructure.

I275.1  
cont.

Cinthya Cerrato, [cinthya.cer@gmail.com](mailto:cinthya.cer@gmail.com), BLOOMINGTON, 92316, 9095781551

I276.1

*I do not want anymore warehouses in Bloomington. I feel upset and frustrated. This will impact the traffic, our air quality, and the safety of our community.*

Javier Cerrato, [jcerrato@quadc.org](mailto:jcerrato@quadc.org), Bloomington, 92316, 2133325088

I277.1

*I do not want anymore warehouses in Bloomington. Very upsetting that you would build next to schools an parks. The air quality will change and the traffic will increase. And it will invite more crime into our city.*

Santino Lojero, [lojerosantino@gmail.com](mailto:lojerosantino@gmail.com), Pomona, 91766

I278.1

*I do not want anymore warehouses in Bloomington. Warehouses are harmful to the local communities and create dependency on them over time while also increasing health disparages.*

Maddhi Jayagoda, [mjayagoda@gmail.com](mailto:mjayagoda@gmail.com), Los Angeles, 90026, 6267800717

I279.1

*I do not want anymore warehouses in Bloomington. It breaks my heart because I know the short and long term impact warehouse development will have on those communities, who are dismissed and forgotten in these types of projects, which may be beneficial for some but completely life altering for others. It's a complete eradication of way of life for the people who have lived, raised the children, and wish to continue to thrive in the area. Even though I am not a Bloomington Resident myself, I acknowledge and appreciate the hard work community advocates are doing to help the individuals and families in Bloomington.*

Harold Cifuentes, [hcifuen7777@gmail.com](mailto:hcifuen7777@gmail.com), Bloomington, 92316, 19097142530

I280.1

*I do not want anymore warehouses in Bloomington. Warehouses bring pollution and more traffic to the area. It also would bring down property value of the homes.*

Joslyn Santana, [josana821@gmail.com](mailto:josana821@gmail.com), Rancho Cucamonga, 91730, 9092432744

*I do not want anymore warehouses in Bloomington. The warehouse development in Bloomington is an environmental justice issue! We don't need higher rates of illness/disease in our region, air quality doesn't recognize "man-made" borders. Developers don't care about the community impact their having, or listening to community members' stories.*

I281.1

Raylene Borrego, [Rayleneborrego@yahoo.com](mailto:Rayleneborrego@yahoo.com), Grand terrace, 9232, 9094991250

*I do not want anymore warehouses in Bloomington. It is a wicked problem that contributes to horrible air quality that negatively impacts residents health and well being.*

I282.1

Samuel Armando/Castro Marrón, [samsquatch27@gmail.com](mailto:samsquatch27@gmail.com), San Bernardino, 92407 9099973485

*Ido not want anymore warehouses in Bloomington. Warehouses are bad jobs, poison the air, and displace people/plants/animals.*

I283.1

Ricardo Olea, [ricardoj.olea@gmail.com](mailto:ricardoj.olea@gmail.com), Ontario, 91761,

*I do not want anymore warehouses in Bloomington. Warehouse development in Bloomington is unsustainable and raises many social equity concerns.*

I284.1

Valerie Martinez, [valeriemartinez172@gmail.com](mailto:valeriemartinez172@gmail.com), Bloomington, 92316, (951) 500-1668 I

*do not want anymore warehouses in Bloomington. Because we want to keep our little town.*

I285.1

Arthur Levine, [artmaxlev@gmail.com](mailto:artmaxlev@gmail.com), Anaheim, 92802, 9177348108

*I do not want anymore warehouses in Bloomington. I think that it is a total waste of land and space. It causes truck traffic, air pollution, loss of habitat, loss of agriculture land, loss of green space, while increasing heat island effect and exacerbating the negative impacts of climate change. Every acre that is paved and developed for warehouses is a loss of potential land and space to protect clean air, clean soil, grow healthy food, protect biodiversity, and preserve open*

I286.1

*green spaces. Warehouses cause more harm than good and disproportionately harm communities of color for the benefit of people who don't even live in the communities they build in. This is injustice. I would much rather see development of nature trails, planting urban forest, preservation of agriculture, wildlife habitat restoration, and other benefits that are chosen by and for community members of Bloomington.*

**I286.1  
cont.**

Anysia Aguirre, [anysia@icucpico.com](mailto:anysia@icucpico.com), San Bernardino, 92410,

**I287.1**

*I do not want anymore warehouses in Bloomington. Stop building warehouses in our cities*

Cristina Canales, [Cristinajcanalesf@gmail.com](mailto:Cristinajcanalesf@gmail.com), Jurupa Valley, 92509, 9514725026

*I do not want anymore warehouses in Bloomington. I think that building warehouses in Bloomington is a terrible idea. The IE is already the HUB of warehouse industry and our pollution is so much worse in the last few years because of it. I don't think that the community of Bloomington should be destroyed just for more warehouses to be built. Bloomington was unincorporated for years and already receives very little support for better infrastructure and funding. Many of the streets are not even paved. The people living in Bloomington are not disposable. Their homes and their lives matter and they should not be displaced just to make room for more warehouses. I urge these developers to please think about how unsustainable building warehouses is. It is not helping our communities, it's just killing us slowly.*

**I288.1**

Jack Rubio, [oldmetallicarox@gmail.com](mailto:oldmetallicarox@gmail.com), Bloomington, 92316-2512,

**I312.1**

*I do not want anymore warehouses in Bloomington. Our Community does not need more traffic and pollution especially around our Kids*

Nataly Morales, [nmora011@ucr.edu](mailto:nmora011@ucr.edu), Fontana, 92335, 9092515580

*I do not want anymore warehouses in Bloomington. Horrible. It's so unfortunate that residents have to be displaced for warehouse development. Residents are in need of other things than warehouses. New Warehouses cause horrible pollution for Bloomington residents which affects their health. Many say jobs are created locally through warehouses but it's not the truth more Bloomington residents commute to their jobs anyway so new warehouse development are not solving any issues. So please stop warehouse development.*

**I289.1**

Wendi Mejia, [Wendijunejia@gmail.com](mailto:Wendijunejia@gmail.com), Riverside, 92507,

I290.1

*I do not want anymore warehouses in Bloomington. I stand in solidarity with the community of Bloomington. No more warehouses! We need HOUSING.*

Janet Perez, [jperez\\_0526@yahoo.com](mailto:jperez_0526@yahoo.com), Moreno Valley, 92553, 9518077523

I291.1

*I do not want anymore warehouses in Bloomington. it is unjust and unfair the detrimental effects that are taking place in the community due to the warehouses in the area*

Grecia Lizaola, [islandsxx24@gmail.com](mailto:islandsxx24@gmail.com), Coachella, 92336, 7605487529

I292.1

*I do not want anymore warehouses in Bloomington. Warehouse development in Bloomington is harmful not only to its residents, but also to the surrounding environment. Why is it that commercial development is prioritized over the health of the community? Commercial development is just one facet of the destruction that capitalism brings. This is a prime example of putting profits over people.*

Katherine Ferwerda, [katherine@socialstudystore.com](mailto:katherine@socialstudystore.com), Los Angeles, 90065, 2137001811

I293.1

*I do not want anymore warehouses in Bloomington. Warehouses destroy critical land that needs to be regenerated and used for farming. Soil is a carbon sink, exactly what we need to combat climate change. We need to add as much carbon into our atmosphere as possible! Besides that, the Central Valley farmland is drying up and agriculture will not be sustainable there much longer. Warehouses bring heavy traffic and more poor air quality to an area already suffering. There could be plenty of jobs in the regenerative farming sector that would pay as much as a warehouse worker, but the health benefits would be dramatically greater.*

Guadalupe Dolan, [lupe@icucpico.com](mailto:lupe@icucpico.com), San Bernardino, 92404

I294.1

*I do not want anymore warehouses in Bloomington. For my elementary and middle school experience I went to a small school where I got to create a lot of memories and honestly I like to think of that school as my childhood, last year it was torn down to build a warehouse. Knowing that it was torn to build a place where my community wouldn't be getting paid a fair wage and would increase the air pollution which would lead to an increase in health issues is*

*heartbreaking. A warehouse should not replace a school, they should be located far away from schools and communities. This is why I'm here advocating for no more warehouses in Bloomington, thank you.*

**I294.1  
cont.**

Anthony Gomez, [Gmez1300@gmail.com](mailto:Gmez1300@gmail.com), San Bernardino, 92407

*I do not want anymore warehouses in Bloomington. It's unfortunate that people of color communities continue to face the health effects of blatant environmental racism that would ensue following warehouse development in Bloomington.*

**I295.1**

Femila Manoj, [femila.manoj@gmail.com](mailto:femila.manoj@gmail.com), Riverside, 92507, 6362816797,

*Ido not want anymore warehouses in Bloomington. Meh*

**I296.1**

Stephanie Acosta, [Stephanieramos808@yahoo.com](mailto:Stephanieramos808@yahoo.com), Bloomington, 92316, 9096319258 *I do*

*not want anymore warehouses in Bloomington. Upset they're building around our schools*

**I297.1**

Ada Trujillo, [adat2013.at@gmail.com](mailto:adat2013.at@gmail.com), SAN BERNARDINO, 92410, 19095713309

*No estoy de acuerdo que haya mas bodegas en Bloomington. Yo no estoy de acuerdo que en Bloomington este lleno de bodegas y no quiero mas bodegas en areas residenciales no cerca de escuelas me parece que estan construyendo bodegas cerca de la comunidad de la que ellos (industria) creen que no merecemos respirar aire saludable, los que permiten que estas bodegas esten tan cerca de donde vivimos tambien nos estan faltando el respeto y no creen que deben respetar nuestra salud nos estan fallando al permitir que nuestros patios y escuelas esten junto a bodegas que cansan tanto peligro a nuestras vidas*

**I298.1**

Joshua Siegel, [jsiegel@cpp.edu](mailto:jsiegel@cpp.edu), los angeles, 90039

*I do not want anymore warehouses in Bloomington. Warehouse development increases pollution from diesel trucks and removes agricultural land that feeds the community -- all for non-local corporate profit.*

**I299.1**

Joaquin Castillejos, [Joaquincastillejos117@gmail.com](mailto:Joaquincastillejos117@gmail.com), Bloomington, 92316

Bloomington is beautiful and should stay beautiful. Our community is being displaced and pushed out to give way for more warehouse development disregarding the pollution, contamination, traffic, and division that these developments impose on the surrounding communities. With the Bloomington Specific Plan specifically, we are facing our community being completely divided and our way of life being erased. Not only that but many people in the area are being forced to sell or are renters that are being pushed out with no compensation. According to SB 330 every occupant must be compensated or given help if they are being pushed out and I don't see this reflected with this Bloomington Specific Plan. I also noticed that the EIR is claiming that there are no effects from the project but according to studies on diesel pollution and the enviroscreen there is definitely going to be long term effects on the surrounding communities and schools. Bloomington does not deserve to suffer the impacts from projects that do not benefit us.

I300.1

Molly Green, [molly\\_Green@cjusd.net](mailto:molly_Green@cjusd.net), Highland, 92346

I301.1

Warehouses are destroying the community in Bloomington.

Eric Mariscal, [emariscal7@gmail.com](mailto:emariscal7@gmail.com), Bloomington, 92316

I302.1

I feel that the amount of warehouses will result in adverse health effects for students. Folks with fewer resources have to pay the price of business development with little regard for their health.

Jayn Mills, [rmills7077@aol.com](mailto:rmills7077@aol.com), Bloomington, 92316

I303.1

Warehouse development as well as truck gas stations and truck parking lots have already saturated our community creating a deterioration of the once family oriented agricultural lifestyle. Our neighborhood land values are dropping and the streets have become unsafe for our children due to a horrendous increase of truck traffic as well as the traffic created by the employees at these facilities. Add to this the poor air quality and noise created by the extended parking of big rigs on the streets for hours and days, most of the time with running engines and refrigerator units not to mention the witness of drivers relieving themselves and dumping their garbage. This is not just occurring in the county, the cities surrounding county lines are allowing building of warehouses which have already, and acknowledged by the city of Rialto, created an overload of all forms of traffic on road ways not constructed to handle the load. Thus the negative feelings of seeing another development as this business park. It is overwhelming and unwelcomed by this citizen of a long established community residing in Bloomington.

Rosa Murillo, [rosamurillo31@yahoo.com](mailto:rosamurillo31@yahoo.com), Bloomington, 92316

I304.1

No, no estoy de acuerdo que haya mas bodegas en Bloomington.

Rigo Murillo, [rosamurillo31@yahoo.com](mailto:rosamurillo31@yahoo.com), Bloomington, 92316

I305.1

No, no estoy de acuerdo que haya mas bodegas en Bloomington.

Kimberly Conrad, [HippieHeart3@gmail.com](mailto:HippieHeart3@gmail.com), Bloomington, 92316

I306.1

We don't want anymore pollution and truck traffic in our town. I don't want to see anymore ugly warehouses going up. We are a small residential town and we want to stay that way.

Cynthia Magana, [meekobam1@gmail.com](mailto:meekobam1@gmail.com), Bloomington, 92316

I307.1

It's horrible! I understand 'more jobs', but what about the families being displaced. The air quality is getting worse and traffic is already bad. I moved here years ago because of the open land and family homes. Now they are being demolished for warehouses. Really? These are people's lives, families, homes. My home. It's sad that what used to be beautiful views from from the Nature Center is now just buildings. I'm sure you can find other locations to put your warehouses. But please, don't do it here.

Nolby Cayetano, [nolby@yahoo.com](mailto:nolby@yahoo.com), Bloomington, 92316

I308.1

I have lived in Bloomington since 1990 and attended school from kinder at Mary B Lewis to graduation at Bloomington HS and love how our little town is full of the mexican culture. Now my kids attend Smith ES in Bloomington and will most likely graduate from Bloomington HS, as well. Over the years i've seen how city's like Rialto, Fontana and Ontario have transformed into warehouse city's and how semi trucks have taken over their streets to increase pollution and traffic. I am saddened by news that the same fate awaits Bloomington if our Supervisors don't listen to us, the citizens which voted to put them on the Board to represent us. Please remember you were elected by us to represent us so please vote against this project as requested by you constituents and remember to vote on our behalf and not based on your personal choice.

Vanessa Cayetano, [Cayetanova@yahoo.com](mailto:Cayetanova@yahoo.com), Bloomington, 92316

I309.1

I moved to Bloomington in 2009 and bought my first house in 2010 also in the city of Bloomington. Over the years, I have noticed more and more traffic on Cedar Ave. I absolutely do not like the idea of many warehouses being built in our little town. This needs to stop. I have 4 children ages 2, 6,8 and 11. They love playing outdoors, riding their bikes, visiting our local parks. The air quality is only going to get worse. I used to live in the city of Ontario and the air polution is so bad there. That is one of the reasons why I wanted to move out of Ontario because of all the warehouses being built. I believe warehouses have a significant negative impact on the environment and on human health.

Georgette Villareal-Dollins, [GJVillareal@gmail.com](mailto:GJVillareal@gmail.com), Bloomington, 92316



*I am deeply saddened and concerned about the warehouse development in Bloomington. I am a Special Education teacher at Walter Zimmerman Elementary. The culture and community that we have built at Zimmerman is very special. Many teachers have taught generations of students. I am worried that our enrollment numbers will continue to decline to the point that our beloved school will be closed. Families will no longer be able to walk to their elementary school--they will need to be bused to schools further away. All of this increased transportation (big rig trucks, school buses, and personal transport), will add to pollution issues.*

I310.1

Marivel Angulo, [user25@gmx.com](mailto:user25@gmx.com), Bloomington, 92316

*Building more warehouse space in Bloomington do very little to increase the living standards for families in the area. On the other hand it's a corporate give away to interests that are not part of the community. The people of Bloomington have vehemently opposed such projects but the officials we voted to represent our interests have sided with corporate interests above the will of their constituents. Please stop these projects and listen to the will of the residents.*

I311.1

*Sincerely,*

*Concerned Neighbors of Bloomington*

CC:

Concerned Neighbors of Bloomington  
[concernedneighborbloomington@gmail.com](mailto:concernedneighborbloomington@gmail.com)

San Bernardino County, Board of Supervisors  
[COB@sbcounty.gov](mailto:COB@sbcounty.gov)

Robert Swanson  
California Department of Justice  
[Robert.Swanson@doj.ca.gov](mailto:Robert.Swanson@doj.ca.gov)

Heather Arias  
California Air Resources Board  
[harias@arb.ca.gov](mailto:harias@arb.ca.gov)

Lijin Sun  
South Coast Air Quality Management  
District [lsun@aqmd.gov](mailto:lsun@aqmd.gov)

Aron Liang  
County of San Bernardino Planning Department  
[Aron.Liang@lus.sbcounty.gov](mailto:Aron.Liang@lus.sbcounty.gov)



**From:** [Liang, Aron](#)  
**To:** [Meaghan Truman](#); [Norah Jaffan](#)  
**Subject:** FW: Bloomington Business Park Specific Plan Comments  
**Date:** Thursday, December 16, 2021 8:41:24 AM

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[NON-EPD]

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

From: Old eMac <grossich@roadrunner.com>  
Sent: Thursday, December 16, 2021 12:28 AM  
To: Liang, Aron <Aron.Liang@lus.sbcounty.gov>  
Subject: Bloomington Business Park Specific Plan Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

Good evening Aron,

I wanted to make sure my support of the Bloomington Business Park Specific Plan was on the record. The bottom line is that the benefits to our community of Bloomington far outweigh any negative impacts of the project. The 30 million dollars in important infrastructure improvements, the roughly million dollar a year revenue contribution to remain in Bloomington for community services, along with the 100's of jobs which will be created will be a catalyst for much needed community improvements.

**I313.1**

The specific plan area was chosen by the Bloomington MAC in 2017. The reason this area was selected was that it was deemed to be the area of least impact to our community and bordered an already approved truck route. The MAC made it clear that any potential development of this area would only be supported if a developer could meet our goals of substantial revenue for services, major infrastructure improvements and robust job creation. This proposed development meets all the outlined goals. Quite frankly, the project is located in an area with quite a few blighted properties and many of the properties in this area currently contain unpermitted, illegal activities. In speaking with Code Enforcement recently, I was informed there are currently 17 open code enforcement cases, totaling almost 30 acres within the specific plan area.

**I313.2**

Unlike other recent industrial projects which were approved without a full environmental impact report and without adequate outreach to our community, this project went above and beyond to meet those standards.

**I313.3**

I would like to add a couple of other comments and address a few concerns. The Bloomington MAC made a commitment to our community that all trucking facilities, including warehouses, would be located along designated truck routes and would not pass directly by school sites. I want to make sure this project is conditioned to do everything possible, including physical impediments if necessary, to make sure trucks are unable to drive past school sites.

**I313.4**

Another issue that the MAC has brought up is to keep the rural feel of Bloomington wherever possible. I've personally asked the development team to include equestrian trails and western style split rail fencing around as much of the project as possible and want to make sure those features are incorporated into the final product.

**I313.5**

The other issue I'd like to address is the development agreement. The purpose of this project was to bring much needed revenue, infrastructure improvements and jobs to Bloomington. It was clear that the annual revenue contribution for services was to stay in Bloomington and eventually be merged into a future Bloomington CFD or CSD to enable our community to eventually start working toward city hood. I want to make sure that the Bloomington MAC has input into how the revenue from this project is spent, so I want to make sure verbiage is included in the DA that the revenue generated by this project will be presented to the MAC for their input and recommendation on how the money is spent.

**I313.6**

In closing, I want to reiterate my wholehearted support of this important project for the future of our community.

**I313.7**

Sincerely,  
Gary Grossich  
Vice Chair  
Bloomington Municipal advisory Council

**From:** [Liang, Aron](#)  
**To:** [Meaghan Truman](#); [Konnie Dobrev](#); [Norah Jaffan](#)  
**Subject:** FW: Bloomington Business Park Specific Plan Project DEIR (Project No. Proj-2020-00204), Sch No. 2020120545 Data Request  
**Date:** Tuesday, November 23, 2021 1:51:00 PM

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[NON-EPD]

Hi Meaghan, below, requesting for air quality output appendices & supporting docs for the emission calcs, dispersion modeling, risk calcs, including but not limited to EMFAC data files, & other applicable files for above. Please provide so I may forward to Mike Ratte & Owen Chang. Thanks for your help.

---

**From:** Mike Ratte <Mratte@therchgroup.com>  
**Sent:** Tuesday, November 23, 2021 1:37 PM  
**To:** Liang, Aron <Aron.Liang@lus.sbcounty.gov>  
**Cc:** owen\_chang@cjud.net  
**Subject:** Bloomington Business Park Specific Plan Project DEIR (Project No. Proj-2020-00204), Sch No. 2020120545 Data Request

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Hello Aron;

As part of our review of the Bloomington Business Park Specific Plan Project DEIR and we request the electronic files used to support the development of the health risk assessment (Appendix C2: Bloomington Business Park Mobile Source Health Risk Assessment, July 23, 2021). Please provide electronic versions, in their native format (i.e., excel, model-ready EMFAC and AERMOD files) supporting files cited within the following appendices:

Appendix 2.1: EMFAC Emissions Summary

Appendix 2.2: AERMOD Model Input/Output

Appendix 2.3: Risk Calculations

Please also provide supporting files used to develop the emission calculations, dispersion modeling, and risk calculations, to include but not limited to, EMFAC data files, terrain data, meteorological data, building downwash files, etc., with sufficient detail to allow for the review and duplication of cited results. The information must be in the native format in which created (i.e., excel, model-ready EMFAC and AERMOD files). We request that the information be provided by close of business of November 30, 2021.

Much appreciated,

Mike Ratte  
Senior Air Quality Scientist  
The RCH Group  
Seattle, WA

**O2.1**

(360) 536-8081

RECEIVED

2021 OCT 19 AM 11:21

LAND USE SERVICES  
ADMINISTRATION

October 12, 2021

Project Number = PROJ-2020-00204

Project Title = BLOOMINGTON Business Park Specific  
plan

Dear Aron LIANG =

My name is DIEN LIANG and I live on 10991  
Locust AVE, Bloomington, which is located within  
Specific plan of Bloomington Business Park. I am  
fully supportive of this plan as I am one of the  
sellers and wants the county to move forward with  
the approval so we can all have a better future  
with the opportunity that this project brings to the  
residents and sellers. I lived here for twenty  
years, and I did not see Bloomington change.

THANK YOU.

SINCERELY.

DIEN LIANG

October 20, 2021

Dear Supervisor Joe Baca Jr.,

Thank you for your interest in hearing from all Bloomington residents. Concerned Neighbors of Bloomington (CNB) is requesting additional time for all residents to review the Draft Environmental Impact Report ("EIR") for the Bloomington Business Park Specific Plan.

We are asking for an extension of 30 days to contact Non-English speaking residents since the DEIR is only available in English. It will require additional efforts to translate materials. We also would like to point out that the reading level of this document well exceeds the recommended 8th grade reading level for general documents. It will be important to have additional time to ensure that all residents have enough time with the documents, specifically if almost half of Bloomington residents have not obtained a high school diploma.

We have attached our letter requesting an extension to the San Bernardino, Land Use Services Department, Planning Division, Senior Planner, Aaron Lian. We are asking for your support that will allow for the inclusion of all residents. This is an important decision for all Bloomington residents to take part in the democratic process.

Can Concerned Neighbors of Bloomington count on you to request an extension from Land Use Services Department, Planning Division, Senior Planner, Aaron Lian to grant an extension?

Sincerely,

Concerned Neighbors of Bloomington

01.1

December 15, 2021

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



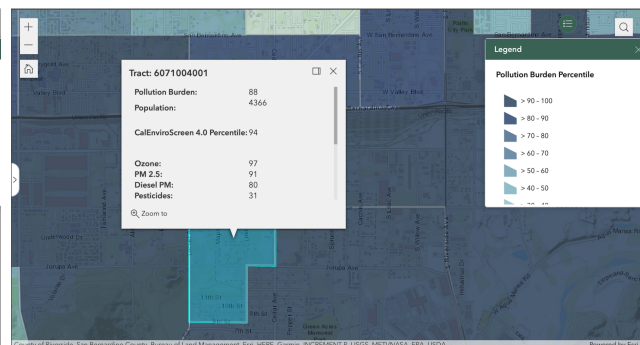
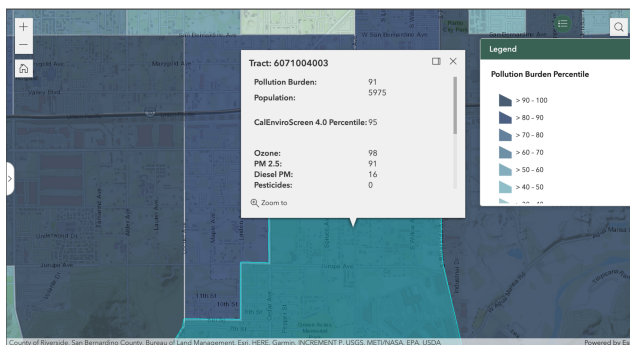
Dear County of San Bernardino,

On behalf of the Peoples Collective for Environmental Justice, a community based organization dedicated to fighting environmental racism and air pollution, **we write this letter concerned that that the County of San Bernardino has not done an adequate analysis on multiple sections of the Draft Environmental Impact Review (DEIR) for the ‘Bloomington Business Park Specific Plan Project’ (BBPSP). We believe that the County of San Bernardino is underestimating the potential impacts this project will have. This is disappointing to realize as there have been numerous accounts of undemocratic and non-transparent processes thus far in regards to the outreach and engagement on this project. As the DEIR stands currently, we believe that the proposed project’s significant and unavoidable impacts cannot be mitigated nor justified with an overriding consideration.** We request that the County of San Bernardino Supervisors not approve the project and that the Planning Commissioners and Municipal Advisory Council Members not recommend the Bloomington Business Park Specific Plan continue.

O2.1

### Background

Bloomington is an unincorporated community in the County of San Bernardino. Of the almost 25,000 residents that live in Bloomington, over 80% of them identify as Hispanic/Latino - with over 65% of the community speaking a language other than English. These communities are also living in areas ranked in the 90th percentile and higher of pollution burden including but not limited to diesel pm, ozone, particulate pollution, drinking water contamination, hazardous waste, groundwater threats, and more.



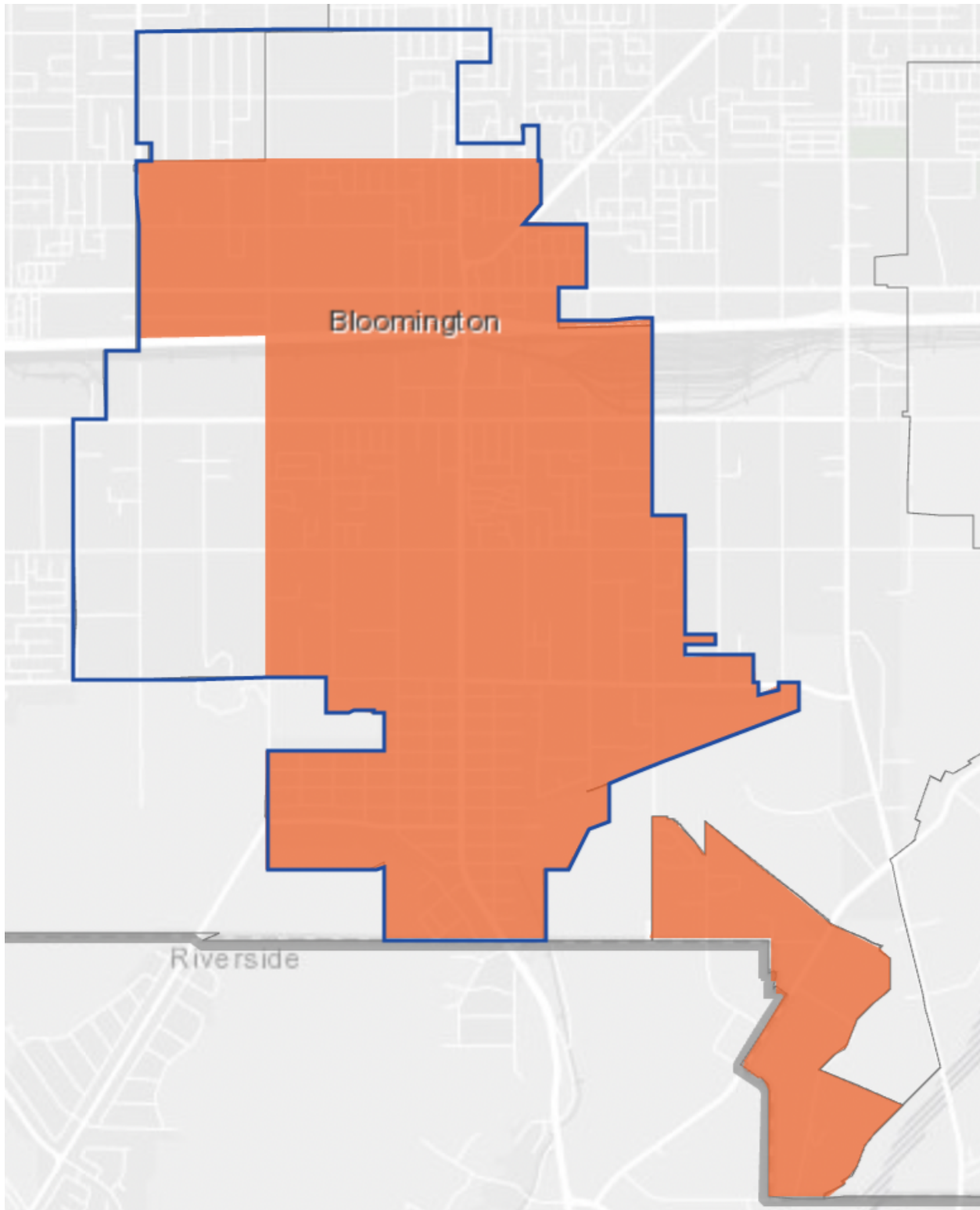
O2.2

According to the definition by Dr. Bullard, a recognized academic on this issue, “environmental racism refers to how minority group neighborhoods—populated primarily by people of color and members of low-socioeconomic backgrounds—are burdened with disproportionate numbers of hazards including toxic waste facilities, garbage dumps, and other sources of environmental pollutions and foul odors that lower the quality of life”. Decisions to approve and permit industrial developments by the County Board of Supervisors whilst having documented evidence of the negative and unavoidable impacts those decisions would have onto nearby residents in Bloomington is textbook environmental racism, and have seen this executed over the past decade.

San Bernardino County themselves in their most updated General Plan has classified the community of Bloomington as an Environmental Justice Community, as the definition given for environmental justice: State planning law defines “environmental justice” as the “fair treatment of people of all races, cultures, and incomes with respect to the



development, adoption, implementation, and enforcement of environmental laws, regulations, and policies” (Government Code Section 65040.12(e))



**O2.2  
cont.**

<https://www.arcgis.com/apps/webappviewer/index.html?id=7e14816d164b46fc83d4fee6d523a458>



It is clear to us that the County of San Bernardino has not taken into consideration how environmental racism is explicit in this proposal nor have they analyzed how historic discriminatory land use decisions have had and could have generational impacts to communities' health, social mobility and the environment. We believe the County must explore how environmental racism shows up in this project proposal and how it can be eliminated under CEQA. Moreso, because this community, according to SB 535, is in an area considered a "disadvantaged community," which is defined by suffering from a combination of economic, health, and environmental burdens. Currently, 20% of the Bloomington residents experience poverty despite the so-called "economic opportunities" that the County of San Bernardino has brought to Bloomington. We believe that the DEIR needs to provide this analysis.

**O2.3**

### ***Lack of Transparency and Democracy***

Over the past couple of months, the engagement process for the BBPSP has been inappropriate. Although we appreciate that the comment period was extended due to the language access issues present in Bloomington. We believe that the County of San Bernardino needed to do their due diligence in translating materials so that residents could have full access to the information. In a community where over 60% of the residents speak a language other than English and over 80% of the community identifies as Hispanic/Latino it should be expected that notifications, meetings and the document be translated into Spanish. At the very least, the executive summary of the DEIR should have been translated for the residents to be able to read and engage with. By not providing translated material, we believe that the County limited public comment and thus should redistribute translated material so that the community can properly engage with the proposal.

**O2.4**

Yet another example of limiting public comment and participation was that translation was not provided for the residents of Bloomington during public meetings. At MAC meetings, residents were promised translation and were disappointed to find that neither the MAC or the developer followed through with equipment, a translator or translated material. Instead, our organization hired a translator to assist at these meetings. This is the responsibility of the government agency and surely limited comments from members of the community, especially those meetings where our organization did not have translation covered. We believe there would have been adequate community engagement if these basic and minimal details were covered.

We also feel that the County did not create sufficient opportunities for engagement. Only one meeting was provided for the community to give their feedback and learn about the BBPSP DEIR. Any opportunity created by the developer to engage in the project was not an official public comment opportunity, nor did they follow the proper protocols for engagement. Instead, we heard concerns from residents that their voices were silenced, not chosen or talked over. Having only one meeting is unacceptable and goes against the requirements of CEQA.

By only creating one meeting, it significantly limited the opportunity for residents to comment and for the MAC to hear concerns from the community. This is especially important as the MAC member Gary Grossich who was not in attendance of the meeting, has reportedly told residents that parts of the project are a mere "paper exercise." This is also the same MAC member that attempted to schedule a meeting between the developer and certain community members, undermining community members that were commenting at the meeting that they should not meet behind closed doors and instead be transparent with the community. How can residents know what exactly is being done behind their back about the project? By allowing for the scheduling of these private meetings, the MAC is failing to disclose all information on the project, thus not giving the public or the decision-makers all the information needed to make an informed decision. We question that the engagement process during the DEIR by the County of San Bernardino is allowing for bias for the decision-makers who will be making a recommendation on the project and believe it is the County of San Bernardino's responsibility to create sufficient opportunities for engagement with the DEIR for both the community and MAC members who will be making a decision.

**O2.5**

### ***Concerns***

We believe that in multiple sections of the DEIR, the County of San Bernardino does not adequately analyze all of the potential impacts of the project, fails to address significant harms that come from the project and does not fully explore possible mitigation opportunities.

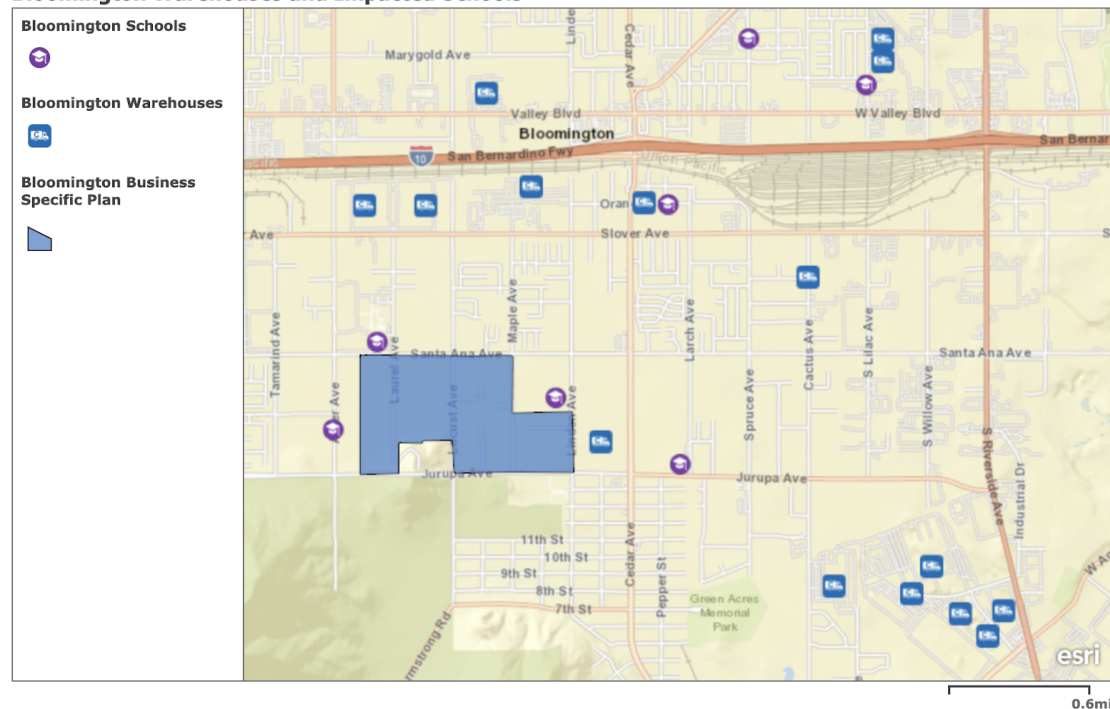
**O2.6**

## Environmental Justice

The DEIR and project fail to stay true to updated environmental justice and land use elements. If the county and developer had the Bloomington Business Specific Plan in Plan since 2020, when these elements were going under review and being updated, why was there no comment submitted or specific plan proposed then? Since it was not presented then, it is of importance that the DEIR re-analyze how these updated policies that are meant to protect the well being of the Bloomington community will not be violated. According to San Bernardino County, Land use Policy<sup>1</sup> **LU-4.5:Community identity “We require that new development be consistent with and reinforce the physical and historical character and identity of our unincorporated communities, as described in Table LU-3 and in the values section of Community Action Guides. In addition, we consider the aspirations section of Community Action Guides in our review of new development”** The project under analysis would be violating this land use policy, the historical character and identity of Bloomington has been residential with emphasis on agricultural land use, it has been a place for families to buy residential spaces that allow for grazing of different animals and plants. This project is completely threatening the well-being of these communities' identity as rural and presents no mitigation for this. The DEIR has also not mentioned how to mitigate for the following Environmental Justice Element Policy: **Policy HZ-3.14 Community-desired improvements: We assist unincorporated environmental justice focus areas to identify ways in which they might establish special funding and financing mechanisms to provide community-desired public facilities and services, recreational facilities, sidewalks and bike trails, and access to fresh and healthy food.** Communities in Bloomington, since the notice of preparation of this project, have been echoing how they do not want to be displaced or have a logistics park in the middle of 3-4 different schools, again there has been no mitigation mentioned of the violation of the community's desired public facilities. As mapped in this figure<sup>2</sup> The proposed project will be surrounding 3 different schools, and will be less than 200 meters from them, again the DEIR fails to fully analyze mitigation around these concerns and broken land use and environmental justice policies.

02.7

**Bloomington Warehouses and Impacted Schools**



City of Riverside, County of Riverside, San Bernardino County, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, NGA, USGS

<sup>1</sup> <https://countywideplan.com/policy-plan/beta/lu/>

<sup>2</sup> [https://earthjustice.org/sites/default/files/files/warehouse\\_research\\_report\\_4.15.2021.pdf](https://earthjustice.org/sites/default/files/files/warehouse_research_report_4.15.2021.pdf)

### ***Air Quality and Traffic***

According to the DEIR, the proposed project finds that there are multiple air quality impacts that have significant and unavoidable impacts. In a region that already suffers from some of the highest levels of ozone pollution in the country, how does the County of San Bernardino analyze this will worsen with the projected continued port congestion, extreme weather, and cumulative impact from other nearby warehouse operations? The DEIR does not properly study these compounding effects but should so that the public and decision-makers clearly understand the project's near-term and long-term impacts.

**O2.8**

We also notice that the trucks coming to and from the facilities are severely undercounted, thus underestimating the environmental and health impacts it will have. We need to understand the impacts at the facility and the impacts for any of the residents, students, parents, or workers who will be walking next to the trucks driving on routes that are inside residential uses. We believe that not only the roads to the freeways should be studied but any route that is coming close to sensitive uses. This is especially important as the DEIR stated that it did not find it feasible to perform a health risk assessment. This is extremely disappointing given that our communities are already at risk of contracting illnesses from the existing poor air quality. We are in the middle of a pandemic that attacks our respiratory system and that this area has seen a large influx of industrialization already. We also believe that the mobile health risk assessment does not account for the cumulative impact of emissions in the area and thus does not account for the possible cancer risk.

**O2.9**

It is also concerning to see that the DEIR will need to redesignate roads to accommodate for the project's projected truck and vehicle traffic. In the past, the County of San Bernardino has sued the City of Fontana over a warehouse project, quite similar to the BBPSP and they focused on how the project would exceed the capacity of Locust Ave. However, this project will also use roads such as Locust Ave, so we believe that the County of San Bernardino is going against its very position on this project. Furthermore, if they are to explore using Locust Ave, a traffic, congestion, and infrastructure depletion analysis should be conducted that accounts for all the upcoming projects this area is already slated for. There is also not enough information on how these truck routes will cost the nearby residents and county through wear and tear and the risk they impose primarily on pedestrians and students walking to and from the nearby schools.

**O2.10**

We are disturbed to see that the County of San Bernardino is not following any of the Attorney General Guidelines on Warehouses/Distribution Centers, specifically when it comes to buffer zones and setbacks. How will the County of San Bernardino respond when an inevitable accident occurs with pedestrians or families walking to and from schools. Although this DEIR does underestimate the health risks in the surrounding areas, it should be noted that the population that will be most impacted by this will be the outdoor workers and school children who will have to be outside whilst these 24/7 operations continue. We believe that there are significant mitigation measures that can be taken to reduce the impact of this project but they are not explored here, such as limiting the project size, only requiring zero-emissions vehicles and technology, limiting hours of the project, etc. What is critical for the DEIR process is to examine who the exact tenant will be. For example, if the tenant is Amazon, then they have largely different truck operations than a different tenant, thus we do not have a clear picture of the actual impact. The County of San Bernardino should require information on the tenant and analyze them in the DEIR.

**O2.11**

### ***Housing Insecurity***

Due to San Bernardino County failing to meet compliance requirements for their housing element, this DEIR fails to fully analyze the impacts the project site and upzone site will have on the current and future housing policies. The project has been proposing SB 330 as a need for an upzone site, yet it fails to use SB 330 or current county housing policies correctly. For example, "***Policy V/H-1.1 Housing compatibility: We encourage housing types and designs that are compatible with established land use patterns and the environment of the region, including single-family dwellings, mobile home parks/manufactured home land-lease communities, and apartments.***" As the project is proposed, it fails to be compatible with established land use patterns and environment of the region. This policy is extremely important as it serves to protect residential and landowners. It protects parcels that are zoned as residential or agriculture to remain as land use, and the compatible land-use, being zoned as industrial or special, will not protect the established land use. Instead the proposed change of land-use will cause displacement of tenants as homeowners will feel pressured to sell, and parcel owners who were intentional of buying property in agriculture mixed residential zones risked being fined for no longer complying with the use of the new proposed zone. This is a

**O2.12**

strong example of how these housing and land use policies are not being followed. This is an example of housing injustice. For this reason, we request a full halt of this DEIR process until an analysis of the current and proposed housing element is looked at. We urge this as we have seen neighboring counties and communities adopt housing elements that protect environmental justice communities rather than displace them, for example this policy from Riverside County's updated housing element **"HC 18.12 Prioritize the development of safe and affordable housing in environmental justice communities while preventing the displacement of existing residents consistent with the Housing Element, Goal 2, Action 2.1h. Affordable housing projects should include various housing types that respond to community priorities and input. "**

**O2.12**  
**cont.**

### **Conservation**

We are concerned that the EIR doesn't examine how the Upper Santa Ana River Conservation Plan will be impacted by this development. We need a clear understanding of how each of these projects will affect one another, which is difficult given that they are both undergoing environmental reviews. **We request for potential interactions to be fully looked at by the county, completing a full analysis of how this new EIR would impact the conversation project's EIR.** Given that the proposed project falls under wetland and non-wetland habitat, which protects rare species like the Santa Ana Sucker. We already see potential impacts of one DEIR to the other, for example in the Upper Santa Ana River Conservation Plan it lists land use policy that is essential to Bloomington's current lifestyle like ***Policy V/LU 1.1: Where appropriate, support small scale agricultural uses and animal-raising activities that are established in association with rural residential uses to ensure the continuation of San Bernardino Valley Municipal Water District Appendix B Regional and Local Regulations Upper Santa Ana River Habitat Conservation Plan Environmental Impact Report B-14 May 2021 ICF 455.13 an important lifestyle in the Valley communities of Bloomington and Muscoy by maintaining the Additional Agricultural Overlay as delineated on the Land Use Policy Map,*** yet the Bloomington DEIR does not address this important issue or any others mentioned in the Upper Santa Ana River Conservation Plan.

**O2.13**

We notice that major investments will be made to the sewage and water infrastructure for this project. However, what is not covered is who will be paying for this cost and if rates will go up because of these improvements. All of this should be analyzed so that decision makers and residents understand the impact it will have on their environment and their income. We also know that there is major flooding in this area, how will disrupting the natural environment continue to exacerbate the impacts of flooding in the area? We are also concerned with the impacts this project will have geologically in relation to seismic activity? We request environmental studies, analytical reports, supporting studies, geological evaluations or geographic assessments the DEIR is based on. We are also requesting reports that the DEIR is based such as any and all: physical structures and geologic features of the zone, soil: make up, characteristics, depth, bedrock, chemistry, and lab-based soil testing results and methodology and lab information, hydrogeologic evaluation, seismic considerations, and construction materials survey.

**O2.14**

**In closing,** we think it is extremely important for the County of San Bernardino to consider our comments and ensure that this DEIR accurately analyzes the full impacts of this project, does not underestimate the impacts, and does its due diligence on engagement and outreach about the project. Ultimately, we believe that this project should not continue forward and that the County of San Bernardino should go with the "No Project Alternative" given that this project will be unable to mitigate significant and harmful impacts.

**O2.15**

Sincerely,

Andrea Vidaurre  
Deyadira Arellano  
Peoples Collective for Environmental Justice

Ana Carlos  
Concerned Neighbors of Bloomington

CC:

Concerned Neighbors of Bloomington  
[concernedneighborbloomington@gmail.com](mailto:concernedneighborbloomington@gmail.com)

San Bernardino County, Board of Supervisors  
[COB@sbcounty.gov](mailto:COB@sbcounty.gov)

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December 3, 2021

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

*VIA EMAIL TO:*  
[Aron.Liang@lus.sbcounty.gov](mailto:Aron.Liang@lus.sbcounty.gov)

*SUBJECT: Comments on Bloomington Business Park Specific Plan EIR (SCH NO. 2020120545)*

Dear Mr. Liang,

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Bloomington Business Park Specific Plan. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance (GSEJA). Also, GSEJA formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

**03.1**

### **1.0 Summary**

The project proposes the construction and operation of an industrial Specific Plan area and the upzoning of a replacement residential site in accordance with requirements of SB 330. Buildout of the Specific Plan would result in 3,235,836 square feet of industrial business park uses (with a maximum development capacity of 3,079,910 square feet in Planning Area A and 155,926 square feet in Planning Area B) on 213 acres. The upzone site proposes to change the existing density to the RM zone to permit future development of up to 480 dwelling units.

**03.2**

### **3.0 Project Description**

The EIR does not include the proposed Bloomington Business Park Specific Plan (BBP SP) document as an attachment for public review. The BBP SP would include permitted uses and development standards such as maximum height, floor area ratio, parking requirements, and other items that contribute directly to the analysis of environmental impacts. The EIR must be revised and recirculated to include the Bloomington Business Park Specific Plan document for public review in order to comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)).

**O3.3**

The Project Description states that “the Specific Plan would apply the I/BP zoning designation to the entire Specific Plan. The I/BP designation permits logistics warehouse uses, e-commerce centers, warehousing and distribution, and cross-dock facilities.” However, the San Bernardino County Development Code<sup>1</sup> does not include an I/BP designation. The Industrial zoning designations include IC, IR, or IN. I/BP does not exist as a zoning designation. The EIR is inadequate as an informational document and provides erroneous information to the public and decision makers. The EIR must be revised to include a proposed zoning designation which exists in the County of San Bernardino.

**O3.4**

Figure 3-3: Specific Plan Planning Areas is not useful to the public and decision makers as only Planning Area A is identified on the Figure. The same is true for Figure 3-25: Buildout Construction Phasing, which only identifies Planning Area A on the Figure and does not provide any useful information regarding construction phasing. The EIR must be revised to provide Figures which visually display and label the information they seek to communicate.

**O3.5**

The EIR does not include floor plans, detailed site plans, elevations, or conceptual grading plans. The basic components of a Planning Application include a site plan, floor plan, conceptual grading plan, and elevations. The site plans provided in Figures 3-10 through 3-13 do not provide any meaningful information or code requirement analysis such as site coverage, floor area ratio, and parking requirements. Figure 3-9: Conceptual Building Elevation Color and Materials only provides partial elevations for one building and does not state which proposed building is depicted. The EIR has excluded the proposed floor plans, conceptual grading plan, and a detailed site plan/elevations from public review, which does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)). The EIR must be revised to include these items that contribute directly to the analysis of environmental impacts.

**O3.6**

### **5.3 Air Quality, 5.6 Energy, and 5.8 Greenhouse Gas Emissions**

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<sup>1</sup> San Bernardino County Development Code  
[https://codelibrary.amlegal.com/codes/sanbernardino/latest/sanberncty\\_ca/0-0-0-70465](https://codelibrary.amlegal.com/codes/sanbernardino/latest/sanberncty_ca/0-0-0-70465)

Please refer to attachments from SWAPE for a complete technical commentary and analysis.

**O3.7**

The EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 4.0<sup>2</sup>, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the industrial specific plan project spans two census tracts (6071004001 and 6071002601). Census tract 6071002601 ranks in the 97th percentile for pollution burden, meaning that the impacts from pollution are among the highest in the state. The census tract community, (including sensitive receptors such as Bloomington High School, Ruth Harris Middle School, Sycamore Hills Elementary School, Jurupa Hills High School, Citrus High School, and Kaiser High School), bears the impact of multiple sources of pollution and is more polluted than average on every pollution indicator measured by CalEnviroScreen. For example, the project census tract ranks in the 95th percentile for ozone burden and the 94th percentile for PM 2.5 burden, which are both attributed to heavy truck traffic. Further, the census tract 6071002601 is a diverse community including 66% Hispanic, 9% Asian-American, and 8% African-American residents, which are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 73% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 55th percentile for incidence of cardiovascular disease and 44th percentile for asthma.

**O3.8**

The industrial specific plan project census tract 6071004001 ranks in the 94th percentile for pollution burden, also indicating that the impacts from pollution are among the highest in the state. Census tract 6071004001 is also designated as a Disadvantaged Community pursuant to SB 535<sup>3</sup>. The San Bernardino County Policy Plan also designates census tract 6071004001 as an environmental justice focus area. The census tract community, (including sensitive receptors such as Zimmerman Elementary School and residences), bears the impact of multiple sources of pollution and is more polluted than average on every pollution indicator measured by CalEnviroScreen. For example, census tract 6071004001 ranks in the 97th percentile for ozone burden, the 91st percentile for PM 2.5 burden, and 80th percentile for diesel PM burden, which are attributed to heavy truck traffic. Additionally, census tract 6071004001 is a diverse community including 80% Hispanic and 4% African-American residents, which are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 90% of the census tract over age 25 has not attained a high school diploma, which is an indication

<sup>2</sup> CalEnviroScreen 4.0 <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

<sup>3</sup> OEHA SB 535 Disadvantaged Communities Map <https://oehha.ca.gov/calenviroscreen/sb535>



that they may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 90th percentile for incidence of cardiovascular disease and 83rd percentile for asthma.

The upzone site census tract (6071003403) ranks in the 77th percentile for overall environmental burdens. The census tract community, (including sensitive receptors such as Mary Lewis Elementary School, Gerald Smith Elementary School, and residences), bears the impact of multiple sources of pollution and is more polluted than average on every pollution indicator measured by CalEnviroScreen. For example, the census tract ranks in the 98th percentile for ozone burden and the 89th percentile for PM 2.5 burden, which are attributed to heavy truck traffic. Additionally, the upzone site census tract is a diverse community including 79% Hispanic residents, which are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 89% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 64th percentile for incidence of cardiovascular disease, 56th percentile for asthma, and 93rd percentile for low birth weight babies.

**O3.8  
cont.**

### **3.9 Land Use and Planning**

Table 5.11-1: SCAG RTP/SCS Consistency Analysis finds that the project is consistent with all goals of Connect SoCal, resulting in less than significant impacts. However, the EIR does not provide any meaningful supporting evidence within SCAG's 2020-2045 Connect SoCal RTP/SCS to support this conclusion, in violation of CEQA's requirements for meaningful disclosure (CEQA § 21003(b)). Due to errors in modeling and modeling without supporting evidence, as noted throughout this comment letter, and the EIR's determination that the project will have significant and unavoidable impacts to Air Quality, the proposed project is directly inconsistent with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. The EIR must be revised to include finding of significance due to inconsistency with the 2020-2045 RTP/SCS Connect SoCal document.

**O3.9**

Table 5.11-2: Project Consistency with Applicable San Bernardino Countywide Plan Policies by Environmental Topic Area does not provide a consistency analysis for all applicable Countywide Plan goals and policies. The EIR must be revised to include a consistency analysis with all Countywide Plan goals and policies, including the following:

**O3.10**

Policy TM-1.1 Roadway level of service (LOS). We require our roadways to be built to achieve the following minimum level of service standards during peak commute periods (typically 7:00-9:00 AM and 4:00-6:00 PM on a weekday): LOS D in the Valley Region.

Policy HZ-3.18 Application requirements. In order for a Planning Project Application (excluding Minor Use Permits) to be deemed complete, we require applicants to indicate whether the project is within, adjacent to, or nearby an unincorporated environmental justice focus area and, if so, to: document to the County’s satisfaction how an applicant will address environmental justice concerns potentially created by the project; and present a plan to conduct at least two public meetings for nearby residents, businesses, and property owners to obtain public input for applications involving a change in zoning or the Policy Plan. The County will require additional public outreach if the proposed project changes substantively in use, scale, or intensity from the proposed project presented at previous public outreach meeting(s).

**O3.10  
cont.**

There is also no meaningful discussion or analysis regarding the proposed General Plan Amendment and Zone change which are required for the project to proceed. The EIR relies upon the approval of the proposed land use changes for the project to be consistent with the applicable plans and conclude it will have less than significant impacts. The EIR must be revised to include analysis of the project in accordance with the existing General Plan and Zoning designations in order to accurately and adequately analyze potentially significant impacts. The EIR must be revised to state in the analysis that the project is inconsistent with the existing land use and zoning maps and include a finding of significance with all related goals and policies.

**O3.11**

### **5.13 Population and Housing**

The EIR states that Planning Area A “construction could require up to 1,294 construction workers during this 12-month period. Development of Planning Area B would require *fewer* construction workers than that for Planning Area A as less overall building square footage would be allowed in Planning Area B. Workers are *anticipated* to come from the surrounding jurisdictions and commute daily to the jobsite. Although it is possible that the demand for workers could induce some people to move to the region, this consideration would be de minimis, relative to the total number of construction workers in the region.” The EIR utilizes uncertain and misleading language in stating that workers are *anticipated* to come from the surrounding jurisdictions. Additionally, the EIR states that the project will require 1,294 construction workers for Planning Area A and an unspecified, “fewer” number of workers for Area B. There is no methodology provided to support the calculation of construction workers required for Planning Area A, which does not comply with CEQA’s requirements for meaningful disclosure. The EIR must be revised to provide an accurate estimate of construction employees generated by the proposed project with

**O3.12**

a methodology source. It must also provide demographic and geographic information on the location of qualified workers to fill these positions. An estimate of the number of construction workers relocating to the County as a result of the project must be provided.

The EIR utilizes information and projections from the County Policy Plan EIR regarding households, employment, and population. However, the County Policy Plan EIR utilizes SCAG's 2016 RTP/SCS document as the data source<sup>4</sup>, which is out of date (SCAG 2020-2045 RTP/SCS was adopted on September 3, 2020) and does not provide accurate estimates. Additionally, the proposed project requires General Plan Land Use and Zoning amendments to proceed, which by nature indicates that the growth proposed by the project was not contemplated by the County Policy Plan EIR.

SCAG's Employment Density Study<sup>5</sup> provides the following applicable average employment generation rates for San Bernardino County:

1 employee per 1,195 sf of warehouse area

Application of the ratio results in the following calculation:

$3,235,836 \text{ sf warehouse} / 1,195 = 2,708 \text{ employees}$

SCAG's 2020-2045 RTP/SCS Connect SoCal Demographics and Growth Forecast<sup>6</sup> notes that the unincorporated areas of San Bernardino County will add 14,100 jobs between 2016 - 2045. Utilizing the methodology from SCAG's Employment Density Study calculation of 2,708 employees, the project represents 19% of unincorporated San Bernardino County's employment growth from 2016 - 2045. SCAG's Growth Forecast notes that unincorporated San Bernardino County's population will increase by 45,000 residents between 2016 - 2045. Utilizing the methodology from the SCAG Employment Density calculation of 2,708 employees, the project represents 6.0% of unincorporated San Bernardino County's population growth from 2016 - 2045. A single project accounting for nearly 20.0% of the projected employment and 6% of population within unincorporated San Bernardino County over 29 years represents a significant amount of growth. The EIR must be revised to include this analysis, and also provide a cumulative analysis discussion of projects approved since 2016 and projects "in the pipeline" to determine if the project

**O3.12**  
**cont.**

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<sup>4</sup> San Bernardino County Policy Plan EIR Population and Housing [http://countywideplan.com/wp-content/uploads/2019/06/Ch\\_05-13-PH.pdf](http://countywideplan.com/wp-content/uploads/2019/06/Ch_05-13-PH.pdf)

<sup>5</sup> SCAG Employment Density Study <http://www.mwcog.org/file.aspx?A=QTTITR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D>

<sup>6</sup> SCAG Connect SoCal Demographics and Growth Forecast adopted September 3, 2020 [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579)

will exceed SCAG's employment and/or population growth forecast. Additionally, the EIR must provide demographic and geographic information on the location of qualified workers to fill these positions in order to provide an accurate environmental analysis. The EIR relies on the existing unemployed population, but has not determined whether this group is interested in or qualified for work in the industrial sector. This is vital as the proposed project requires Land Use and Zoning amendments to proceed and by nature the project's growth exceeds any established projections and represents unplanned growth.

**O3.12**  
**cont.**

### **5.15 Transportation**

The EIR does not discuss any LOS analysis even though Appendix K1 - Traffic Impact Assessment included a complete LOS analysis. The EIR must be revised to include discussion and analysis of the LOS information provided in Appendix K1 in order to comply with the County Policy Plan:

**O3.13**

Policy TM-1.1 Roadway level of service (LOS). We require our roadways to be built to achieve the following minimum level of service standards during peak commute periods (typically 7:00-9:00 AM and 4:00-6:00 PM on a weekday): LOS D in the Valley Region.

Additionally, Appendix K1 finds that 20 intersections of the study area will be LOS deficient/inconsistent with County Policy Plan LOS requirements (operating at LOS D or F) as a result of the proposed project. Appendix K1 recommends mitigation requiring "fair share" payments to mitigate impacts to less than significant levels. An assessment of fees is appropriate when linked to a specific mitigation program. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our Peninsula Comm. v. Monterey County Bd. Of Supers.* (2001) 87 Cal.App.4th 99, 141.) Payment of fees is not sufficient where there is no evidence mitigation will actually result. (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1122.) The assessment of fees here is not adequate as there is no evidence mitigation will actually result. The improvements required are not part of an existing DIF/TUMF program and therefore are not planned to occur at all or by any certain date. Additionally, intersections #1, 2, 4, 7, 11, 12, 20, 22, and 25 are located outside of the County of San Bernardino. They are under the control of Fontana, Jurupa Valley, Riverside, and Caltrans. Any roadway improvements recommended or fees paid to mitigate impacts for these locations are beyond the control of the lead agency and evidence that these improvements will be completed or approved by the other jurisdictions has not been provided. The EIR must be revised and recirculated for public review to include enforceable mitigation that will result in quantifiably reduced LOS impacts in accordance with the County Policy Plan goals and policies.

**O3.14**

The study area for the EIR is also arbitrary and capricious in that it does not include for analysis all potentially significant impacts on the transportation facilities providing access to the site. The

**O3.15**

EIR must be revised to include analysis of the following transportation facilities providing direct access to the project site:

*Intersections*

Santa Ana Ave. at Tamarind Ave.

Santa Ana Ave. at Alder Ave.

*Freeway Merge/Diverge*

I-215 at SR-60

I-215 at SR-91

I-215 at I-10

I-215 at SR-210

I-215 at I-15

I-15 at SR-60

I-15 at I-10

I-15 at SR-210

*Freeway On/Off Ramps*

SR-60 at Rubidoux Blvd.

This is especially vital for analysis since Figure 14 – Project Distribution within Appendix K1 depicts 5% of truck trips accessing Caltrans facilities by utilizing the SR-60 at Rubidoux Blvd. ramp. Additionally, 75% of truck trips and 20% of passenger car trips are depicted to travel on Cedar Ave. towards I-10. The figure depicts trucks and passenger cars continuing to travel on Cedar Ave. north of I-10, but does not include a percentage of trips, which does not comply with CEQA's requirements for meaningful disclosure. Additionally, the I-10 and SR-60 connect to I-215, which provides direct access to the project site from the Southern California Logistics Airport. The EIR must be revised to include analysis of all transportation facilities providing direct access to the project site.

The project's VMT impacts are misrepresented by the SBTAM model. The industrial Specific Plan area spans two TAZ IDs: 53742202 and 53733302. The TAZs are mostly comprised of vacant land with a few underdeveloped properties and low-density single family residences. The proposed Specific Plan area is unique in that TAZ 53733302 contains no warehouse buildings and 53742202 only contains one existing warehouse building at the corner of Jurupa Ave. and Cedar Ave. The VMT analysis does not adequately or accurately represent the VMT impacts of the proposed project and the EIR must be revised to reflect this. The operational nature of industrial/warehouse uses involves high rates of truck/trailer VMT due to traveling from large regional distribution centers to smaller industrial parks and then to their final delivery destinations.

**O3.15**  
**cont.**

**O3.16**

Appendix C4 - Energy Analysis calculates that Opening Year Development Option 1 will generate 19,206,556 VMT annually (6,599,740 VMT from passenger cars and 12,606,816 VMT from trucks/trailers); Opening Year Development Option 2 will generate 25,557,878 VMT annually (8,868,745 VMT from passenger cars and 16,689,133 VMT from trucks/trailers); and Specific Plan area buildout will generate 35,193,301 VMT annually (11,887,216 VMT from passenger cars and 23,306,085 VMT from trucks/trailers). The average daily VMT for OYD1 is 52,621; average daily VMT for OYD2 is 70,022; and average daily VMT for the Specific Plan area buildout is 96,420. This is exponentially higher than the VMTs reported in each TAZ. The project's truck/trailer activity is unable to utilize public transit or active transportation and it is misleading to the public and decision makers to exclude the truck/trailer activity from VMT analysis. The EIR must be revised to reflect a quantified VMT analysis that includes truck/trailer activity to adequately and accurately analyze the potentially significant project transportation impacts.

**O3.16**  
**cont.**

Appendix K2- VMT Analysis states that "the number of residents for calculating VMT/Person was obtained from SBTAM socioeconomic data" for the SB 330 Upzone Site and "SBTAM socioeconomic data for the unincorporated San Bernardino County area" for the industrial Specific Plan area. However, the SBTAM socioeconomic data is not included for public review. CEQA § 15150 (f) states that incorporation by reference is most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of the problem at hand. The SBTAM data contributes directly to the analysis of the problem at hand. Not including the SBTAM data as attachments for public review is in violation of CEQA § 15150 (f). The EIR must be revised and recirculated for public review including the SBTAM data.

**O3.17**

Additionally, Appendix K2 states that "For the purpose of this analysis, the number of employees were calculated using the building square footage factors provided in Table 7, UrbanFootprint Building square Footage Factors for Residential Units and Employees by Type, in the Southern California Regional Transportation Plan Sustainable Communities Strategy (SCS) Background Documentation." Table 7 is from SCAG's 2016 RTP/SCS, which is out of date as the 2020-2045 RTP/SCS was adopted on September 3, 2020. The EIR must be revised to utilize and include as an attachment Table 6: Building Square Footage Factors for Residential Units and Employment by Type from SCAG's 2020-2045 Sustainable Communities Strategy Technical Report<sup>7</sup>. Further, Appendix K2 utilizes the suburban factor of 1,700 square feet of building per employee rather than the urban factor of 1,200 square feet of building per employee, which serves to skew employee generation and VMT downwards. Appendix K2 does not give any reasoning or justification for utilizing the suburban factor instead of the urban factor. Also, the EIR is not internally consistent as the Population and Housing analysis calculates OYD1 will generate 1,769 employees and

**O3.18**

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<sup>7</sup> SCAG 2020-2045 Sustainable Communities Strategy Technical Report  
[https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_sustainable-communities-strategy.pdf?1606002097](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_sustainable-communities-strategy.pdf?1606002097)

OYD2 will generate 2,270 employees while the VMT analysis only utilizes 1,575 employees for its analysis. The EIR must be revised to utilize the urban factor of 1,200 square feet of building per employee.

**O3.18**  
**cont.**

## **7.0 Alternatives**

The EIR is required to evaluate a reasonable range of alternatives to the proposed project which will avoid or substantially lessen any of the significant effects of the project (CEQA § 15126.6.) The three alternatives chosen for analysis include the CEQA required “No Project” alternative and only two other alternatives - Existing Zoning Project and Reduced Intensity Project. The EIR does not evaluate a reasonable range of alternatives as only two alternatives beyond the required No Project alternative are analyzed. The EIR does not include an alternative that meets the project objectives and also eliminates all of the project’s significant and unavoidable impacts. The EIR must be revised to include analysis of a reasonable range of alternatives and foster informed decision making (CEQA § 15126.6). This could include alternatives such as development of the project site with a project that has reduced the intensity to a degree that will result in avoidance of the proposed project’s significant and unavoidable Air Quality impacts while meeting the project objectives.

**O3.19**

## **Conclusion**

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

**O3.20**

Sincerely,



Gary Ho  
Blum Collins & Ho, LLP

Attachments:

1. SWAPE Comment Letter



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November 9, 2021

Gary Ho  
Blum Collins LLP  
707 Wilshire Blvd, Ste. 4880  
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**Subject: Comments on the Bloomington Business Park Specific Plan Project  
(SCH No. 2020120545)**

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Dear Mr. Ho,

We have reviewed the September 2021 Draft Environmental Impact Report (“DEIR”) for the Bloomington Business Park Specific Plan Project (“Project”) located in the City of San Bernardino (“City”). The Project includes four separate components: 1) Bloomington Business Park Specific Plan (“Specific Plan”), which is a land-use guiding document for the development of industrial and business park uses and infrastructure; 2) Opening Year Development of Planning Area A within the Specific Plan (Opening Year – Option 1 or Opening Year – Option 2); 3) Future Development Area – Specific Plan Buildout; and 4) Rezoning a residential site (“Upzone Site”) to a higher density in compliance with Senate Bill 330. Opening Year – Option 1 proposes to construct 2,113,640-SF of warehouse space, 993 truck trailer stalls, and 830 non-trailer parking stalls on the 213-acre site. Opening Year – Option 2 proposes to construct 2,712,040-SF of warehouse space and 1,147 non-trailer parking stalls on the 213-acre site. Furthermore, Future Development Area – Specific Plan Buildout would occur in addition to either the Opening Year – Option 1 or Opening Year – Option 2 scenarios, in which all 213 acres would be developed with 3,235,836 SF of light industrial and business park uses.

**O3.21**

Our review concludes that the DEIR fails to adequately evaluate the Project’s air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction of the proposed Project are underestimated and inadequately addressed. An updated EIR should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the project may have on the surrounding environment.

**O3.22**



## Air Quality

### Unsubstantiated Input Parameters Used to Estimate Project Emissions

The DEIR's air quality analysis relies on emissions calculated with CalEEMod.2016.3.2 (p. 5.3-28).<sup>1</sup> CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence. Once all of the values are inputted into the model, the Project's construction and operational emissions are calculated, and "output files" are generated. These output files disclose to the reader what parameters are utilized in calculating the Project's air pollutant emissions and make known which default values are changed as well as provide justification for the values selected.

**O3.23**

When reviewing the Project's CalEEMod output files, provided in the Air Quality Impact Analysis ("AQIA") and the Greenhouse Gas Analysis ("GHG Analysis") as Appendix C1 and C3 to the DEIR, respectively, we found that several model inputs were not consistent with information disclosed in the DEIR. As a result, the Project's construction and operational emissions are underestimated. We recommend an updated EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction of the Project will have on local and regional air quality.

### *Incorrect Application of Tier 4 Final Mitigation*

Review of the CalEEMod output files demonstrates that the "Bloomington Business Park Specific Plan (Construction - Mitigated)" models for the Opening Year – Option 1, Opening Year – Option 2, and Future Development Area – Specific Plan Buildout scenarios assume that the Project's off-road construction equipment fleet would meet Tier 4 Final emissions standards (see excerpt below) (Appendix C1, pp. 337-338, 415-416, 899-900, 975-976, 1453-1454, 1528-1529; Appendix C3, pp. 110-111, 336-337, 557-558).

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<sup>1</sup> CAPCOA (May 2021) CalEEMod User's Guide, Version 2016.3.2, <http://www.caleemod.com/>

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

**O3.23**  
**cont.**

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.<sup>2</sup> According to the "User Entered Comments and Non-Default Data" table, the justification provided for the inclusion of Tier 4 Final mitigation is: "MM AQ-2: Tier 4 engines for all equipment" (Appendix C1, pp. 336, 414, 898, 974, 1452, 1527; Appendix C3, pp. 109, 335, 556). Furthermore, the DEIR incorporates Mitigation Measure ("MM") AQ-2, which states:

**"MM AQ-2: Tier 4** The construction plans and specifications shall state that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. The Lead Agency shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts" (p. 5.3-59).

However, the inclusion of Tier 4 Final emissions standards remain unsupported. As demonstrated above, MM AQ-2 fails to require the more efficient Tier 4 *Final* emission standards. The United States Environmental Protection Agency ("U.S. EPA") has slowly adopted more stringent standards to lower the emissions from off-road construction equipment. Since 1994, Tier 1, Tier 2, Tier 3, Tier 4 Interim, and Tier 4 Final construction equipment have been phased in over time. Tier 4 Final represents the cleanest burning equipment and therefore has the lowest emissions compared to other tiers, including Tier 4 Interim equipment (see excerpt below):<sup>3</sup>

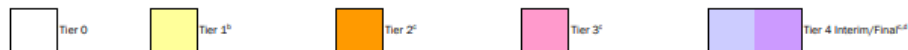
<sup>2</sup> CalEEMod User's Guide, available at: [http://www.aqmd.gov/docs/default-source/caleemod/01\\_user-39-s-guide2016-3-2\\_15november2017.pdf?sfvrsn=4](http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4), p. 2, 9.

<sup>3</sup> "San Francisco Clean Construction Ordinance Implementation Guide for San Francisco Public Projects." August 2015, available at:

Maximum horsepower	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 <sup>a</sup>		
25shp<50		-				7.1 / 4.1 / 0.60				5.6 / 4.1 / 0.45				5.6 / 4.1 / 0.22				3.5 / 4.1 / 0.02					
50shp< 75		-									5.6 / 3.7 / 0.30				3.5 / 3.7 / 0.22 <sup>b</sup>				3.5 / 3.7 / 0.02 <sup>b</sup>				
75shp<100		-				- / 6.9 / - / -								3.5 / 3.7 / 0.30				0.14 / 2.5 / 3.7 / 0.015 <sup>f</sup>			0.14 / 0.30 / 3.7 / 0.015 <sup>f</sup>		
100shp<175		-								4.9 / 3.7 / 0.22			3.0 / 3.7 / 0.22										
175shp<300		-								4.9 / 2.6 / 0.15													
300shp<600		-	1.0 / 6.9 / 8.5 / 0.40						4.8 / 2.6 / 0.15						3.0 / 2.6 / 0.15 <sup>d</sup>			0.14 / 1.5 / 2.6 / 0.015 <sup>f</sup>			0.14 / 0.30 / 2.2 / 0.015 <sup>f</sup>		
600shp<750		-																					
Mobile Machines > 750hp		-																					0.14 / 2.6 / 2.6 / 0.03 <sup>f</sup>
750hp<GEN ≤1200hp		-				1.0 / 6.9 / 8.5 / 0.40									4.8 / 2.6 / 0.15					0.30 / 2.6 / 2.6 / 0.07			0.14 / 0.50 / 2.6 / 0.02 <sup>f</sup>
GEN>1200 hp		-																		0.30 / 0.50 / 2.6 / 0.07			2.6 / 0.02 <sup>f</sup>

Source: derived from California Air Resources Board, [http://www.arb.ca.gov/msprog/ordiesel/documents/Off-Road\\_Diesel\\_Std.xls](http://www.arb.ca.gov/msprog/ordiesel/documents/Off-Road_Diesel_Std.xls).

- a) When ARB and USEPA standards differ, the standards shown here represent the more stringent of the two.  
b) Standards given for all sizes of Tier 1 engines are hydrocarbons/oxides of nitrogen (NOx)/carbon monoxide (CO)/particulate matter (PM) in grams per brakehorsepower per hour (g/bhp-hr).  
c) Standards given for all sizes of Tier 2 and Tier 3 engines, and Tier 4 engines below 75 horsepower are non-methane hydrocarbons (NMHC)+NOx/CO/PM in g/bhp-hr.  
d) Standards given for Tier 4 engines above 75 horsepower are NMHC/NOx/CO/PM in g/bhp-hr.  
e) Engine families in this power category may alternately meet Tier 3 PM standards (0.30 g/bhp-hr) from 2008-2011 in exchange for introducing final PM standards in 2012.  
f) The implementation schedule shown is the three-year alternate NOx approach. Other schedules are available.  
g) Certain manufacturers have agreed to comply with these standards by 2005.



As demonstrated in the figure above, Tier 4 Interim equipment has higher emission levels than Tier 4 Final equipment. Therefore, by modeling construction emissions assuming a full Tier 4 Final equipment fleet, the DEIR fails to account for higher emissions that may occur as a result of the use of Tier 4 Interim equipment. Since MM AQ-2 fails to specify whether the Project would use Tier 4 Interim or Tier 4 Final equipment, it is incorrect to model emissions assuming that the more efficient Tier 4 Final equipment would be implemented. Until an updated EIR is prepared requiring Tier 4 Final engines during all phases of construction, and not Tier 4 Interim equipment, the DEIR's modeling should not be relied upon to determine Project significance.

### Updated Analysis Indicates Significant Air Quality Impact

In an effort to more accurately estimate Project's construction-related emissions associated with Opening Year – Option 2, we prepared an updated CalEEMod model, using the Project-specific information provided by the DEIR. In our updated model, we excluded the incorrect use of Tier 4 Final mitigation and rather incorporated Tier 4 Interim mitigation.

[https://www.sfdph.org/dph/files/EHSDocs/AirQuality/San\\_Francisco\\_Clean\\_Construction\\_Ordinance\\_2015.pdf](https://www.sfdph.org/dph/files/EHSDocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf), p.

Our updated analysis estimates that the Project’s construction-related NO<sub>x</sub> emissions associated with Opening Year - Option 2 would exceed the applicable SCAQMD thresholds of 100-pounds per day (“lbs/day”) (see table below).<sup>4</sup>

Model	NO <sub>x</sub>
DEIR	83.1
SWAPE	116.9
% Increase	41%
SCAQMD Regional Threshold (lbs/day)	<b>100</b>
<i>Threshold Exceeded?</i>	<b>Yes</b>

**O3.23**  
**cont.**

As you can see in the excerpt above, the Project’s construction-related NO<sub>x</sub> emissions associated with Opening Year - Option 2, as estimated by SWAPE, increase by approximately 41% and exceed the applicable SCAQMD significance thresholds. Thus, our model demonstrates that the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the DEIR. As a result, an updated EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the surrounding environment.

### Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

The DEIR concludes that the proposed Project would result in a less-than-significant health risk impact based on quantified mobile-source health risk analyses (“HRAs”), provided in the Mobile Source Health Risk Analysis (“HRA Report”) as Appendix C2 to the DEIR. Specifically, the DEIR estimates that the maximum incremental cancer risks posed to nearby, existing sensitive receptors as a result of Project operation associated with Opening Year – Option 1, Opening Year – Option 2, and the Future Development Area – Specific Plan Buildout would be 4.58, 5.78, and 3.11 in one million, respectively, none of which would exceed the SCAQMD significance threshold of 10 in one million (p. 5.3-53). However, the DEIR fails to discuss the health risk impacts associated with Project construction. The DEIR’s evaluation of the Project’s potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for four reasons.

**O3.24**

First, the DEIR’s mobile-source HRAs utilize incorrect Fraction of Time At Home (“FAH”) values. Specifically, the DEIR’s HRAs utilize the following FAH values for the various age groups (Appendix C2, p. 26, Table 2-4):

<sup>4</sup> “South Coast AQMD Air Quality Significance Thresholds.” SCAQMD, April 2019, *available at*: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

**TABLE 2-4: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (30 YEAR RESIDENTIAL)**

Age	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Fraction of Time at Home	Exposure Frequency (days/year)	Exposure Time (hours/day)
-0.25 to 0	361	10	0.25	0.85	350	24
0 to 2	1090	10	2	0.85	350	24
2 to 16	572	3	14	0.72	350	24
16 to 30	261	1	14	0.73	350	24

However, these are incorrect, as SCAQMD guidance states:

“For Tiers 1, 2, and 3 screening purposes, the FAH is assumed to be 1 for ages third trimester to 16. As a default, children are assumed to attend a daycare or school in close proximity to their home and no discount should be taken for time spent outside of the area affected by the facility’s emissions. People older than age 16 are assumed to spend only 73 percent of their time at home.”<sup>5</sup>

As such, per SCAQMD guidance, the mobile-source HRAs should have used an FAH of 1 for the third trimester, infant, and child receptors. Thus, by utilizing incorrect FAH values, the DEIR’s mobile-source HRAs underestimate the cancer risk posed to nearby, existing sensitive receptors as a result of Project construction.

Second, the DEIR fails to quantitatively evaluate the Project’s construction-related toxic air contaminant (“TAC”) emissions or make a reasonable effort to connect these emissions to potential health risk impacts posed to nearby existing sensitive receptors. This is incorrect, as construction of the proposed Project will produce emissions of DPM through the exhaust stacks of construction equipment over a potential construction duration of 14 months (p. 3-16). However, the DEIR fails to discuss the potential DPM associated with Project construction or indicate the concentrations at which such pollutants would trigger adverse health effects. Thus, without making a reasonable effort to connect the Project’s construction-related TAC emissions to the potential health risks posed to nearby receptors, the DEIR is inconsistent with CEQA’s requirement to correlate the increase in emissions generated by the Project with the potential adverse impacts on human health.

Third, the State of California Department of Justice recommends the preparation of a quantitative HRA pursuant to the Office of Environmental Health Hazard Assessment (“OEHHHA”), the organization responsible for providing guidance on conducting HRAs in California, as well as local air district

<sup>5</sup> “Risk Assessment Procedures.” SCAQMD, August 2017, available at: [http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures\\_2017\\_080717.pdf](http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf), p. 7.

**O3.24  
cont.**

**O3.25**

**O3.26**

guidelines.<sup>6</sup> OEHHA released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* in February 2015.<sup>7</sup> This guidance document describes the types of projects that warrant the preparation of an HRA. The OEHHA document recommends that all short-term projects lasting at least two months be evaluated for cancer risks to nearby sensitive receptors. As the Project's proposed construction duration vastly exceeds the 2-month requirement set forth by OEHHA, it is clear that the Project meets the threshold warranting a quantified construction-related HRA under OEHHA guidance. These recommendations reflect the most recent state health risk policies, and as such, we recommend that an analysis of health risk impacts posed to nearby sensitive receptors from Project-generated construction DPM emissions be included in an updated EIR for the Project.

**O3.26  
cont.**

Fourth, while the DEIR includes an HRA evaluating the Project's operational health risk impacts to nearby, existing receptors as a result of Project-generated mobile emissions, the HRA fails to evaluate the cumulative lifetime cancer risk to nearby, existing receptors as a result of Project construction and operation together. According to OEHHA guidance, as referenced by the HRA Report, "the excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk at the receptor location" (p. 25).<sup>8</sup> However, the DEIR's HRA fails to sum each age bin to evaluate the total cancer risk over the course of the Project's total construction and operation. This is incorrect and thus, an updated analysis should quantify the entirety of the Project's construction and operational health risks together and sum them to compare to the SCAQMD threshold of 10 in one million, as referenced by the DEIR (p. 5.3-45).<sup>9</sup>

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### Screening-Level Analysis Indicates a Potentially Significant Health Risk Impact

In order to conduct our screening-level risk analysis we relied upon AERSCREEN, which is a screening level air quality dispersion model.<sup>10</sup> The model replaced SCREEN3, and AERSCREEN is included in the OEHHA<sup>11</sup> and the California Air Pollution Control Officers Associated ("CAPCOA")<sup>12</sup> guidance as the appropriate air dispersion model for Level 2 health risk screening analyses ("HRSAs"). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an

**O3.28**

<sup>6</sup> "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, *available at*:

<https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/warehouse-best-practices.pdf>, p. 6.

<sup>7</sup> "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at*: [http://oehha.ca.gov/air/hot\\_spots/hotspots2015.html](http://oehha.ca.gov/air/hot_spots/hotspots2015.html).

<sup>8</sup> "Guidance Manual for preparation of Health Risk Assessments." OEHHA, February 2015, *available at*: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf> p. 8-4

<sup>9</sup> "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

<sup>10</sup> U.S. EPA (April 2011) AERSCREEN Released as the EPA Recommended Screening Model, [http://www.epa.gov/ttn/scram/guidance/clarification/20110411\\_AERSCREEN\\_Release\\_Memo.pdf](http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf)

<sup>11</sup> "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at*: [http://oehha.ca.gov/air/hot\\_spots/2015/2015GuidanceManual.pdf](http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf)

<sup>12</sup> CAPCOA (July 2009) Health Risk Assessments for Proposed Land Use Projects, [http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA\\_HRA\\_LU\\_Guidelines\\_8-6-09.pdf](http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf).

unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

We prepared a preliminary HRA of the Project's health risk impact associated with construction of Opening Year – Option 2 and the Future Development Area – Specific Plan Buildout to residential sensitive receptors using the annual PM<sub>10</sub> exhaust estimates from the DEIR's CalEEMod output files. Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life. The DEIR's CalEEMod model indicates that construction activities will generate approximately 122 pounds of DPM over the 633-day construction period.<sup>13</sup> The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

$$\text{Emission Rate} \left( \frac{\text{grams}}{\text{second}} \right) = \frac{121.7 \text{ lbs}}{633 \text{ days}} \times \frac{453.6 \text{ grams}}{\text{lbs}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}} = 0.00101 \text{ g/s}$$

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Using this equation, we estimated a construction emission rate of 0.00101 grams per second ("g/s"). Construction activities were simulated as a 213-acre rectangular area source in AERSCREEN with dimensions of 1,313 by 656.5 meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.<sup>14</sup> According to the DEIR, the nearest sensitive receptor is located approximately 42 feet, or 13 meters, from the Project site (p. 5.3-16). However, review of the AERSCREEN output files demonstrates that the maximally exposed individual resident ("MEIR") is located approximately 650 meters downwind of the Project site. Thus, the single-hour concentration estimated by AERSCREEN for Project construction is approximately 0.08673 µg/m<sup>3</sup> DPM at approximately 650 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.008673 µg/m<sup>3</sup> for Project construction at the MEIR.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA. Consistent with the 633-day construction schedule included in the Project's CalEEMod output

<sup>13</sup> See Attachment B for calculations.

<sup>14</sup> "Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised." EPA, 1992, available at: [http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019\\_OCR.pdf](http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf); see also "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf> p. 4-36.



files, the annualized average concentration for Project construction was used for the entire third trimester of pregnancy (0.25 years) and 1.48 years of the infantile stage of life (0 – 2 years).

Consistent with the DEIR's mobile-source HRAs, we used Age Sensitivity Factors ("ASFs") to account for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution (Appendix C2, p. 26, Table 2-4). When applying ASFs, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant). Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95<sup>th</sup> percentile breathing rates for infants.<sup>15</sup> Finally, according to SCAQMD guidance, we used a Fraction of Time At Home ("FAH") Value of 1 for the 3<sup>rd</sup> trimester and infant receptors.<sup>16</sup> We used a cancer potency factor of 1.1 (mg/kg-day)<sup>-1</sup> and an averaging time of 25,550 days. The results of our calculations are shown below.

The Maximally Exposed Individual at an Existing Residential Receptor						
Age Group	Emissions Source	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	ASF	Cancer Risk (with ASFs*)
3rd Trimester	Construction	0.25	0.008673	361	10	<b>1.18E-07</b>
	<i>Construction</i>	<i>1.48</i>	<i>0.008673</i>	<i>1090</i>		
	<i>Operation</i>	<i>0.52</i>	<i>*</i>	<i>1090</i>		
Infant (Age 0 - 2)	Total	2			10	<b>2.11E-06</b>
Child (Age 2 - 16)	Operation	14	*	572	3	*
Adult (Age 16 - 30)	Operation	14	*	261	1	*
<b>Lifetime</b>		<b>30</b>				<b>2.23E-06</b>

\* Operational cancer risks calculated separately in the DEIR.

As demonstrated in the table above, the excess cancer risks during the 3<sup>rd</sup> trimester of pregnancy and the infant stage of life at the MEIR located approximately 650 meters away, over the course of Project construction, are approximately 0.118 and 2.11 in one million, respectively. The excess cancer risk associated with construction of Opening Year – Option 1 and the Future Development Area – Specific Plan Buildout over the course of a residential lifetime is approximately 2.23 in one million. When summing Project's construction-related cancer risk, as estimated by SWAPE, with the DEIR's maximum

<sup>15</sup> "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act," July 2018, available at: <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588supplementalguidelines.pdf>, p. 16.

"Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>

<sup>16</sup> "Risk Assessment Procedures for Rules 1401, 1401.1, and 212." SCAQMD, August 2017, available at: [http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures\\_2017\\_080717.pdf](http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf), p. 7.



incremental operational cancer risks estimates of 5.78 and 3.11 in one million associated with Opening Year – Option 2 and the Future Development Area – Specific Plan Buildout, we estimate an excess cancer risk of approximately 11.12 in one million over the course of a residential lifetime (p. 26).<sup>17</sup> Thus, the lifetime cancer risk exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the DEIR.

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An agency must include an analysis of health risks that connects the Project’s air emissions with the health risk posed by those emissions. Our analysis represents a screening-level HRA, which is known to be conservative and tends to err on the side of health protection.<sup>18</sup> The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project’s emissions and the potential health risk. Our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Therefore, since our screening-level HRA indicates a potentially significant impact, the City should prepare an updated EIR with an HRA which makes a reasonable effort to connect the Project’s air quality emissions and the potential health risks posed to nearby receptors. Thus, the City should prepare an updated, quantified air pollution model as well as an updated, quantified refined health risk analysis which adequately and accurately evaluates health risk impacts associated with both Project construction and operation.

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## Greenhouse Gas

### Failure to Adequately Evaluate Greenhouse Gas Impacts

The DEIR relies upon the Project’s consistency with the County of San Bernardino’s GHG Emissions Reduction Plan Update in order to conclude that the Project would result in a less-than-significant greenhouse gas (“GHG”) impact. Specifically, the DEIR estimates that the Opening Year – Option 1, Opening Year – Option 2, and Future Development Area – Specific Plan Buildout scenarios would generate net annual GHG emissions of 17,347.57, 22,420.02, and 30,515.40 metric tons of carbon dioxide equivalents per year (“MT CO<sub>2</sub>e/year”), respectively, which would exceed the County’s screening threshold of 3,000 MT CO<sub>2</sub>e/year threshold (see excerpts below) (p. 5.8-12 – 5.8-13, Table 5.8-2, Table 5.8-3, Table 5.8-4).

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<sup>17</sup> Calculated: 2.23 in one million + 5.78 in one million + 3.11 in one million = 11.12 in one million.

<sup>18</sup> “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 1-5

**Table 5.8-2: Opening Year – Option 1 Generated Greenhouse Emissions**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Amortized construction emissions	169.32	0.02	0.00	169.85
Area Source	0.18	4.70E-04	0.00	0.19
Energy Source	1,242.91	0.05	0.01	1,247.82
Mobile Source	14,168.50	0.90	0.00	14,190.88
On-Site Equipment	406.34	0.13	0.00	409.62
Waste	517.72	30.60	0.00	1,282.63
Water Usage	45.99	0.01	7.10E-04	46.57
<b>Total CO<sub>2</sub>e</b>	<b>17,347.57</b>			

Source: Urban Crossroads, 2021 (Appendix C3).

**Table 5.8-3: Opening Year – Option 2 Generated Greenhouse Emissions**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Amortized construction emissions	189.12	0.02	0.00	189.67
Area Source	0.22	5.90E-04	0.00	0.24
Energy Source	1,578.07	0.06	0.02	1,584.31
Mobile Source	18,819.38	1.20	0.00	18,849.43
On-Site Equipment	507.92	0.16	0.00	512.03
Waste	517.49	30.58	0.00	1,282.06
Water Usage	1.77	0.02	3.90E-04	2.28
<b>Total CO<sub>2</sub>e</b>	<b>22,420.02</b>			

Source: Urban Crossroads, 2021 (Appendix C3).

**Table 5.8-4: Future Development Area - Specific Plan Buildout Generated Greenhouse Emissions**

Emission Source	Emissions (MT/yr)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Amortized construction emissions	209.25	0.03	0.00	209.95
Area Source	0.24	6.20E-04	0.00	0.25
Energy Source	2,629.20	0.10	0.03	2,639.54
Mobile Source	25,073.35	1.53	0.00	25,111.53
On-Site Equipment	609.35	0.20	0.00	614.27
Waste	763.75	45.14	0.00	1,892.15
Water Usage	46.88	0.02	9.00E-04	47.72
<b>Total CO<sub>2</sub>e</b>	<b>30,515.40</b>			

Source: Urban Crossroads, 2021 (Appendix C3).

Thus, as the Project's GHG emissions exceed the 3,000 MT CO<sub>2</sub>e/year threshold, the DEIR claims the Project may demonstrate less-than-significant impacts by achieving at least 100 points in the Screening Tables (p. 5.8-13). Specifically, the DEIR claims:

“According to the County's proposed 2021 GHG Emissions Reduction Plan Update, any project that adopts at least 100 points of GHG performance standards listed in the proposed 2021 Screening Tables, would be consistent with the County's proposed GHG Emissions Reduction Plan to reduce emissions to 40 percent below 2007 levels [...]

As shown in Tables 5.8-6 and 5.8-7, the proposed Specific Plan Project (including all three development scenarios) would earn 171 points and the Upzone Site would earn 104 points on

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the County’s proposed 2021 GHG Screening Tables, which would both exceed 100 points” (p. 5.8-13).

As demonstrated above, the DEIR then claims that the Project will achieve 171 points and, thus, be consistent with the County’s GHG Emissions Reduction Plan. Specifically, review of Table 5.8-6, *Screening Table for GHG Reduction Measures for Specific Plan Industrial Development*, demonstrates that the DEIR claims to be consistent with the following reduction features (see excerpt below) (p. 5.8-14 – 5.8-19, Table 5.8-6):

**Table 5.8-6: Screening Table for GHG Reduction Measures for Specific Plan Industrial Development**

Feature	Description	Assigned Point Values	Project Points
<b>Reduction Measure Energy: Exceed Energy Efficiency Standards in New Commercial Units</b>			
<b>Building Envelope</b>			
Insulation	<ul style="list-style-type: none"> <li>• 2019 Title 24 Requirements (walls R-16; roof/attic R-32)</li> <li>• Modestly Enhanced Insulation (walls R-15, roof/attic R-38)</li> <li>• Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)</li> <li>• Greatly Enhanced Insulation (spray foam insulated walls R-18 or higher, roof/attic R-38 or higher)</li> </ul>	0 points 9 points 11 points 12 points	<b>11</b>
Windows	<ul style="list-style-type: none"> <li>• 2019 Title 24 Windows (0.57 U-factor, 0.4 SHGC)</li> <li>• Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)</li> <li>• Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)</li> <li>• Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)</li> </ul>	0 points 4 points 5 points 7 points	<b>7</b>
Cool Roof	<ul style="list-style-type: none"> <li>• Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)</li> <li>• Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)</li> </ul>	8 points 10 points	<b>10</b>
Air Filtration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage. <ul style="list-style-type: none"> <li>• Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)</li> <li>• Blower Door HERS Verified Envelope Leakage or equivalent</li> </ul>	7 points 6 points	<b>7</b>

Note: this is only a partial screenshot of Table 5.8-6.

Furthermore, the DEIR incorporates Mitigation Measure (“MM”) GHG-1, which states:

“Prior to issuance of building permits for each building, the Project Applicant shall provide documentation to the County of San Bernardino Building Department demonstrating that the improvements and/or buildings subject to the building permit application include measures from the 2021 County of San Bernardino Greenhouse Gas Reduction Plan Screening Tables (June 2021), as needed to achieve the required 100 points. Specific measures may be substituted for other measures that achieve an equivalent amount of GHG reduction, subject to the County of San Bernardino Building Department approval” (p. 5.8-39).

However, while we acknowledge that the Project includes implementing a minimum of 100 points per the 2021 Screening Tables as a formal mitigation measure, we recommend that the individual reduction

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features be included as formal mitigation measures. According to the Association of Environmental Professionals' ("AEP") *CEQA Portal Topic Paper* on Mitigation Measures:

"While not 'mitigation', a good practice is to include those project design feature(s) that address environmental impacts in the mitigation monitoring and reporting program (MMRP). Often the MMRP is all that accompanies building and construction plans through the permit process. If the design features are not listed as important to addressing an environmental impact, it is easy for someone not involved in the original environmental process to approve a change to the project that could eliminate one or more of the design features without understanding the resulting environmental impact."<sup>19</sup>

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As demonstrated above, design features that are not formally included as mitigation measures may be eliminated from the Project's design altogether. Thus, as the specific reduction features are not formally included as mitigation measures in the DEIR, we cannot guarantee that they would be implemented, monitored, and enforced on the Project site. As such, until the specific reduction measures are included as mitigation measures, the Project's GHG analysis should not be relied upon to determine Project significance.

### Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant air quality and health risk impacts that should be mitigated further. In an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project. Feasible mitigation measures can be found in the Department of Justice Warehouse Project Best Practices document.<sup>20</sup> Therefore, to reduce the Project's emissions, consideration of the following measures should be made:

- Requiring off-road construction equipment to be zero-emission, where available, and all diesel-fueled off-road construction equipment, to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Requiring on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled.
- Providing electrical hook ups to the power grid, rather than use of diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.
- Limiting the amount of daily grading disturbance area.

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<sup>19</sup> "CEQA Portal Topic Paper Mitigation Measures." AEP, February 2020, *available at*: <https://cegaportal.org/tp/CEQA%20Mitigation%202020.pdf>, p. 6.

<sup>20</sup> "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice.

- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than two minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.
- Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring all heavy-duty vehicles entering or operated on the project site to be zero-emission beginning in 2030.
- Requiring on-site equipment, such as forklifts and yard trucks, to be electric with the necessary electrical charging stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than two minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.

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- Constructing electric truck charging stations proportional to the number of dock doors at the project.
- Constructing electric plugs for electric transport refrigeration units at every dock door, if the warehouse use could include refrigeration.
- Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity, such as equal to the building's projected energy needs.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Achieving certification of compliance with LEED green building standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation. An updated EIR should be prepared to include all feasible mitigation measures, as well as include updated air quality and health risk analyses to ensure that the necessary mitigation measures are implemented to reduce emissions to below thresholds. The updated EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible.

### Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of

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care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

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cont.**

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

Attachment A: CalEEMod Output Files  
Attachment B: Health Risk Calculations  
Attachment C: AERSCREEN Output Files  
Attachment D: Matt Hagemann CV  
Attachment E: Paul E. Rosenfeld CV

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**Bloomington Business Park Specific Plan (Construction - Mitigated)**  
**San Bernardino-South Coast County, Annual**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	2,712.04	1000sqft	62.26	2,712,040.00	0
Other Asphalt Surfaces	2,700.10	1000sqft	61.99	2,700,104.00	0
Parking Lot	1,436.00	Space	17.16	747,687.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	32
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	564.66	<b>CH4 Intensity (lb/MWhr)</b>	0.023	<b>N2O Intensity (lb/MWhr)</b>	0.005

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent in the DIER's model.

Construction Phase - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Trips and VMT - Consistent in the DIER's model.

Grading - Consistent in the DIER's model.

Architectural Coating - Consistent in the DIER's model.

Vehicle Trips - Consistent in the DIER's model.

Vehicle Emission Factors - Consistent in the DIER's model.

Vehicle Emission Factors - Consistent in the DIER's model.

Vehicle Emission Factors - Consistent in the DIER's model.

Energy Use - Consistent in the DIER's model.

Water And Wastewater - Consistent in the DIER's model.

Solid Waste - Consistent in the DIER's model.

Construction Off-road Equipment Mitigation - See SWAPE comment "Incorrect Application of Tier 4 Final Mitigation."

Fleet Mix -

Demolition - Consistent with the DEIR's model

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	17.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	220.00	100.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblConstructionPhase	NumDays	3,100.00	150.00
tblConstructionPhase	NumDays	200.00	55.00
tblConstructionPhase	NumDays	310.00	70.00
tblConstructionPhase	NumDays	220.00	100.00
tblConstructionPhase	NumDays	120.00	50.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	T24E	0.37	0.00
tblEnergyUse	T24NG	2.00	0.00
tblGrading	AcresOfGrading	490.00	1,400.00
tblGrading	AcresOfGrading	175.00	1,000.00
tblGrading	MaterialExported	0.00	39,550.00
tblGrading	MaterialImported	0.00	202,200.00
tblLandUse	LandUseSquareFeet	2,700,100.00	2,700,104.00
tblLandUse	LandUseSquareFeet	574,400.00	747,687.00
tblLandUse	LotAcreage	12.92	17.16
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.023
tblProjectCharacteristics	CO2IntensityFactor	702.44	564.66
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblSolidWaste	SolidWasteGenerationRate	2,549.32	0.00
tblTripsAndVMT	HaulingTripNumber	30,219.00	18,596.00
tblTripsAndVMT	VendorTripNumber	0.00	171.00
tblTripsAndVMT	VendorTripNumber	0.00	155.00
tblTripsAndVMT	VendorTripNumber	0.00	218.00
tblTripsAndVMT	VendorTripNumber	1,010.00	466.00
tblVehicleEF	HHD	1.21	0.03
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	3.29	5.95
tblVehicleEF	HHD	0.57	0.67

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	HHD	1.82	3.7880e-003
tblVehicleEF	HHD	6,933.41	1,124.17
tblVehicleEF	HHD	1,475.79	1,484.27
tblVehicleEF	HHD	5.54	0.03
tblVehicleEF	HHD	26.50	6.08
tblVehicleEF	HHD	2.50	3.42
tblVehicleEF	HHD	9.7780e-003	3.6280e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	5.1000e-005	1.0000e-006
tblVehicleEF	HHD	9.3550e-003	3.4710e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8810e-003	8.8310e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	4.7000e-005	1.0000e-006
tblVehicleEF	HHD	8.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.1910e-003	1.6000e-004
tblVehicleEF	HHD	0.84	0.43
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	2.1700e-004	7.9100e-004
tblVehicleEF	HHD	0.05	1.0000e-006
tblVehicleEF	HHD	0.07	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.6000e-005	0.00
tblVehicleEF	HHD	8.5000e-005	5.0000e-006

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	HHD	3.1910e-003	1.6000e-004
tblVehicleEF	HHD	0.97	0.50
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.13	0.23
tblVehicleEF	HHD	2.1700e-004	7.9100e-004
tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	HHD	1.14	0.03
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	2.39	5.82
tblVehicleEF	HHD	0.57	0.67
tblVehicleEF	HHD	1.70	3.5770e-003
tblVehicleEF	HHD	7,345.18	1,121.04
tblVehicleEF	HHD	1,475.79	1,484.27
tblVehicleEF	HHD	5.54	0.03
tblVehicleEF	HHD	27.35	5.90
tblVehicleEF	HHD	2.36	3.23
tblVehicleEF	HHD	8.2750e-003	3.1750e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	5.1000e-005	1.0000e-006
tblVehicleEF	HHD	7.9170e-003	3.0380e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8810e-003	8.8310e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	4.7000e-005	1.0000e-006

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	HHD	1.6800e-004	1.0000e-005
tblVehicleEF	HHD	3.5970e-003	1.8200e-004
tblVehicleEF	HHD	0.79	0.45
tblVehicleEF	HHD	1.1700e-004	7.0000e-006
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	2.2100e-004	8.1200e-004
tblVehicleEF	HHD	0.05	1.0000e-006
tblVehicleEF	HHD	0.07	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.4000e-005	0.00
tblVehicleEF	HHD	1.6800e-004	1.0000e-005
tblVehicleEF	HHD	3.5970e-003	1.8200e-004
tblVehicleEF	HHD	0.91	0.52
tblVehicleEF	HHD	1.1700e-004	7.0000e-006
tblVehicleEF	HHD	0.13	0.23
tblVehicleEF	HHD	2.2100e-004	8.1200e-004
tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	HHD	1.31	0.02
tblVehicleEF	HHD	0.04	3.3680e-003
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	4.53	5.98
tblVehicleEF	HHD	0.57	0.33
tblVehicleEF	HHD	1.79	3.7590e-003
tblVehicleEF	HHD	6,364.76	1,097.48
tblVehicleEF	HHD	1,475.79	1,393.36
tblVehicleEF	HHD	5.54	0.03
tblVehicleEF	HHD	25.32	6.13

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	HHD	2.46	3.28
tblVehicleEF	HHD	0.01	3.8650e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.03
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	5.1000e-005	1.0000e-006
tblVehicleEF	HHD	0.01	3.6980e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8810e-003	8.6000e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	4.7000e-005	1.0000e-006
tblVehicleEF	HHD	8.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.4760e-003	1.8700e-004
tblVehicleEF	HHD	0.91	0.40
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.08	0.07
tblVehicleEF	HHD	2.3300e-004	8.2900e-004
tblVehicleEF	HHD	0.05	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.5000e-005	0.00
tblVehicleEF	HHD	8.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.4760e-003	1.8700e-004
tblVehicleEF	HHD	1.05	0.46
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.13	0.08
tblVehicleEF	HHD	2.3300e-004	8.2900e-004



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	LDA	4.2030e-003	2.5110e-003
tblVehicleEF	LDA	5.6230e-003	0.05
tblVehicleEF	LDA	0.57	0.67
tblVehicleEF	LDA	1.19	2.11
tblVehicleEF	LDA	251.29	265.15
tblVehicleEF	LDA	57.15	54.12
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	1.6780e-003	1.5210e-003
tblVehicleEF	LDA	2.2790e-003	1.8570e-003
tblVehicleEF	LDA	1.5460e-003	1.4000e-003
tblVehicleEF	LDA	2.0960e-003	1.7080e-003
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	9.5370e-003
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.08	0.22
tblVehicleEF	LDA	2.5170e-003	2.6060e-003
tblVehicleEF	LDA	5.9200e-004	5.3200e-004
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.7900e-003	2.8350e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LDA	4.6890e-003	0.04
tblVehicleEF	LDA	0.71	0.81
tblVehicleEF	LDA	0.99	1.78
tblVehicleEF	LDA	274.94	287.11
tblVehicleEF	LDA	57.15	53.48
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	1.6780e-003	1.5210e-003
tblVehicleEF	LDA	2.2790e-003	1.8570e-003
tblVehicleEF	LDA	1.5460e-003	1.4000e-003
tblVehicleEF	LDA	2.0960e-003	1.7080e-003
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.06	0.19
tblVehicleEF	LDA	2.7550e-003	2.8220e-003
tblVehicleEF	LDA	5.8800e-004	5.2600e-004
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	4.0860e-003	2.4600e-003
tblVehicleEF	LDA	5.5870e-003	0.05
tblVehicleEF	LDA	0.54	0.64

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LDA	1.18	2.12
tblVehicleEF	LDA	245.70	261.06
tblVehicleEF	LDA	57.15	54.13
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	1.6780e-003	1.5210e-003
tblVehicleEF	LDA	2.2790e-003	1.8570e-003
tblVehicleEF	LDA	1.5460e-003	1.4000e-003
tblVehicleEF	LDA	2.0960e-003	1.7080e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	9.3400e-003
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.08	0.22
tblVehicleEF	LDA	2.4600e-003	2.5660e-003
tblVehicleEF	LDA	5.9100e-004	5.3200e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDT1	0.01	7.5760e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.54	1.52
tblVehicleEF	LDT1	3.61	2.39
tblVehicleEF	LDT1	313.68	314.63

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LDT1	70.93	65.70
tblVehicleEF	LDT1	0.16	0.13
tblVehicleEF	LDT1	2.7050e-003	2.3430e-003
tblVehicleEF	LDT1	3.6920e-003	2.8390e-003
tblVehicleEF	LDT1	2.4910e-003	2.1560e-003
tblVehicleEF	LDT1	3.3960e-003	2.6100e-003
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.20	0.86
tblVehicleEF	LDT1	0.26	0.42
tblVehicleEF	LDT1	3.1570e-003	3.0930e-003
tblVehicleEF	LDT1	7.7300e-004	6.4600e-004
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.20	0.86
tblVehicleEF	LDT1	0.28	0.47
tblVehicleEF	LDT1	0.02	8.4650e-003
tblVehicleEF	LDT1	0.02	0.07
tblVehicleEF	LDT1	1.85	1.81
tblVehicleEF	LDT1	2.97	2.00
tblVehicleEF	LDT1	341.75	337.48
tblVehicleEF	LDT1	70.93	64.87
tblVehicleEF	LDT1	0.14	0.11

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LDT1	2.7050e-003	2.3430e-003
tblVehicleEF	LDT1	3.6920e-003	2.8390e-003
tblVehicleEF	LDT1	2.4910e-003	2.1560e-003
tblVehicleEF	LDT1	3.3960e-003	2.6100e-003
tblVehicleEF	LDT1	0.37	0.36
tblVehicleEF	LDT1	0.41	0.31
tblVehicleEF	LDT1	0.27	0.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.20	0.85
tblVehicleEF	LDT1	0.21	0.36
tblVehicleEF	LDT1	3.4420e-003	3.3180e-003
tblVehicleEF	LDT1	7.6200e-004	6.3800e-004
tblVehicleEF	LDT1	0.37	0.36
tblVehicleEF	LDT1	0.41	0.31
tblVehicleEF	LDT1	0.27	0.26
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.20	0.85
tblVehicleEF	LDT1	0.23	0.40
tblVehicleEF	LDT1	0.01	7.4310e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.47	1.47
tblVehicleEF	LDT1	3.55	2.39
tblVehicleEF	LDT1	307.06	310.38
tblVehicleEF	LDT1	70.93	65.71
tblVehicleEF	LDT1	0.15	0.12
tblVehicleEF	LDT1	2.7050e-003	2.3430e-003
tblVehicleEF	LDT1	3.6920e-003	2.8390e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LDT1	2.4910e-003	2.1560e-003
tblVehicleEF	LDT1	3.3960e-003	2.6100e-003
tblVehicleEF	LDT1	0.19	0.19
tblVehicleEF	LDT1	0.39	0.30
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.23	1.00
tblVehicleEF	LDT1	0.25	0.43
tblVehicleEF	LDT1	3.0890e-003	3.0520e-003
tblVehicleEF	LDT1	7.7200e-004	6.4600e-004
tblVehicleEF	LDT1	0.19	0.19
tblVehicleEF	LDT1	0.39	0.30
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.23	1.00
tblVehicleEF	LDT1	0.28	0.47
tblVehicleEF	LDT2	6.3270e-003	4.4090e-003
tblVehicleEF	LDT2	8.1990e-003	0.07
tblVehicleEF	LDT2	0.80	1.00
tblVehicleEF	LDT2	1.67	2.71
tblVehicleEF	LDT2	351.15	335.59
tblVehicleEF	LDT2	79.39	70.25
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	1.7270e-003	1.6020e-003
tblVehicleEF	LDT2	2.4170e-003	1.9240e-003
tblVehicleEF	LDT2	1.5880e-003	1.4740e-003
tblVehicleEF	LDT2	2.2220e-003	1.7690e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LDT2	0.06	0.10
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.11	0.33
tblVehicleEF	LDT2	3.5180e-003	3.2990e-003
tblVehicleEF	LDT2	8.2200e-004	6.9100e-004
tblVehicleEF	LDT2	0.06	0.10
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.12	0.36
tblVehicleEF	LDT2	7.1840e-003	4.9540e-003
tblVehicleEF	LDT2	6.8290e-003	0.06
tblVehicleEF	LDT2	0.97	1.20
tblVehicleEF	LDT2	1.38	2.28
tblVehicleEF	LDT2	383.36	357.71
tblVehicleEF	LDT2	79.39	69.39
tblVehicleEF	LDT2	0.08	0.08
tblVehicleEF	LDT2	1.7270e-003	1.6020e-003
tblVehicleEF	LDT2	2.4170e-003	1.9240e-003
tblVehicleEF	LDT2	1.5880e-003	1.4740e-003
tblVehicleEF	LDT2	2.2220e-003	1.7690e-003
tblVehicleEF	LDT2	0.13	0.18
tblVehicleEF	LDT2	0.15	0.16

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LDT2	0.11	0.15
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.09	0.29
tblVehicleEF	LDT2	3.8420e-003	3.5160e-003
tblVehicleEF	LDT2	8.1700e-004	6.8200e-004
tblVehicleEF	LDT2	0.13	0.18
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.15
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.10	0.31
tblVehicleEF	LDT2	6.1560e-003	4.3220e-003
tblVehicleEF	LDT2	8.1410e-003	0.07
tblVehicleEF	LDT2	0.75	0.96
tblVehicleEF	LDT2	1.64	2.72
tblVehicleEF	LDT2	343.55	331.47
tblVehicleEF	LDT2	79.39	70.27
tblVehicleEF	LDT2	0.08	0.08
tblVehicleEF	LDT2	1.7270e-003	1.6020e-003
tblVehicleEF	LDT2	2.4170e-003	1.9240e-003
tblVehicleEF	LDT2	1.5880e-003	1.4740e-003
tblVehicleEF	LDT2	2.2220e-003	1.7690e-003
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.11	0.33
tblVehicleEF	LDT2	3.4410e-003	3.2580e-003
tblVehicleEF	LDT2	8.2200e-004	6.9100e-004
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.12	0.37
tblVehicleEF	LHD1	5.2170e-003	5.0850e-003
tblVehicleEF	LHD1	0.01	6.1020e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.14	0.18
tblVehicleEF	LHD1	1.07	0.75
tblVehicleEF	LHD1	2.60	1.03
tblVehicleEF	LHD1	9.23	9.25
tblVehicleEF	LHD1	609.20	652.45
tblVehicleEF	LHD1	30.40	11.21
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	2.12	1.25
tblVehicleEF	LHD1	9.6500e-004	8.9000e-004
tblVehicleEF	LHD1	0.01	9.8770e-003
tblVehicleEF	LHD1	0.01	9.8260e-003
tblVehicleEF	LHD1	9.5800e-004	2.6000e-004
tblVehicleEF	LHD1	9.2400e-004	8.5100e-004
tblVehicleEF	LHD1	2.5390e-003	2.4690e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LHD1	0.01	9.3760e-003
tblVehicleEF	LHD1	8.8100e-004	2.3900e-004
tblVehicleEF	LHD1	3.7070e-003	3.0390e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.8240e-003	1.5810e-003
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.35	0.55
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9760e-003	6.3570e-003
tblVehicleEF	LHD1	3.5300e-004	1.1100e-004
tblVehicleEF	LHD1	3.7070e-003	3.0390e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.8240e-003	1.5810e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.35	0.55
tblVehicleEF	LHD1	0.29	0.09
tblVehicleEF	LHD1	5.2170e-003	5.0990e-003
tblVehicleEF	LHD1	0.01	6.2280e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.14	0.18
tblVehicleEF	LHD1	1.09	0.76
tblVehicleEF	LHD1	2.43	0.98
tblVehicleEF	LHD1	9.23	9.25
tblVehicleEF	LHD1	609.20	652.47

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LHD1	30.40	11.12
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.98	1.17
tblVehicleEF	LHD1	9.6500e-004	8.9000e-004
tblVehicleEF	LHD1	0.01	9.8770e-003
tblVehicleEF	LHD1	0.01	9.8260e-003
tblVehicleEF	LHD1	9.5800e-004	2.6000e-004
tblVehicleEF	LHD1	9.2400e-004	8.5100e-004
tblVehicleEF	LHD1	2.5390e-003	2.4690e-003
tblVehicleEF	LHD1	0.01	9.3760e-003
tblVehicleEF	LHD1	8.8100e-004	2.3900e-004
tblVehicleEF	LHD1	7.3080e-003	5.4780e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	4.1220e-003	3.0450e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.36	0.56
tblVehicleEF	LHD1	0.25	0.08
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9770e-003	6.3570e-003
tblVehicleEF	LHD1	3.5000e-004	1.1000e-004
tblVehicleEF	LHD1	7.3080e-003	5.4780e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	4.1220e-003	3.0450e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.36	0.56

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	5.2170e-003	5.0870e-003
tblVehicleEF	LHD1	0.01	6.1100e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.14	0.18
tblVehicleEF	LHD1	1.07	0.75
tblVehicleEF	LHD1	2.55	1.02
tblVehicleEF	LHD1	9.23	9.25
tblVehicleEF	LHD1	609.20	652.45
tblVehicleEF	LHD1	30.40	11.20
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	2.08	1.23
tblVehicleEF	LHD1	9.6500e-004	8.9000e-004
tblVehicleEF	LHD1	0.01	9.8770e-003
tblVehicleEF	LHD1	0.01	9.8260e-003
tblVehicleEF	LHD1	9.5800e-004	2.6000e-004
tblVehicleEF	LHD1	9.2400e-004	8.5100e-004
tblVehicleEF	LHD1	2.5390e-003	2.4690e-003
tblVehicleEF	LHD1	0.01	9.3760e-003
tblVehicleEF	LHD1	8.8100e-004	2.3900e-004
tblVehicleEF	LHD1	4.0430e-003	3.1520e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7940e-003	1.6100e-003
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.38	0.60
tblVehicleEF	LHD1	0.26	0.08

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9760e-003	6.3570e-003
tblVehicleEF	LHD1	3.5200e-004	1.1100e-004
tblVehicleEF	LHD1	4.0430e-003	3.1520e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7940e-003	1.6100e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.38	0.60
tblVehicleEF	LHD1	0.29	0.09
tblVehicleEF	LHD2	3.5950e-003	3.6950e-003
tblVehicleEF	LHD2	4.6110e-003	4.1040e-003
tblVehicleEF	LHD2	8.1370e-003	0.01
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.50	0.50
tblVehicleEF	LHD2	1.20	0.67
tblVehicleEF	LHD2	14.27	14.14
tblVehicleEF	LHD2	608.52	665.25
tblVehicleEF	LHD2	24.46	8.76
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.49	1.36
tblVehicleEF	LHD2	1.2830e-003	1.3100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.0000e-004	1.3700e-004
tblVehicleEF	LHD2	1.2280e-003	1.2540e-003
tblVehicleEF	LHD2	2.6860e-003	2.6560e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6800e-004	1.2600e-004
tblVehicleEF	LHD2	1.3070e-003	1.7040e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.0300e-004	9.2000e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.32
tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	LHD2	1.3900e-004	1.3500e-004
tblVehicleEF	LHD2	5.9200e-003	6.4300e-003
tblVehicleEF	LHD2	2.6700e-004	8.7000e-005
tblVehicleEF	LHD2	1.3070e-003	1.7040e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.0300e-004	9.2000e-004
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.09	0.32
tblVehicleEF	LHD2	0.12	0.06
tblVehicleEF	LHD2	3.5950e-003	3.7050e-003
tblVehicleEF	LHD2	4.6760e-003	4.1460e-003
tblVehicleEF	LHD2	7.7630e-003	0.01
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.50	0.50
tblVehicleEF	LHD2	1.13	0.64
tblVehicleEF	LHD2	14.27	14.14
tblVehicleEF	LHD2	608.52	665.25

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LHD2	24.46	8.70
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.40	1.28
tblVehicleEF	LHD2	1.2830e-003	1.3100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.0000e-004	1.3700e-004
tblVehicleEF	LHD2	1.2280e-003	1.2540e-003
tblVehicleEF	LHD2	2.6860e-003	2.6560e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6800e-004	1.2600e-004
tblVehicleEF	LHD2	2.5220e-003	3.0730e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.5220e-003	1.7630e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.32
tblVehicleEF	LHD2	0.10	0.05
tblVehicleEF	LHD2	1.3900e-004	1.3500e-004
tblVehicleEF	LHD2	5.9200e-003	6.4300e-003
tblVehicleEF	LHD2	2.6500e-004	8.6000e-005
tblVehicleEF	LHD2	2.5220e-003	3.0730e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.5220e-003	1.7630e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.09	0.32

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	LHD2	3.5950e-003	3.6960e-003
tblVehicleEF	LHD2	4.6180e-003	4.1080e-003
tblVehicleEF	LHD2	8.0640e-003	0.01
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.50	0.50
tblVehicleEF	LHD2	1.19	0.67
tblVehicleEF	LHD2	14.27	14.14
tblVehicleEF	LHD2	608.52	665.25
tblVehicleEF	LHD2	24.46	8.75
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.46	1.33
tblVehicleEF	LHD2	1.2830e-003	1.3100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.0000e-004	1.3700e-004
tblVehicleEF	LHD2	1.2280e-003	1.2540e-003
tblVehicleEF	LHD2	2.6860e-003	2.6560e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6800e-004	1.2600e-004
tblVehicleEF	LHD2	1.3460e-003	1.7140e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.8700e-004	9.2200e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.34
tblVehicleEF	LHD2	0.11	0.05



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	LHD2	1.3900e-004	1.3500e-004
tblVehicleEF	LHD2	5.9200e-003	6.4300e-003
tblVehicleEF	LHD2	2.6600e-004	8.7000e-005
tblVehicleEF	LHD2	1.3460e-003	1.7140e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.8700e-004	9.2200e-004
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.10	0.34
tblVehicleEF	LHD2	0.12	0.06
tblVehicleEF	MCY	0.43	0.34
tblVehicleEF	MCY	0.16	0.24
tblVehicleEF	MCY	20.55	19.26
tblVehicleEF	MCY	9.93	8.60
tblVehicleEF	MCY	167.73	212.03
tblVehicleEF	MCY	46.45	60.73
tblVehicleEF	MCY	1.16	1.13
tblVehicleEF	MCY	1.8610e-003	1.9650e-003
tblVehicleEF	MCY	3.6730e-003	2.9600e-003
tblVehicleEF	MCY	1.7420e-003	1.8380e-003
tblVehicleEF	MCY	3.4650e-003	2.7870e-003
tblVehicleEF	MCY	1.45	1.42
tblVehicleEF	MCY	0.84	0.80
tblVehicleEF	MCY	0.80	0.78
tblVehicleEF	MCY	2.23	2.33
tblVehicleEF	MCY	0.49	1.91
tblVehicleEF	MCY	2.16	1.84

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MCY	2.0770e-003	2.0980e-003
tblVehicleEF	MCY	6.9000e-004	6.0100e-004
tblVehicleEF	MCY	1.45	1.42
tblVehicleEF	MCY	0.84	0.80
tblVehicleEF	MCY	0.80	0.78
tblVehicleEF	MCY	2.74	2.87
tblVehicleEF	MCY	0.49	1.91
tblVehicleEF	MCY	2.35	2.01
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	20.68	19.28
tblVehicleEF	MCY	9.05	7.90
tblVehicleEF	MCY	167.73	211.90
tblVehicleEF	MCY	46.45	58.88
tblVehicleEF	MCY	0.99	0.97
tblVehicleEF	MCY	1.8610e-003	1.9650e-003
tblVehicleEF	MCY	3.6730e-003	2.9600e-003
tblVehicleEF	MCY	1.7420e-003	1.8380e-003
tblVehicleEF	MCY	3.4650e-003	2.7870e-003
tblVehicleEF	MCY	3.14	2.77
tblVehicleEF	MCY	1.27	1.11
tblVehicleEF	MCY	2.13	1.77
tblVehicleEF	MCY	2.17	2.28
tblVehicleEF	MCY	0.49	1.88
tblVehicleEF	MCY	1.86	1.62
tblVehicleEF	MCY	2.0770e-003	2.0970e-003
tblVehicleEF	MCY	6.6700e-004	5.8300e-004

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MCY	3.14	2.77
tblVehicleEF	MCY	1.27	1.11
tblVehicleEF	MCY	2.13	1.77
tblVehicleEF	MCY	2.67	2.81
tblVehicleEF	MCY	0.49	1.88
tblVehicleEF	MCY	2.02	1.76
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.63	18.76
tblVehicleEF	MCY	9.55	8.44
tblVehicleEF	MCY	167.73	211.17
tblVehicleEF	MCY	46.45	60.38
tblVehicleEF	MCY	1.12	1.09
tblVehicleEF	MCY	1.8610e-003	1.9650e-003
tblVehicleEF	MCY	3.6730e-003	2.9600e-003
tblVehicleEF	MCY	1.7420e-003	1.8380e-003
tblVehicleEF	MCY	3.4650e-003	2.7870e-003
tblVehicleEF	MCY	1.71	1.57
tblVehicleEF	MCY	1.13	1.06
tblVehicleEF	MCY	0.72	0.74
tblVehicleEF	MCY	2.19	2.31
tblVehicleEF	MCY	0.56	2.18
tblVehicleEF	MCY	2.08	1.81
tblVehicleEF	MCY	2.0610e-003	2.0900e-003
tblVehicleEF	MCY	6.8200e-004	5.9800e-004
tblVehicleEF	MCY	1.71	1.57
tblVehicleEF	MCY	1.13	1.06

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MCY	0.72	0.74
tblVehicleEF	MCY	2.69	2.84
tblVehicleEF	MCY	0.56	2.18
tblVehicleEF	MCY	2.27	1.98
tblVehicleEF	MDV	0.01	5.5200e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.35	1.14
tblVehicleEF	MDV	3.25	3.25
tblVehicleEF	MDV	483.94	415.10
tblVehicleEF	MDV	107.92	87.32
tblVehicleEF	MDV	0.17	0.11
tblVehicleEF	MDV	1.8260e-003	1.6850e-003
tblVehicleEF	MDV	2.5170e-003	2.0310e-003
tblVehicleEF	MDV	1.6830e-003	1.5540e-003
tblVehicleEF	MDV	2.3150e-003	1.8680e-003
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.25	0.44
tblVehicleEF	MDV	4.8500e-003	4.0780e-003
tblVehicleEF	MDV	1.1370e-003	8.5900e-004
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.05	0.03

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.28	0.48
tblVehicleEF	MDV	0.01	6.2110e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.64	1.35
tblVehicleEF	MDV	2.69	2.72
tblVehicleEF	MDV	526.85	438.45
tblVehicleEF	MDV	107.92	86.27
tblVehicleEF	MDV	0.16	0.10
tblVehicleEF	MDV	1.8260e-003	1.6850e-003
tblVehicleEF	MDV	2.5170e-003	2.0310e-003
tblVehicleEF	MDV	1.6830e-003	1.5540e-003
tblVehicleEF	MDV	2.3150e-003	1.8680e-003
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.21	0.38
tblVehicleEF	MDV	5.2830e-003	4.3080e-003
tblVehicleEF	MDV	1.1260e-003	8.4800e-004
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.23	0.41

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MDV	0.01	5.4050e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.28	1.09
tblVehicleEF	MDV	3.20	3.26
tblVehicleEF	MDV	473.93	410.75
tblVehicleEF	MDV	107.92	87.35
tblVehicleEF	MDV	0.16	0.10
tblVehicleEF	MDV	1.8260e-003	1.6850e-003
tblVehicleEF	MDV	2.5170e-003	2.0310e-003
tblVehicleEF	MDV	1.6830e-003	1.5540e-003
tblVehicleEF	MDV	2.3150e-003	1.8680e-003
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.13	0.57
tblVehicleEF	MDV	0.25	0.44
tblVehicleEF	MDV	4.7490e-003	4.0360e-003
tblVehicleEF	MDV	1.1360e-003	8.5900e-004
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.57
tblVehicleEF	MDV	0.27	0.48
tblVehicleEF	MH	0.04	3.6580e-003
tblVehicleEF	MH	0.03	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MH	3.07	0.35
tblVehicleEF	MH	6.43	0.00
tblVehicleEF	MH	1,045.05	970.21
tblVehicleEF	MH	59.49	0.00
tblVehicleEF	MH	1.54	4.24
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.1740e-003	0.00
tblVehicleEF	MH	3.2230e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.0790e-003	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.37	0.00
tblVehicleEF	MH	0.01	9.1720e-003
tblVehicleEF	MH	7.0700e-004	0.00
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tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MH	0.04	3.6580e-003
tblVehicleEF	MH	0.03	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MH	3.19	0.35
tblVehicleEF	MH	5.84	0.00
tblVehicleEF	MH	1,045.05	970.21
tblVehicleEF	MH	59.49	0.00
tblVehicleEF	MH	1.41	4.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.1740e-003	0.00
tblVehicleEF	MH	3.2230e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.0790e-003	0.00
tblVehicleEF	MH	2.91	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	1.21	0.00
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.34	0.00
tblVehicleEF	MH	0.01	9.1720e-003
tblVehicleEF	MH	6.9700e-004	0.00
tblVehicleEF	MH	2.91	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	1.21	0.00
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.38	0.00
tblVehicleEF	MH	0.04	3.6580e-003
tblVehicleEF	MH	0.03	0.00



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MH	3.08	0.35
tblVehicleEF	MH	6.36	0.00
tblVehicleEF	MH	1,045.05	970.21
tblVehicleEF	MH	59.49	0.00
tblVehicleEF	MH	1.51	4.17
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.1740e-003	0.00
tblVehicleEF	MH	3.2230e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.0790e-003	0.00
tblVehicleEF	MH	1.75	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	0.53	0.00
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.37	0.00
tblVehicleEF	MH	0.01	9.1720e-003
tblVehicleEF	MH	7.0600e-004	0.00
tblVehicleEF	MH	1.75	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	0.53	0.00
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MHD	0.02	2.5070e-003
tblVehicleEF	MHD	3.5160e-003	3.3210e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MHD	0.05	6.4670e-003
tblVehicleEF	MHD	0.32	0.31
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	5.32	0.74
tblVehicleEF	MHD	156.91	68.92
tblVehicleEF	MHD	1,101.52	974.57
tblVehicleEF	MHD	52.43	6.35
tblVehicleEF	MHD	0.60	0.52
tblVehicleEF	MHD	0.99	1.61
tblVehicleEF	MHD	3.8600e-004	1.2310e-003
tblVehicleEF	MHD	5.0030e-003	0.04
tblVehicleEF	MHD	7.6400e-004	7.5000e-005
tblVehicleEF	MHD	3.6900e-004	1.1780e-003
tblVehicleEF	MHD	4.7830e-003	0.03
tblVehicleEF	MHD	7.0300e-004	6.9000e-005
tblVehicleEF	MHD	1.2800e-003	4.5300e-004
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tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.5100e-004	2.4000e-004
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.32	0.03
tblVehicleEF	MHD	1.5080e-003	6.5300e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.1700e-004	6.3000e-005
tblVehicleEF	MHD	1.2800e-003	4.5300e-004
tblVehicleEF	MHD	0.04	0.01

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.5100e-004	2.4000e-004
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.35	0.04
tblVehicleEF	MHD	0.02	2.3860e-003
tblVehicleEF	MHD	3.5800e-003	3.3450e-003
tblVehicleEF	MHD	0.05	6.2100e-003
tblVehicleEF	MHD	0.24	0.26
tblVehicleEF	MHD	0.28	0.33
tblVehicleEF	MHD	4.97	0.70
tblVehicleEF	MHD	166.20	69.59
tblVehicleEF	MHD	1,101.52	974.58
tblVehicleEF	MHD	52.43	6.28
tblVehicleEF	MHD	0.62	0.52
tblVehicleEF	MHD	0.92	1.52
tblVehicleEF	MHD	3.2500e-004	1.0410e-003
tblVehicleEF	MHD	5.0030e-003	0.04
tblVehicleEF	MHD	7.6400e-004	7.5000e-005
tblVehicleEF	MHD	3.1100e-004	9.9600e-004
tblVehicleEF	MHD	4.7830e-003	0.03
tblVehicleEF	MHD	7.0300e-004	6.9000e-005
tblVehicleEF	MHD	2.5300e-003	8.2800e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.5010e-003	4.7800e-004
tblVehicleEF	MHD	0.04	0.06

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.30	0.03
tblVehicleEF	MHD	1.5950e-003	6.5900e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.1100e-004	6.2000e-005
tblVehicleEF	MHD	2.5300e-003	8.2800e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.5010e-003	4.7800e-004
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.33	0.04
tblVehicleEF	MHD	0.02	2.6830e-003
tblVehicleEF	MHD	3.5220e-003	3.3210e-003
tblVehicleEF	MHD	0.05	6.4200e-003
tblVehicleEF	MHD	0.45	0.37
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	5.23	0.74
tblVehicleEF	MHD	144.06	68.00
tblVehicleEF	MHD	1,101.52	974.57
tblVehicleEF	MHD	52.43	6.34
tblVehicleEF	MHD	0.57	0.52
tblVehicleEF	MHD	0.97	1.59
tblVehicleEF	MHD	4.7000e-004	1.4940e-003
tblVehicleEF	MHD	5.0030e-003	0.04
tblVehicleEF	MHD	7.6400e-004	7.5000e-005
tblVehicleEF	MHD	4.4900e-004	1.4300e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	MHD	4.7830e-003	0.03
tblVehicleEF	MHD	7.0300e-004	6.9000e-005
tblVehicleEF	MHD	1.3890e-003	4.7100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.4000e-004	2.4400e-004
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.32	0.03
tblVehicleEF	MHD	1.3860e-003	6.4400e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.1600e-004	6.3000e-005
tblVehicleEF	MHD	1.3890e-003	4.7100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	6.4000e-004	2.4400e-004
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.35	0.04
tblVehicleEF	OBUS	0.01	8.8200e-003
tblVehicleEF	OBUS	9.9110e-003	6.5960e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.52
tblVehicleEF	OBUS	0.63	0.77
tblVehicleEF	OBUS	6.27	2.45
tblVehicleEF	OBUS	70.35	76.06
tblVehicleEF	OBUS	1,121.50	1,406.90

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	OBUS	70.70	20.49
tblVehicleEF	OBUS	0.28	0.34
tblVehicleEF	OBUS	0.97	1.24
tblVehicleEF	OBUS	6.4000e-005	5.8900e-004
tblVehicleEF	OBUS	4.6440e-003	0.01
tblVehicleEF	OBUS	9.2900e-004	2.1800e-004
tblVehicleEF	OBUS	6.1000e-005	5.6400e-004
tblVehicleEF	OBUS	4.4220e-003	0.01
tblVehicleEF	OBUS	8.5400e-004	2.0100e-004
tblVehicleEF	OBUS	2.1800e-003	2.6020e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.3100e-004	1.1160e-003
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.38	0.12
tblVehicleEF	OBUS	6.8400e-004	7.2500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1700e-004	2.0300e-004
tblVehicleEF	OBUS	2.1800e-003	2.6020e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	9.3100e-004	1.1160e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.42	0.13
tblVehicleEF	OBUS	0.01	8.8750e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	OBUS	0.01	6.7350e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.51
tblVehicleEF	OBUS	0.65	0.79
tblVehicleEF	OBUS	5.74	2.28
tblVehicleEF	OBUS	73.50	75.90
tblVehicleEF	OBUS	1,121.50	1,406.93
tblVehicleEF	OBUS	70.70	20.20
tblVehicleEF	OBUS	0.29	0.34
tblVehicleEF	OBUS	0.90	1.16
tblVehicleEF	OBUS	5.4000e-005	5.0100e-004
tblVehicleEF	OBUS	4.6440e-003	0.01
tblVehicleEF	OBUS	9.2900e-004	2.1800e-004
tblVehicleEF	OBUS	5.1000e-005	4.7900e-004
tblVehicleEF	OBUS	4.4220e-003	0.01
tblVehicleEF	OBUS	8.5400e-004	2.0100e-004
tblVehicleEF	OBUS	4.2350e-003	4.6860e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	2.1330e-003	2.2090e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.36	0.11
tblVehicleEF	OBUS	7.1400e-004	7.2400e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.0800e-004	2.0000e-004
tblVehicleEF	OBUS	4.2350e-003	4.6860e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	2.1330e-003	2.2090e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.40	0.12
tblVehicleEF	OBUS	0.01	8.7750e-003
tblVehicleEF	OBUS	9.9380e-003	6.6000e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	0.53
tblVehicleEF	OBUS	0.63	0.77
tblVehicleEF	OBUS	6.22	2.45
tblVehicleEF	OBUS	66.00	76.30
tblVehicleEF	OBUS	1,121.50	1,406.90
tblVehicleEF	OBUS	70.70	20.50
tblVehicleEF	OBUS	0.27	0.35
tblVehicleEF	OBUS	0.96	1.22
tblVehicleEF	OBUS	7.7000e-005	7.1200e-004
tblVehicleEF	OBUS	4.6440e-003	0.01
tblVehicleEF	OBUS	9.2900e-004	2.1800e-004
tblVehicleEF	OBUS	7.4000e-005	6.8100e-004
tblVehicleEF	OBUS	4.4220e-003	0.01
tblVehicleEF	OBUS	8.5400e-004	2.0100e-004
tblVehicleEF	OBUS	2.3200e-003	2.7390e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.4100e-004	1.1660e-003



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.05	0.30
tblVehicleEF	OBUS	0.38	0.12
tblVehicleEF	OBUS	6.4200e-004	7.2800e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1600e-004	2.0300e-004
tblVehicleEF	OBUS	2.3200e-003	2.7390e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	9.4100e-004	1.1660e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.30
tblVehicleEF	OBUS	0.42	0.13
tblVehicleEF	SBUS	0.84	0.06
tblVehicleEF	SBUS	0.01	8.5840e-003
tblVehicleEF	SBUS	0.07	6.1570e-003
tblVehicleEF	SBUS	5.71	2.50
tblVehicleEF	SBUS	0.65	0.78
tblVehicleEF	SBUS	5.33	0.82
tblVehicleEF	SBUS	1,258.13	345.06
tblVehicleEF	SBUS	1,136.31	1,112.17
tblVehicleEF	SBUS	37.11	4.79
tblVehicleEF	SBUS	11.70	3.29
tblVehicleEF	SBUS	4.77	5.20
tblVehicleEF	SBUS	0.01	4.3580e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	SBUS	5.1700e-004	4.0000e-005
tblVehicleEF	SBUS	0.01	4.1690e-003
tblVehicleEF	SBUS	2.7560e-003	2.7010e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.7500e-004	3.6000e-005
tblVehicleEF	SBUS	2.9260e-003	1.2420e-003
tblVehicleEF	SBUS	0.02	9.5120e-003
tblVehicleEF	SBUS	0.68	0.28
tblVehicleEF	SBUS	1.3050e-003	5.9000e-004
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	9.3510e-003	0.06
tblVehicleEF	SBUS	0.27	0.04
tblVehicleEF	SBUS	0.01	3.2890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.6300e-004	4.7000e-005
tblVehicleEF	SBUS	2.9260e-003	1.2420e-003
tblVehicleEF	SBUS	0.02	9.5120e-003
tblVehicleEF	SBUS	0.97	0.40
tblVehicleEF	SBUS	1.3050e-003	5.9000e-004
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	9.3510e-003	0.06
tblVehicleEF	SBUS	0.30	0.04
tblVehicleEF	SBUS	0.84	0.06
tblVehicleEF	SBUS	0.01	8.7140e-003
tblVehicleEF	SBUS	0.06	5.1550e-003
tblVehicleEF	SBUS	5.56	2.47
tblVehicleEF	SBUS	0.66	0.80

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	SBUS	3.65	0.60
tblVehicleEF	SBUS	1,322.00	352.98
tblVehicleEF	SBUS	1,136.31	1,112.20
tblVehicleEF	SBUS	37.11	4.41
tblVehicleEF	SBUS	12.08	3.36
tblVehicleEF	SBUS	4.47	4.88
tblVehicleEF	SBUS	0.01	3.6810e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	5.1700e-004	4.0000e-005
tblVehicleEF	SBUS	9.6490e-003	3.5220e-003
tblVehicleEF	SBUS	2.7560e-003	2.7010e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.7500e-004	3.6000e-005
tblVehicleEF	SBUS	5.6170e-003	2.2080e-003
tblVehicleEF	SBUS	0.02	9.9850e-003
tblVehicleEF	SBUS	0.67	0.28
tblVehicleEF	SBUS	2.8800e-003	1.1130e-003
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	8.5310e-003	0.06
tblVehicleEF	SBUS	0.22	0.03
tblVehicleEF	SBUS	0.01	3.3640e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.3500e-004	4.4000e-005
tblVehicleEF	SBUS	5.6170e-003	2.2080e-003
tblVehicleEF	SBUS	0.02	9.9850e-003
tblVehicleEF	SBUS	0.97	0.40

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	SBUS	2.8800e-003	1.1130e-003
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	8.5310e-003	0.06
tblVehicleEF	SBUS	0.24	0.03
tblVehicleEF	SBUS	0.84	0.06
tblVehicleEF	SBUS	0.01	8.5770e-003
tblVehicleEF	SBUS	0.07	6.3440e-003
tblVehicleEF	SBUS	5.91	2.56
tblVehicleEF	SBUS	0.65	0.78
tblVehicleEF	SBUS	5.37	0.86
tblVehicleEF	SBUS	1,169.92	334.13
tblVehicleEF	SBUS	1,136.31	1,112.17
tblVehicleEF	SBUS	37.11	4.85
tblVehicleEF	SBUS	11.19	3.19
tblVehicleEF	SBUS	4.69	5.12
tblVehicleEF	SBUS	0.01	5.2920e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	5.1700e-004	4.0000e-005
tblVehicleEF	SBUS	0.01	5.0630e-003
tblVehicleEF	SBUS	2.7560e-003	2.7010e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.7500e-004	3.6000e-005
tblVehicleEF	SBUS	2.9580e-003	1.2070e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.68	0.28
tblVehicleEF	SBUS	1.2820e-003	6.0100e-004

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	0.01	0.08
tblVehicleEF	SBUS	0.28	0.04
tblVehicleEF	SBUS	0.01	3.1850e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.6400e-004	4.8000e-005
tblVehicleEF	SBUS	2.9580e-003	1.2070e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.98	0.40
tblVehicleEF	SBUS	1.2820e-003	6.0100e-004
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	0.01	0.08
tblVehicleEF	SBUS	0.31	0.04
tblVehicleEF	UBUS	1.83	4.45
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	9.26	34.75
tblVehicleEF	UBUS	14.34	0.89
tblVehicleEF	UBUS	1,846.39	1,692.13
tblVehicleEF	UBUS	136.37	11.77
tblVehicleEF	UBUS	5.87	0.38
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6550e-003
tblVehicleEF	UBUS	1.4030e-003	1.4100e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.06	2.5280e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	UBUS	1.2900e-003	1.3000e-004
tblVehicleEF	UBUS	8.0860e-003	1.6780e-003
tblVehicleEF	UBUS	0.11	9.5390e-003
tblVehicleEF	UBUS	3.9450e-003	7.3700e-004
tblVehicleEF	UBUS	0.61	0.07
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.15	0.04
tblVehicleEF	UBUS	0.01	3.0250e-003
tblVehicleEF	UBUS	1.6240e-003	1.1700e-004
tblVehicleEF	UBUS	8.0860e-003	1.6780e-003
tblVehicleEF	UBUS	0.11	9.5390e-003
tblVehicleEF	UBUS	3.9450e-003	7.3700e-004
tblVehicleEF	UBUS	2.50	4.54
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.25	0.04
tblVehicleEF	UBUS	1.83	4.45
tblVehicleEF	UBUS	0.08	9.2350e-003
tblVehicleEF	UBUS	9.36	34.75
tblVehicleEF	UBUS	11.74	0.76
tblVehicleEF	UBUS	1,846.39	1,692.13
tblVehicleEF	UBUS	136.37	11.55
tblVehicleEF	UBUS	5.45	0.38
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6550e-003
tblVehicleEF	UBUS	1.4030e-003	1.4100e-004
tblVehicleEF	UBUS	0.22	0.03

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.06	2.5280e-003
tblVehicleEF	UBUS	1.2900e-003	1.3000e-004
tblVehicleEF	UBUS	0.02	3.0610e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	9.3320e-003	1.4840e-003
tblVehicleEF	UBUS	0.62	0.07
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.02	0.03
tblVehicleEF	UBUS	0.01	3.0250e-003
tblVehicleEF	UBUS	1.5790e-003	1.1400e-004
tblVehicleEF	UBUS	0.02	3.0610e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	9.3320e-003	1.4840e-003
tblVehicleEF	UBUS	2.52	4.54
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.12	0.04
tblVehicleEF	UBUS	1.83	4.45
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	9.27	34.75
tblVehicleEF	UBUS	13.86	0.90
tblVehicleEF	UBUS	1,846.39	1,692.13
tblVehicleEF	UBUS	136.37	11.80
tblVehicleEF	UBUS	5.76	0.38
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6550e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleEF	UBUS	1.4030e-003	1.4100e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.06	2.5280e-003
tblVehicleEF	UBUS	1.2900e-003	1.3000e-004
tblVehicleEF	UBUS	9.2250e-003	1.6870e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	4.1190e-003	7.4500e-004
tblVehicleEF	UBUS	0.61	0.07
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.13	0.04
tblVehicleEF	UBUS	0.01	3.0250e-003
tblVehicleEF	UBUS	1.6160e-003	1.1700e-004
tblVehicleEF	UBUS	9.2250e-003	1.6870e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	4.1190e-003	7.4500e-004
tblVehicleEF	UBUS	2.50	4.54
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.24	0.04
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	1.68	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	1.68	0.00
tblWater	IndoorWaterUseRate	627,159,250.00	0.00

## 2.0 Emissions Summary

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## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2516	3.1592	1.5869	5.2900e-003	1.0580	0.1119	1.1699	0.2120	0.1038	0.3158	0.0000	484.4939	484.4939	0.0833	0.0000	486.5763
2022	3.7329	17.6559	15.5316	0.0568	5.1916	0.4910	5.6825	1.4713	0.4555	1.9268	0.0000	5,189.1788	5,189.1788	0.5793	0.0000	5,203.6604
Maximum	3.7329	17.6559	15.5316	0.0568	5.1916	0.4910	5.6825	1.4713	0.4555	1.9268	0.0000	5,189.1788	5,189.1788	0.5793	0.0000	5,203.6604

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0684	1.7473	1.8386	5.2900e-003	1.0580	6.1500e-003	1.0641	0.2120	6.0600e-003	0.2181	0.0000	484.4936	484.4936	0.0833	0.0000	486.5760
2022	2.9907	12.0506	17.9841	0.0568	5.1916	0.0592	5.2507	1.4713	0.0574	1.5288	0.0000	5,189.1771	5,189.1771	0.5793	0.0000	5,203.6588
Maximum	2.9907	12.0506	17.9841	0.0568	5.1916	0.0592	5.2507	1.4713	0.0574	1.5288	0.0000	5,189.1771	5,189.1771	0.5793	0.0000	5,203.6588

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	23.22	33.71	-15.80	0.00	0.00	89.17	7.85	0.00	88.65	22.11	0.00	0.00	0.00	0.00	0.00	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-22-2021	1-21-2022	3.4553	1.6822
2	1-22-2022	4-21-2022	4.9427	2.9398
3	4-22-2022	7-21-2022	4.9689	3.4390
4	7-22-2022	9-30-2022	4.4160	3.4110
		Highest	4.9689	3.4390

## 2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	11.3359	8.0000e-004	0.0875	1.0000e-005		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	0.1700	0.1700	4.5000e-004	0.0000	0.1812
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	11.3359	8.0000e-004	0.0875	1.0000e-005	0.0000	3.1000e-004	3.1000e-004	0.0000	3.1000e-004	3.1000e-004	0.0000	0.1700	0.1700	4.5000e-004	0.0000	0.1812

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	11.3359	8.0000e-004	0.0875	1.0000e-005		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	0.1700	0.1700	4.5000e-004	0.0000	0.1812
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>11.3359</b>	<b>8.0000e-004</b>	<b>0.0875</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>3.1000e-004</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>3.1000e-004</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>0.1700</b>	<b>0.1700</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>0.1812</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail****Construction Phase**

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2021	12/16/2021	5	55	
2	Site Preparation	Site Preparation	12/17/2021	2/24/2022	5	50	
3	Grading	Grading	2/25/2022	6/2/2022	5	70	
4	Building Construction	Building Construction	6/3/2022	12/29/2022	5	150	
5	Paving	Paving	8/12/2022	12/29/2022	5	100	
6	Architectural Coating	Architectural Coating	8/12/2022	12/29/2022	5	100	

**Acres of Grading (Site Preparation Phase): 1000**

**Acres of Grading (Grading Phase): 1400**

**Acres of Paving: 79.15**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 4,068,060; Non-Residential Outdoor: 1,356,020; Striped Parking Area: 206,867 (Architectural Coating – sqft)**

**OffRoad Equipment**

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	2	8.00	81	0.73
Demolition	Excavators	6	8.00	158	0.38
Demolition	Rubber Tired Dozers	4	8.00	247	0.40
Site Preparation	Crawler Tractors	7	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	5	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	4	8.00	212	0.43
Grading	Excavators	4	8.00	158	0.38
Grading	Graders	2	8.00	187	0.41
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	2	8.00	231	0.29
Building Construction	Crawler Tractors	6	8.00	212	0.43
Building Construction	Forklifts	6	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	2	8.00	78	0.48

Trips and VMT

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	12	30.00	171.00	2,707.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	12	30.00	155.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	16	40.00	218.00	18,596.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	18	2,587.00	466.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	517.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

**3.2 Demolition - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2930	0.0000	0.2930	0.0444	0.0000	0.0444	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1741	1.7292	1.1861	2.1400e-003		0.0853	0.0853		0.0793	0.0793	0.0000	187.0043	187.0043	0.0526	0.0000	188.3202
<b>Total</b>	<b>0.1741</b>	<b>1.7292</b>	<b>1.1861</b>	<b>2.1400e-003</b>	<b>0.2930</b>	<b>0.0853</b>	<b>0.3783</b>	<b>0.0444</b>	<b>0.0793</b>	<b>0.1236</b>	<b>0.0000</b>	<b>187.0043</b>	<b>187.0043</b>	<b>0.0526</b>	<b>0.0000</b>	<b>188.3202</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.2 Demolition - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.2000e-003	0.3161	0.0508	1.0400e-003	0.0233	8.8000e-004	0.0242	6.4000e-003	8.4000e-004	7.2400e-003	0.0000	100.2077	100.2077	5.6400e-003	0.0000	100.3486
Vendor	0.0125	0.4575	0.0931	1.2500e-003	0.0297	7.9000e-004	0.0304	8.5600e-003	7.5000e-004	9.3100e-003	0.0000	119.4262	119.4262	8.0500e-003	0.0000	119.6274
Worker	3.8000e-003	2.8700e-003	0.0294	8.0000e-005	9.0500e-003	6.0000e-005	9.1000e-003	2.4000e-003	5.0000e-005	2.4600e-003	0.0000	7.5067	7.5067	2.1000e-004	0.0000	7.5119
<b>Total</b>	<b>0.0245</b>	<b>0.7765</b>	<b>0.1733</b>	<b>2.3700e-003</b>	<b>0.0620</b>	<b>1.7300e-003</b>	<b>0.0637</b>	<b>0.0174</b>	<b>1.6400e-003</b>	<b>0.0190</b>	<b>0.0000</b>	<b>227.1406</b>	<b>227.1406</b>	<b>0.0139</b>	<b>0.0000</b>	<b>227.4879</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2930	0.0000	0.2930	0.0444	0.0000	0.0444	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0321	0.7457	1.3571	2.1400e-003		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003	0.0000	187.0041	187.0041	0.0526	0.0000	188.3200
<b>Total</b>	<b>0.0321</b>	<b>0.7457</b>	<b>1.3571</b>	<b>2.1400e-003</b>	<b>0.2930</b>	<b>3.3900e-003</b>	<b>0.2963</b>	<b>0.0444</b>	<b>3.3900e-003</b>	<b>0.0478</b>	<b>0.0000</b>	<b>187.0041</b>	<b>187.0041</b>	<b>0.0526</b>	<b>0.0000</b>	<b>188.3200</b>



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.2 Demolition - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.2000e-003	0.3161	0.0508	1.0400e-003	0.0233	8.8000e-004	0.0242	6.4000e-003	8.4000e-004	7.2400e-003	0.0000	100.2077	100.2077	5.6400e-003	0.0000	100.3486
Vendor	0.0125	0.4575	0.0931	1.2500e-003	0.0297	7.9000e-004	0.0304	8.5600e-003	7.5000e-004	9.3100e-003	0.0000	119.4262	119.4262	8.0500e-003	0.0000	119.6274
Worker	3.8000e-003	2.8700e-003	0.0294	8.0000e-005	9.0500e-003	6.0000e-005	9.1000e-003	2.4000e-003	5.0000e-005	2.4600e-003	0.0000	7.5067	7.5067	2.1000e-004	0.0000	7.5119
<b>Total</b>	<b>0.0245</b>	<b>0.7765</b>	<b>0.1733</b>	<b>2.3700e-003</b>	<b>0.0620</b>	<b>1.7300e-003</b>	<b>0.0637</b>	<b>0.0174</b>	<b>1.6400e-003</b>	<b>0.0190</b>	<b>0.0000</b>	<b>227.1406</b>	<b>227.1406</b>	<b>0.0139</b>	<b>0.0000</b>	<b>227.4879</b>

**3.3 Site Preparation - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.6959	0.0000	0.6959	0.1483	0.0000	0.1483	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0500	0.5700	0.2048	5.4000e-004		0.0247	0.0247		0.0228	0.0228	0.0000	47.1973	47.1973	0.0153	0.0000	47.5789
<b>Total</b>	<b>0.0500</b>	<b>0.5700</b>	<b>0.2048</b>	<b>5.4000e-004</b>	<b>0.6959</b>	<b>0.0247</b>	<b>0.7206</b>	<b>0.1483</b>	<b>0.0228</b>	<b>0.1711</b>	<b>0.0000</b>	<b>47.1973</b>	<b>47.1973</b>	<b>0.0153</b>	<b>0.0000</b>	<b>47.5789</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.3 Site Preparation - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2600e-003	0.0829	0.0169	2.3000e-004	5.3700e-003	1.4000e-004	5.5200e-003	1.5500e-003	1.4000e-004	1.6900e-003	0.0000	21.6504	21.6504	1.4600e-003	0.0000	21.6868
Worker	7.6000e-004	5.7000e-004	5.8800e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5013	1.5013	4.0000e-005	0.0000	1.5024
<b>Total</b>	<b>3.0200e-003</b>	<b>0.0835</b>	<b>0.0228</b>	<b>2.5000e-004</b>	<b>7.1800e-003</b>	<b>1.5000e-004</b>	<b>7.3400e-003</b>	<b>2.0300e-003</b>	<b>1.5000e-004</b>	<b>2.1800e-003</b>	<b>0.0000</b>	<b>23.1517</b>	<b>23.1517</b>	<b>1.5000e-003</b>	<b>0.0000</b>	<b>23.1892</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.6959	0.0000	0.6959	0.1483	0.0000	0.1483	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7900e-003	0.1417	0.2855	5.4000e-004		8.8000e-004	8.8000e-004		8.8000e-004	8.8000e-004	0.0000	47.1973	47.1973	0.0153	0.0000	47.5789
<b>Total</b>	<b>8.7900e-003</b>	<b>0.1417</b>	<b>0.2855</b>	<b>5.4000e-004</b>	<b>0.6959</b>	<b>8.8000e-004</b>	<b>0.6967</b>	<b>0.1483</b>	<b>8.8000e-004</b>	<b>0.1492</b>	<b>0.0000</b>	<b>47.1973</b>	<b>47.1973</b>	<b>0.0153</b>	<b>0.0000</b>	<b>47.5789</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.3 Site Preparation - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2600e-003	0.0829	0.0169	2.3000e-004	5.3700e-003	1.4000e-004	5.5200e-003	1.5500e-003	1.4000e-004	1.6900e-003	0.0000	21.6504	21.6504	1.4600e-003	0.0000	21.6868
Worker	7.6000e-004	5.7000e-004	5.8800e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5013	1.5013	4.0000e-005	0.0000	1.5024
<b>Total</b>	<b>3.0200e-003</b>	<b>0.0835</b>	<b>0.0228</b>	<b>2.5000e-004</b>	<b>7.1800e-003</b>	<b>1.5000e-004</b>	<b>7.3400e-003</b>	<b>2.0300e-003</b>	<b>1.5000e-004</b>	<b>2.1800e-003</b>	<b>0.0000</b>	<b>23.1517</b>	<b>23.1517</b>	<b>1.5000e-003</b>	<b>0.0000</b>	<b>23.1892</b>

**3.3 Site Preparation - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1174	0.0000	1.1174	0.3800	0.0000	0.3800	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1488	1.6775	0.6652	1.9000e-003		0.0716	0.0716		0.0659	0.0659	0.0000	167.1432	167.1432	0.0541	0.0000	168.4947
<b>Total</b>	<b>0.1488</b>	<b>1.6775</b>	<b>0.6652</b>	<b>1.9000e-003</b>	<b>1.1174</b>	<b>0.0716</b>	<b>1.1890</b>	<b>0.3800</b>	<b>0.0659</b>	<b>0.4459</b>	<b>0.0000</b>	<b>167.1432</b>	<b>167.1432</b>	<b>0.0541</b>	<b>0.0000</b>	<b>168.4947</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.3 Site Preparation - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.4700e-003	0.2785	0.0554	8.0000e-004	0.0191	4.2000e-004	0.0195	5.5000e-003	4.1000e-004	5.9100e-003	0.0000	76.1351	76.1351	4.9900e-003	0.0000	76.2600
Worker	2.5200e-003	1.8300e-003	0.0191	6.0000e-005	6.4100e-003	4.0000e-005	6.4500e-003	1.7000e-003	4.0000e-005	1.7400e-003	0.0000	5.1311	5.1311	1.3000e-004	0.0000	5.1345
<b>Total</b>	<b>9.9900e-003</b>	<b>0.2803</b>	<b>0.0745</b>	<b>8.6000e-004</b>	<b>0.0255</b>	<b>4.6000e-004</b>	<b>0.0259</b>	<b>7.2000e-003</b>	<b>4.5000e-004</b>	<b>7.6500e-003</b>	<b>0.0000</b>	<b>81.2662</b>	<b>81.2662</b>	<b>5.1200e-003</b>	<b>0.0000</b>	<b>81.3944</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1174	0.0000	1.1174	0.3800	0.0000	0.3800	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0312	0.5023	1.0123	1.9000e-003		3.1100e-003	3.1100e-003		3.1100e-003	3.1100e-003	0.0000	167.1430	167.1430	0.0541	0.0000	168.4945
<b>Total</b>	<b>0.0312</b>	<b>0.5023</b>	<b>1.0123</b>	<b>1.9000e-003</b>	<b>1.1174</b>	<b>3.1100e-003</b>	<b>1.1205</b>	<b>0.3800</b>	<b>3.1100e-003</b>	<b>0.3831</b>	<b>0.0000</b>	<b>167.1430</b>	<b>167.1430</b>	<b>0.0541</b>	<b>0.0000</b>	<b>168.4945</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.3 Site Preparation - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.4700e-003	0.2785	0.0554	8.0000e-004	0.0191	4.2000e-004	0.0195	5.5000e-003	4.1000e-004	5.9100e-003	0.0000	76.1351	76.1351	4.9900e-003	0.0000	76.2600
Worker	2.5200e-003	1.8300e-003	0.0191	6.0000e-005	6.4100e-003	4.0000e-005	6.4500e-003	1.7000e-003	4.0000e-005	1.7400e-003	0.0000	5.1311	5.1311	1.3000e-004	0.0000	5.1345
<b>Total</b>	<b>9.9900e-003</b>	<b>0.2803</b>	<b>0.0745</b>	<b>8.6000e-004</b>	<b>0.0255</b>	<b>4.6000e-004</b>	<b>0.0259</b>	<b>7.2000e-003</b>	<b>4.5000e-004</b>	<b>7.6500e-003</b>	<b>0.0000</b>	<b>81.2662</b>	<b>81.2662</b>	<b>5.1200e-003</b>	<b>0.0000</b>	<b>81.3944</b>

**3.4 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1776	0.0000	1.1776	0.3139	0.0000	0.3139	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2996	3.3256	2.0437	5.0100e-003		0.1336	0.1336		0.1229	0.1229	0.0000	439.8846	439.8846	0.1423	0.0000	443.4413
<b>Total</b>	<b>0.2996</b>	<b>3.3256</b>	<b>2.0437</b>	<b>5.0100e-003</b>	<b>1.1776</b>	<b>0.1336</b>	<b>1.3111</b>	<b>0.3139</b>	<b>0.1229</b>	<b>0.4368</b>	<b>0.0000</b>	<b>439.8846</b>	<b>439.8846</b>	<b>0.1423</b>	<b>0.0000</b>	<b>443.4413</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.4 Grading - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0533	1.9877	0.3381	7.0600e-003	0.1600	5.0000e-003	0.1650	0.0440	4.7900e-003	0.0487	0.0000	680.6567	680.6567	0.0378	0.0000	681.6017
Vendor	0.0189	0.7030	0.1398	2.0100e-003	0.0481	1.0700e-003	0.0492	0.0139	1.0300e-003	0.0149	0.0000	192.1955	192.1955	0.0126	0.0000	192.5107
Worker	6.0300e-003	4.3800e-003	0.0458	1.4000e-004	0.0154	1.0000e-004	0.0155	4.0800e-003	9.0000e-005	4.1700e-003	0.0000	12.2796	12.2796	3.2000e-004	0.0000	12.2876
<b>Total</b>	<b>0.0781</b>	<b>2.6951</b>	<b>0.5237</b>	<b>9.2100e-003</b>	<b>0.2235</b>	<b>6.1700e-003</b>	<b>0.2297</b>	<b>0.0619</b>	<b>5.9100e-003</b>	<b>0.0678</b>	<b>0.0000</b>	<b>885.1317</b>	<b>885.1317</b>	<b>0.0507</b>	<b>0.0000</b>	<b>886.4000</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1776	0.0000	1.1776	0.3139	0.0000	0.3139	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0790	1.4497	2.8279	5.0100e-003		8.2000e-003	8.2000e-003		8.2000e-003	8.2000e-003	0.0000	439.8841	439.8841	0.1423	0.0000	443.4408
<b>Total</b>	<b>0.0790</b>	<b>1.4497</b>	<b>2.8279</b>	<b>5.0100e-003</b>	<b>1.1776</b>	<b>8.2000e-003</b>	<b>1.1858</b>	<b>0.3139</b>	<b>8.2000e-003</b>	<b>0.3221</b>	<b>0.0000</b>	<b>439.8841</b>	<b>439.8841</b>	<b>0.1423</b>	<b>0.0000</b>	<b>443.4408</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.4 Grading - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0533	1.9877	0.3381	7.0600e-003	0.1600	5.0000e-003	0.1650	0.0440	4.7900e-003	0.0487	0.0000	680.6567	680.6567	0.0378	0.0000	681.6017
Vendor	0.0189	0.7030	0.1398	2.0100e-003	0.0481	1.0700e-003	0.0492	0.0139	1.0300e-003	0.0149	0.0000	192.1955	192.1955	0.0126	0.0000	192.5107
Worker	6.0300e-003	4.3800e-003	0.0458	1.4000e-004	0.0154	1.0000e-004	0.0155	4.0800e-003	9.0000e-005	4.1700e-003	0.0000	12.2796	12.2796	3.2000e-004	0.0000	12.2876
<b>Total</b>	<b>0.0781</b>	<b>2.6951</b>	<b>0.5237</b>	<b>9.2100e-003</b>	<b>0.2235</b>	<b>6.1700e-003</b>	<b>0.2297</b>	<b>0.0619</b>	<b>5.9100e-003</b>	<b>0.0678</b>	<b>0.0000</b>	<b>885.1317</b>	<b>885.1317</b>	<b>0.0507</b>	<b>0.0000</b>	<b>886.4000</b>

**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4194	4.4646	2.6505	6.4500e-003		0.1912	0.1912		0.1784	0.1784	0.0000	559.3518	559.3518	0.1518	0.0000	563.1458
<b>Total</b>	<b>0.4194</b>	<b>4.4646</b>	<b>2.6505</b>	<b>6.4500e-003</b>		<b>0.1912</b>	<b>0.1912</b>		<b>0.1784</b>	<b>0.1784</b>	<b>0.0000</b>	<b>559.3518</b>	<b>559.3518</b>	<b>0.1518</b>	<b>0.0000</b>	<b>563.1458</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0864	3.2203	0.6406	9.2000e-003	0.2204	4.9100e-003	0.2253	0.0636	4.7000e-003	0.0683	0.0000	880.3711	880.3711	0.0578	0.0000	881.8150
Worker	0.8350	0.6068	6.3399	0.0188	2.1274	0.0135	2.1409	0.5650	0.0124	0.5774	0.0000	1,701.8205	1,701.8205	0.0443	0.0000	1,702.9286
<b>Total</b>	<b>0.9214</b>	<b>3.8271</b>	<b>6.9805</b>	<b>0.0280</b>	<b>2.3478</b>	<b>0.0184</b>	<b>2.3661</b>	<b>0.6286</b>	<b>0.0171</b>	<b>0.6457</b>	<b>0.0000</b>	<b>2,582.1915</b>	<b>2,582.1915</b>	<b>0.1021</b>	<b>0.0000</b>	<b>2,584.7436</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1123	2.0654	3.6976	6.4500e-003		0.0167	0.0167		0.0167	0.0167	0.0000	559.3512	559.3512	0.1518	0.0000	563.1452
<b>Total</b>	<b>0.1123</b>	<b>2.0654</b>	<b>3.6976</b>	<b>6.4500e-003</b>		<b>0.0167</b>	<b>0.0167</b>		<b>0.0167</b>	<b>0.0167</b>	<b>0.0000</b>	<b>559.3512</b>	<b>559.3512</b>	<b>0.1518</b>	<b>0.0000</b>	<b>563.1452</b>



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.5 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0864	3.2203	0.6406	9.2000e-003	0.2204	4.9100e-003	0.2253	0.0636	4.7000e-003	0.0683	0.0000	880.3711	880.3711	0.0578	0.0000	881.8150
Worker	0.8350	0.6068	6.3399	0.0188	2.1274	0.0135	2.1409	0.5650	0.0124	0.5774	0.0000	1,701.8205	1,701.8205	0.0443	0.0000	1,702.9286
<b>Total</b>	<b>0.9214</b>	<b>3.8271</b>	<b>6.9805</b>	<b>0.0280</b>	<b>2.3478</b>	<b>0.0184</b>	<b>2.3661</b>	<b>0.6286</b>	<b>0.0171</b>	<b>0.6457</b>	<b>0.0000</b>	<b>2,582.1915</b>	<b>2,582.1915</b>	<b>0.1021</b>	<b>0.0000</b>	<b>2,584.7436</b>

**3.6 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1103	1.1125	1.4581	2.2800e-003		0.0568	0.0568		0.0523	0.0523	0.0000	200.2756	200.2756	0.0648	0.0000	201.8949
Paving	0.1037					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.2140</b>	<b>1.1125</b>	<b>1.4581</b>	<b>2.2800e-003</b>		<b>0.0568</b>	<b>0.0568</b>		<b>0.0523</b>	<b>0.0523</b>	<b>0.0000</b>	<b>200.2756</b>	<b>200.2756</b>	<b>0.0648</b>	<b>0.0000</b>	<b>201.8949</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.6 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4600e-003	4.6900e-003	0.0490	1.5000e-004	0.0165	1.0000e-004	0.0166	4.3700e-003	1.0000e-004	4.4600e-003	0.0000	13.1567	13.1567	3.4000e-004	0.0000	13.1653
<b>Total</b>	<b>6.4600e-003</b>	<b>4.6900e-003</b>	<b>0.0490</b>	<b>1.5000e-004</b>	<b>0.0165</b>	<b>1.0000e-004</b>	<b>0.0166</b>	<b>4.3700e-003</b>	<b>1.0000e-004</b>	<b>4.4600e-003</b>	<b>0.0000</b>	<b>13.1567</b>	<b>13.1567</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>13.1653</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0334	1.0040	1.7296	2.2800e-003		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	200.2753	200.2753	0.0648	0.0000	201.8947
Paving	0.1037					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1371</b>	<b>1.0040</b>	<b>1.7296</b>	<b>2.2800e-003</b>		<b>3.7400e-003</b>	<b>3.7400e-003</b>		<b>3.7400e-003</b>	<b>3.7400e-003</b>	<b>0.0000</b>	<b>200.2753</b>	<b>200.2753</b>	<b>0.0648</b>	<b>0.0000</b>	<b>201.8947</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4600e-003	4.6900e-003	0.0490	1.5000e-004	0.0165	1.0000e-004	0.0166	4.3700e-003	1.0000e-004	4.4600e-003	0.0000	13.1567	13.1567	3.4000e-004	0.0000	13.1653
<b>Total</b>	<b>6.4600e-003</b>	<b>4.6900e-003</b>	<b>0.0490</b>	<b>1.5000e-004</b>	<b>0.0165</b>	<b>1.0000e-004</b>	<b>0.0166</b>	<b>4.3700e-003</b>	<b>1.0000e-004</b>	<b>4.4600e-003</b>	<b>0.0000</b>	<b>13.1567</b>	<b>13.1567</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>13.1653</b>

**3.7 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.4967					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0273	0.1878	0.2418	4.0000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	34.0434	34.0434	2.2200e-003	0.0000	34.0988
<b>Total</b>	<b>1.5240</b>	<b>0.1878</b>	<b>0.2418</b>	<b>4.0000e-004</b>		<b>0.0109</b>	<b>0.0109</b>		<b>0.0109</b>	<b>0.0109</b>	<b>0.0000</b>	<b>34.0434</b>	<b>34.0434</b>	<b>2.2200e-003</b>	<b>0.0000</b>	<b>34.0988</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.7 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1113	0.0808	0.8447	2.5100e-003	0.2834	1.7900e-003	0.2852	0.0753	1.6500e-003	0.0769	0.0000	226.7340	226.7340	5.9100e-003	0.0000	226.8816
<b>Total</b>	<b>0.1113</b>	<b>0.0808</b>	<b>0.8447</b>	<b>2.5100e-003</b>	<b>0.2834</b>	<b>1.7900e-003</b>	<b>0.2852</b>	<b>0.0753</b>	<b>1.6500e-003</b>	<b>0.0769</b>	<b>0.0000</b>	<b>226.7340</b>	<b>226.7340</b>	<b>5.9100e-003</b>	<b>0.0000</b>	<b>226.8816</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.4967					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.2600e-003	0.1413	0.2443	4.0000e-004		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	34.0433	34.0433	2.2200e-003	0.0000	34.0988
<b>Total</b>	<b>1.5040</b>	<b>0.1413</b>	<b>0.2443</b>	<b>4.0000e-004</b>		<b>5.3000e-004</b>	<b>5.3000e-004</b>		<b>5.3000e-004</b>	<b>5.3000e-004</b>	<b>0.0000</b>	<b>34.0433</b>	<b>34.0433</b>	<b>2.2200e-003</b>	<b>0.0000</b>	<b>34.0988</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1113	0.0808	0.8447	2.5100e-003	0.2834	1.7900e-003	0.2852	0.0753	1.6500e-003	0.0769	0.0000	226.7340	226.7340	5.9100e-003	0.0000	226.8816
<b>Total</b>	<b>0.1113</b>	<b>0.0808</b>	<b>0.8447</b>	<b>2.5100e-003</b>	<b>0.2834</b>	<b>1.7900e-003</b>	<b>0.2852</b>	<b>0.0753</b>	<b>1.6500e-003</b>	<b>0.0769</b>	<b>0.0000</b>	<b>226.7340</b>	<b>226.7340</b>	<b>5.9100e-003</b>	<b>0.0000</b>	<b>226.8816</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944
Parking Lot	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944
Unrefrigerated Warehouse-No Rail	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**6.0 Area Detail****6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	11.3359	8.0000e-004	0.0875	1.0000e-005		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	0.1700	0.1700	4.5000e-004	0.0000	0.1812
Unmitigated	11.3359	8.0000e-004	0.0875	1.0000e-005		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	0.1700	0.1700	4.5000e-004	0.0000	0.1812

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.3050					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	10.0228					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.1400e-003	8.0000e-004	0.0875	1.0000e-005		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	0.1700	0.1700	4.5000e-004	0.0000	0.1812
<b>Total</b>	<b>11.3359</b>	<b>8.0000e-004</b>	<b>0.0875</b>	<b>1.0000e-005</b>		<b>3.1000e-004</b>	<b>3.1000e-004</b>		<b>3.1000e-004</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>0.1700</b>	<b>0.1700</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>0.1812</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.3050					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	10.0228					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.1400e-003	8.0000e-004	0.0875	1.0000e-005		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	0.1700	0.1700	4.5000e-004	0.0000	0.1812
<b>Total</b>	<b>11.3359</b>	<b>8.0000e-004</b>	<b>0.0875</b>	<b>1.0000e-005</b>		<b>3.1000e-004</b>	<b>3.1000e-004</b>		<b>3.1000e-004</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>0.1700</b>	<b>0.1700</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>0.1812</b>

**7.0 Water Detail**

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste**

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Annual

## 11.0 Vegetation

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## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**Bloomington Business Park Specific Plan (Construction - Mitigated)**  
**San Bernardino-South Coast County, Summer**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	2,712.04	1000sqft	62.26	2,712,040.00	0
Other Asphalt Surfaces	2,700.10	1000sqft	61.99	2,700,104.00	0
Parking Lot	1,436.00	Space	17.16	747,687.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	32
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	564.66	<b>CH4 Intensity (lb/MWhr)</b>	0.023	<b>N2O Intensity (lb/MWhr)</b>	0.005

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent in the DIER's model.

Construction Phase - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Trips and VMT - Consistent in the DIER's model.

Grading - Consistent in the DIER's model.

Architectural Coating - Consistent in the DIER's model.

Vehicle Trips - Consistent in the DIER's model.

Vehicle Emission Factors - Consistent in the DIER's model.

Vehicle Emission Factors - Consistent in the DIER's model.

Vehicle Emission Factors - Consistent in the DIER's model.

Energy Use - Consistent in the DIER's model.

Water And Wastewater - Consistent in the DIER's model.

Solid Waste - Consistent in the DIER's model.

Construction Off-road Equipment Mitigation - See SWAPE comment "Incorrect Application of Tier 4 Final Mitigation."

Fleet Mix -

Demolition - Consistent with the DEIR's model

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	17.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	220.00	100.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblConstructionPhase	NumDays	3,100.00	150.00
tblConstructionPhase	NumDays	200.00	55.00
tblConstructionPhase	NumDays	310.00	70.00
tblConstructionPhase	NumDays	220.00	100.00
tblConstructionPhase	NumDays	120.00	50.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	T24E	0.37	0.00
tblEnergyUse	T24NG	2.00	0.00
tblGrading	AcresOfGrading	490.00	1,400.00
tblGrading	AcresOfGrading	175.00	1,000.00
tblGrading	MaterialExported	0.00	39,550.00
tblGrading	MaterialImported	0.00	202,200.00
tblLandUse	LandUseSquareFeet	2,700,100.00	2,700,104.00
tblLandUse	LandUseSquareFeet	574,400.00	747,687.00
tblLandUse	LotAcreage	12.92	17.16
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.023
tblProjectCharacteristics	CO2IntensityFactor	702.44	564.66
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblSolidWaste	SolidWasteGenerationRate	2,549.32	0.00
tblTripsAndVMT	HaulingTripNumber	30,219.00	18,596.00
tblTripsAndVMT	VendorTripNumber	0.00	171.00
tblTripsAndVMT	VendorTripNumber	0.00	155.00
tblTripsAndVMT	VendorTripNumber	0.00	218.00
tblTripsAndVMT	VendorTripNumber	1,010.00	466.00
tblVehicleEF	HHD	1.21	0.03
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	3.29	5.95
tblVehicleEF	HHD	0.57	0.67

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	HHD	1.82	3.7880e-003
tblVehicleEF	HHD	6,933.41	1,124.17
tblVehicleEF	HHD	1,475.79	1,484.27
tblVehicleEF	HHD	5.54	0.03
tblVehicleEF	HHD	26.50	6.08
tblVehicleEF	HHD	2.50	3.42
tblVehicleEF	HHD	9.7780e-003	3.6280e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	5.1000e-005	1.0000e-006
tblVehicleEF	HHD	9.3550e-003	3.4710e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8810e-003	8.8310e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	4.7000e-005	1.0000e-006
tblVehicleEF	HHD	8.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.1910e-003	1.6000e-004
tblVehicleEF	HHD	0.84	0.43
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	2.1700e-004	7.9100e-004
tblVehicleEF	HHD	0.05	1.0000e-006
tblVehicleEF	HHD	0.07	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.6000e-005	0.00
tblVehicleEF	HHD	8.5000e-005	5.0000e-006

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	HHD	3.1910e-003	1.6000e-004
tblVehicleEF	HHD	0.97	0.50
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.13	0.23
tblVehicleEF	HHD	2.1700e-004	7.9100e-004
tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	HHD	1.14	0.03
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	2.39	5.82
tblVehicleEF	HHD	0.57	0.67
tblVehicleEF	HHD	1.70	3.5770e-003
tblVehicleEF	HHD	7,345.18	1,121.04
tblVehicleEF	HHD	1,475.79	1,484.27
tblVehicleEF	HHD	5.54	0.03
tblVehicleEF	HHD	27.35	5.90
tblVehicleEF	HHD	2.36	3.23
tblVehicleEF	HHD	8.2750e-003	3.1750e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	5.1000e-005	1.0000e-006
tblVehicleEF	HHD	7.9170e-003	3.0380e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8810e-003	8.8310e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	4.7000e-005	1.0000e-006

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	HHD	1.6800e-004	1.0000e-005
tblVehicleEF	HHD	3.5970e-003	1.8200e-004
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tblVehicleEF	HHD	1.1700e-004	7.0000e-006
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	2.2100e-004	8.1200e-004
tblVehicleEF	HHD	0.05	1.0000e-006
tblVehicleEF	HHD	0.07	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.4000e-005	0.00
tblVehicleEF	HHD	1.6800e-004	1.0000e-005
tblVehicleEF	HHD	3.5970e-003	1.8200e-004
tblVehicleEF	HHD	0.91	0.52
tblVehicleEF	HHD	1.1700e-004	7.0000e-006
tblVehicleEF	HHD	0.13	0.23
tblVehicleEF	HHD	2.2100e-004	8.1200e-004
tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	HHD	1.31	0.02
tblVehicleEF	HHD	0.04	3.3680e-003
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	4.53	5.98
tblVehicleEF	HHD	0.57	0.33
tblVehicleEF	HHD	1.79	3.7590e-003
tblVehicleEF	HHD	6,364.76	1,097.48
tblVehicleEF	HHD	1,475.79	1,393.36
tblVehicleEF	HHD	5.54	0.03
tblVehicleEF	HHD	25.32	6.13



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	HHD	2.46	3.28
tblVehicleEF	HHD	0.01	3.8650e-003
tblVehicleEF	HHD	0.06	0.06
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tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	5.1000e-005	1.0000e-006
tblVehicleEF	HHD	0.01	3.6980e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8810e-003	8.6000e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	4.7000e-005	1.0000e-006
tblVehicleEF	HHD	8.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.4760e-003	1.8700e-004
tblVehicleEF	HHD	0.91	0.40
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.08	0.07
tblVehicleEF	HHD	2.3300e-004	8.2900e-004
tblVehicleEF	HHD	0.05	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.5000e-005	0.00
tblVehicleEF	HHD	8.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.4760e-003	1.8700e-004
tblVehicleEF	HHD	1.05	0.46
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.13	0.08
tblVehicleEF	HHD	2.3300e-004	8.2900e-004

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	LDA	4.2030e-003	2.5110e-003
tblVehicleEF	LDA	5.6230e-003	0.05
tblVehicleEF	LDA	0.57	0.67
tblVehicleEF	LDA	1.19	2.11
tblVehicleEF	LDA	251.29	265.15
tblVehicleEF	LDA	57.15	54.12
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	1.6780e-003	1.5210e-003
tblVehicleEF	LDA	2.2790e-003	1.8570e-003
tblVehicleEF	LDA	1.5460e-003	1.4000e-003
tblVehicleEF	LDA	2.0960e-003	1.7080e-003
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	9.5370e-003
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.08	0.22
tblVehicleEF	LDA	2.5170e-003	2.6060e-003
tblVehicleEF	LDA	5.9200e-004	5.3200e-004
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.7900e-003	2.8350e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LDA	4.6890e-003	0.04
tblVehicleEF	LDA	0.71	0.81
tblVehicleEF	LDA	0.99	1.78
tblVehicleEF	LDA	274.94	287.11
tblVehicleEF	LDA	57.15	53.48
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	1.6780e-003	1.5210e-003
tblVehicleEF	LDA	2.2790e-003	1.8570e-003
tblVehicleEF	LDA	1.5460e-003	1.4000e-003
tblVehicleEF	LDA	2.0960e-003	1.7080e-003
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.06	0.19
tblVehicleEF	LDA	2.7550e-003	2.8220e-003
tblVehicleEF	LDA	5.8800e-004	5.2600e-004
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	4.0860e-003	2.4600e-003
tblVehicleEF	LDA	5.5870e-003	0.05
tblVehicleEF	LDA	0.54	0.64

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LDA	1.18	2.12
tblVehicleEF	LDA	245.70	261.06
tblVehicleEF	LDA	57.15	54.13
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	1.6780e-003	1.5210e-003
tblVehicleEF	LDA	2.2790e-003	1.8570e-003
tblVehicleEF	LDA	1.5460e-003	1.4000e-003
tblVehicleEF	LDA	2.0960e-003	1.7080e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	9.3400e-003
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.08	0.22
tblVehicleEF	LDA	2.4600e-003	2.5660e-003
tblVehicleEF	LDA	5.9100e-004	5.3200e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDT1	0.01	7.5760e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.54	1.52
tblVehicleEF	LDT1	3.61	2.39
tblVehicleEF	LDT1	313.68	314.63

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LDT1	70.93	65.70
tblVehicleEF	LDT1	0.16	0.13
tblVehicleEF	LDT1	2.7050e-003	2.3430e-003
tblVehicleEF	LDT1	3.6920e-003	2.8390e-003
tblVehicleEF	LDT1	2.4910e-003	2.1560e-003
tblVehicleEF	LDT1	3.3960e-003	2.6100e-003
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.20	0.86
tblVehicleEF	LDT1	0.26	0.42
tblVehicleEF	LDT1	3.1570e-003	3.0930e-003
tblVehicleEF	LDT1	7.7300e-004	6.4600e-004
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.20	0.86
tblVehicleEF	LDT1	0.28	0.47
tblVehicleEF	LDT1	0.02	8.4650e-003
tblVehicleEF	LDT1	0.02	0.07
tblVehicleEF	LDT1	1.85	1.81
tblVehicleEF	LDT1	2.97	2.00
tblVehicleEF	LDT1	341.75	337.48
tblVehicleEF	LDT1	70.93	64.87
tblVehicleEF	LDT1	0.14	0.11

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LDT1	2.7050e-003	2.3430e-003
tblVehicleEF	LDT1	3.6920e-003	2.8390e-003
tblVehicleEF	LDT1	2.4910e-003	2.1560e-003
tblVehicleEF	LDT1	3.3960e-003	2.6100e-003
tblVehicleEF	LDT1	0.37	0.36
tblVehicleEF	LDT1	0.41	0.31
tblVehicleEF	LDT1	0.27	0.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.20	0.85
tblVehicleEF	LDT1	0.21	0.36
tblVehicleEF	LDT1	3.4420e-003	3.3180e-003
tblVehicleEF	LDT1	7.6200e-004	6.3800e-004
tblVehicleEF	LDT1	0.37	0.36
tblVehicleEF	LDT1	0.41	0.31
tblVehicleEF	LDT1	0.27	0.26
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.20	0.85
tblVehicleEF	LDT1	0.23	0.40
tblVehicleEF	LDT1	0.01	7.4310e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.47	1.47
tblVehicleEF	LDT1	3.55	2.39
tblVehicleEF	LDT1	307.06	310.38
tblVehicleEF	LDT1	70.93	65.71
tblVehicleEF	LDT1	0.15	0.12
tblVehicleEF	LDT1	2.7050e-003	2.3430e-003
tblVehicleEF	LDT1	3.6920e-003	2.8390e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LDT1	2.4910e-003	2.1560e-003
tblVehicleEF	LDT1	3.3960e-003	2.6100e-003
tblVehicleEF	LDT1	0.19	0.19
tblVehicleEF	LDT1	0.39	0.30
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.23	1.00
tblVehicleEF	LDT1	0.25	0.43
tblVehicleEF	LDT1	3.0890e-003	3.0520e-003
tblVehicleEF	LDT1	7.7200e-004	6.4600e-004
tblVehicleEF	LDT1	0.19	0.19
tblVehicleEF	LDT1	0.39	0.30
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.23	1.00
tblVehicleEF	LDT1	0.28	0.47
tblVehicleEF	LDT2	6.3270e-003	4.4090e-003
tblVehicleEF	LDT2	8.1990e-003	0.07
tblVehicleEF	LDT2	0.80	1.00
tblVehicleEF	LDT2	1.67	2.71
tblVehicleEF	LDT2	351.15	335.59
tblVehicleEF	LDT2	79.39	70.25
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	1.7270e-003	1.6020e-003
tblVehicleEF	LDT2	2.4170e-003	1.9240e-003
tblVehicleEF	LDT2	1.5880e-003	1.4740e-003
tblVehicleEF	LDT2	2.2220e-003	1.7690e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LDT2	0.06	0.10
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.11	0.33
tblVehicleEF	LDT2	3.5180e-003	3.2990e-003
tblVehicleEF	LDT2	8.2200e-004	6.9100e-004
tblVehicleEF	LDT2	0.06	0.10
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.12	0.36
tblVehicleEF	LDT2	7.1840e-003	4.9540e-003
tblVehicleEF	LDT2	6.8290e-003	0.06
tblVehicleEF	LDT2	0.97	1.20
tblVehicleEF	LDT2	1.38	2.28
tblVehicleEF	LDT2	383.36	357.71
tblVehicleEF	LDT2	79.39	69.39
tblVehicleEF	LDT2	0.08	0.08
tblVehicleEF	LDT2	1.7270e-003	1.6020e-003
tblVehicleEF	LDT2	2.4170e-003	1.9240e-003
tblVehicleEF	LDT2	1.5880e-003	1.4740e-003
tblVehicleEF	LDT2	2.2220e-003	1.7690e-003
tblVehicleEF	LDT2	0.13	0.18
tblVehicleEF	LDT2	0.15	0.16



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LDT2	0.11	0.15
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.09	0.29
tblVehicleEF	LDT2	3.8420e-003	3.5160e-003
tblVehicleEF	LDT2	8.1700e-004	6.8200e-004
tblVehicleEF	LDT2	0.13	0.18
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.15
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.10	0.31
tblVehicleEF	LDT2	6.1560e-003	4.3220e-003
tblVehicleEF	LDT2	8.1410e-003	0.07
tblVehicleEF	LDT2	0.75	0.96
tblVehicleEF	LDT2	1.64	2.72
tblVehicleEF	LDT2	343.55	331.47
tblVehicleEF	LDT2	79.39	70.27
tblVehicleEF	LDT2	0.08	0.08
tblVehicleEF	LDT2	1.7270e-003	1.6020e-003
tblVehicleEF	LDT2	2.4170e-003	1.9240e-003
tblVehicleEF	LDT2	1.5880e-003	1.4740e-003
tblVehicleEF	LDT2	2.2220e-003	1.7690e-003
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.11	0.33
tblVehicleEF	LDT2	3.4410e-003	3.2580e-003
tblVehicleEF	LDT2	8.2200e-004	6.9100e-004
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.12	0.37
tblVehicleEF	LHD1	5.2170e-003	5.0850e-003
tblVehicleEF	LHD1	0.01	6.1020e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.14	0.18
tblVehicleEF	LHD1	1.07	0.75
tblVehicleEF	LHD1	2.60	1.03
tblVehicleEF	LHD1	9.23	9.25
tblVehicleEF	LHD1	609.20	652.45
tblVehicleEF	LHD1	30.40	11.21
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	2.12	1.25
tblVehicleEF	LHD1	9.6500e-004	8.9000e-004
tblVehicleEF	LHD1	0.01	9.8770e-003
tblVehicleEF	LHD1	0.01	9.8260e-003
tblVehicleEF	LHD1	9.5800e-004	2.6000e-004
tblVehicleEF	LHD1	9.2400e-004	8.5100e-004
tblVehicleEF	LHD1	2.5390e-003	2.4690e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LHD1	0.01	9.3760e-003
tblVehicleEF	LHD1	8.8100e-004	2.3900e-004
tblVehicleEF	LHD1	3.7070e-003	3.0390e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.8240e-003	1.5810e-003
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.35	0.55
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9760e-003	6.3570e-003
tblVehicleEF	LHD1	3.5300e-004	1.1100e-004
tblVehicleEF	LHD1	3.7070e-003	3.0390e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.8240e-003	1.5810e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.35	0.55
tblVehicleEF	LHD1	0.29	0.09
tblVehicleEF	LHD1	5.2170e-003	5.0990e-003
tblVehicleEF	LHD1	0.01	6.2280e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.14	0.18
tblVehicleEF	LHD1	1.09	0.76
tblVehicleEF	LHD1	2.43	0.98
tblVehicleEF	LHD1	9.23	9.25
tblVehicleEF	LHD1	609.20	652.47

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LHD1	30.40	11.12
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.98	1.17
tblVehicleEF	LHD1	9.6500e-004	8.9000e-004
tblVehicleEF	LHD1	0.01	9.8770e-003
tblVehicleEF	LHD1	0.01	9.8260e-003
tblVehicleEF	LHD1	9.5800e-004	2.6000e-004
tblVehicleEF	LHD1	9.2400e-004	8.5100e-004
tblVehicleEF	LHD1	2.5390e-003	2.4690e-003
tblVehicleEF	LHD1	0.01	9.3760e-003
tblVehicleEF	LHD1	8.8100e-004	2.3900e-004
tblVehicleEF	LHD1	7.3080e-003	5.4780e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	4.1220e-003	3.0450e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.36	0.56
tblVehicleEF	LHD1	0.25	0.08
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9770e-003	6.3570e-003
tblVehicleEF	LHD1	3.5000e-004	1.1000e-004
tblVehicleEF	LHD1	7.3080e-003	5.4780e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	4.1220e-003	3.0450e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.36	0.56

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	5.2170e-003	5.0870e-003
tblVehicleEF	LHD1	0.01	6.1100e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.14	0.18
tblVehicleEF	LHD1	1.07	0.75
tblVehicleEF	LHD1	2.55	1.02
tblVehicleEF	LHD1	9.23	9.25
tblVehicleEF	LHD1	609.20	652.45
tblVehicleEF	LHD1	30.40	11.20
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	2.08	1.23
tblVehicleEF	LHD1	9.6500e-004	8.9000e-004
tblVehicleEF	LHD1	0.01	9.8770e-003
tblVehicleEF	LHD1	0.01	9.8260e-003
tblVehicleEF	LHD1	9.5800e-004	2.6000e-004
tblVehicleEF	LHD1	9.2400e-004	8.5100e-004
tblVehicleEF	LHD1	2.5390e-003	2.4690e-003
tblVehicleEF	LHD1	0.01	9.3760e-003
tblVehicleEF	LHD1	8.8100e-004	2.3900e-004
tblVehicleEF	LHD1	4.0430e-003	3.1520e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7940e-003	1.6100e-003
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.38	0.60
tblVehicleEF	LHD1	0.26	0.08

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9760e-003	6.3570e-003
tblVehicleEF	LHD1	3.5200e-004	1.1100e-004
tblVehicleEF	LHD1	4.0430e-003	3.1520e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7940e-003	1.6100e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.38	0.60
tblVehicleEF	LHD1	0.29	0.09
tblVehicleEF	LHD2	3.5950e-003	3.6950e-003
tblVehicleEF	LHD2	4.6110e-003	4.1040e-003
tblVehicleEF	LHD2	8.1370e-003	0.01
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.50	0.50
tblVehicleEF	LHD2	1.20	0.67
tblVehicleEF	LHD2	14.27	14.14
tblVehicleEF	LHD2	608.52	665.25
tblVehicleEF	LHD2	24.46	8.76
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.49	1.36
tblVehicleEF	LHD2	1.2830e-003	1.3100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.0000e-004	1.3700e-004
tblVehicleEF	LHD2	1.2280e-003	1.2540e-003
tblVehicleEF	LHD2	2.6860e-003	2.6560e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6800e-004	1.2600e-004
tblVehicleEF	LHD2	1.3070e-003	1.7040e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.0300e-004	9.2000e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.32
tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	LHD2	1.3900e-004	1.3500e-004
tblVehicleEF	LHD2	5.9200e-003	6.4300e-003
tblVehicleEF	LHD2	2.6700e-004	8.7000e-005
tblVehicleEF	LHD2	1.3070e-003	1.7040e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.0300e-004	9.2000e-004
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.09	0.32
tblVehicleEF	LHD2	0.12	0.06
tblVehicleEF	LHD2	3.5950e-003	3.7050e-003
tblVehicleEF	LHD2	4.6760e-003	4.1460e-003
tblVehicleEF	LHD2	7.7630e-003	0.01
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.50	0.50
tblVehicleEF	LHD2	1.13	0.64
tblVehicleEF	LHD2	14.27	14.14
tblVehicleEF	LHD2	608.52	665.25

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LHD2	24.46	8.70
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.40	1.28
tblVehicleEF	LHD2	1.2830e-003	1.3100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.0000e-004	1.3700e-004
tblVehicleEF	LHD2	1.2280e-003	1.2540e-003
tblVehicleEF	LHD2	2.6860e-003	2.6560e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6800e-004	1.2600e-004
tblVehicleEF	LHD2	2.5220e-003	3.0730e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.5220e-003	1.7630e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.32
tblVehicleEF	LHD2	0.10	0.05
tblVehicleEF	LHD2	1.3900e-004	1.3500e-004
tblVehicleEF	LHD2	5.9200e-003	6.4300e-003
tblVehicleEF	LHD2	2.6500e-004	8.6000e-005
tblVehicleEF	LHD2	2.5220e-003	3.0730e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.5220e-003	1.7630e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.09	0.32



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	LHD2	3.5950e-003	3.6960e-003
tblVehicleEF	LHD2	4.6180e-003	4.1080e-003
tblVehicleEF	LHD2	8.0640e-003	0.01
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.50	0.50
tblVehicleEF	LHD2	1.19	0.67
tblVehicleEF	LHD2	14.27	14.14
tblVehicleEF	LHD2	608.52	665.25
tblVehicleEF	LHD2	24.46	8.75
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.46	1.33
tblVehicleEF	LHD2	1.2830e-003	1.3100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.0000e-004	1.3700e-004
tblVehicleEF	LHD2	1.2280e-003	1.2540e-003
tblVehicleEF	LHD2	2.6860e-003	2.6560e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6800e-004	1.2600e-004
tblVehicleEF	LHD2	1.3460e-003	1.7140e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.8700e-004	9.2200e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.34
tblVehicleEF	LHD2	0.11	0.05

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	LHD2	1.3900e-004	1.3500e-004
tblVehicleEF	LHD2	5.9200e-003	6.4300e-003
tblVehicleEF	LHD2	2.6600e-004	8.7000e-005
tblVehicleEF	LHD2	1.3460e-003	1.7140e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.8700e-004	9.2200e-004
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.10	0.34
tblVehicleEF	LHD2	0.12	0.06
tblVehicleEF	MCY	0.43	0.34
tblVehicleEF	MCY	0.16	0.24
tblVehicleEF	MCY	20.55	19.26
tblVehicleEF	MCY	9.93	8.60
tblVehicleEF	MCY	167.73	212.03
tblVehicleEF	MCY	46.45	60.73
tblVehicleEF	MCY	1.16	1.13
tblVehicleEF	MCY	1.8610e-003	1.9650e-003
tblVehicleEF	MCY	3.6730e-003	2.9600e-003
tblVehicleEF	MCY	1.7420e-003	1.8380e-003
tblVehicleEF	MCY	3.4650e-003	2.7870e-003
tblVehicleEF	MCY	1.45	1.42
tblVehicleEF	MCY	0.84	0.80
tblVehicleEF	MCY	0.80	0.78
tblVehicleEF	MCY	2.23	2.33
tblVehicleEF	MCY	0.49	1.91
tblVehicleEF	MCY	2.16	1.84

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MCY	2.0770e-003	2.0980e-003
tblVehicleEF	MCY	6.9000e-004	6.0100e-004
tblVehicleEF	MCY	1.45	1.42
tblVehicleEF	MCY	0.84	0.80
tblVehicleEF	MCY	0.80	0.78
tblVehicleEF	MCY	2.74	2.87
tblVehicleEF	MCY	0.49	1.91
tblVehicleEF	MCY	2.35	2.01
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	20.68	19.28
tblVehicleEF	MCY	9.05	7.90
tblVehicleEF	MCY	167.73	211.90
tblVehicleEF	MCY	46.45	58.88
tblVehicleEF	MCY	0.99	0.97
tblVehicleEF	MCY	1.8610e-003	1.9650e-003
tblVehicleEF	MCY	3.6730e-003	2.9600e-003
tblVehicleEF	MCY	1.7420e-003	1.8380e-003
tblVehicleEF	MCY	3.4650e-003	2.7870e-003
tblVehicleEF	MCY	3.14	2.77
tblVehicleEF	MCY	1.27	1.11
tblVehicleEF	MCY	2.13	1.77
tblVehicleEF	MCY	2.17	2.28
tblVehicleEF	MCY	0.49	1.88
tblVehicleEF	MCY	1.86	1.62
tblVehicleEF	MCY	2.0770e-003	2.0970e-003
tblVehicleEF	MCY	6.6700e-004	5.8300e-004

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MCY	3.14	2.77
tblVehicleEF	MCY	1.27	1.11
tblVehicleEF	MCY	2.13	1.77
tblVehicleEF	MCY	2.67	2.81
tblVehicleEF	MCY	0.49	1.88
tblVehicleEF	MCY	2.02	1.76
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.63	18.76
tblVehicleEF	MCY	9.55	8.44
tblVehicleEF	MCY	167.73	211.17
tblVehicleEF	MCY	46.45	60.38
tblVehicleEF	MCY	1.12	1.09
tblVehicleEF	MCY	1.8610e-003	1.9650e-003
tblVehicleEF	MCY	3.6730e-003	2.9600e-003
tblVehicleEF	MCY	1.7420e-003	1.8380e-003
tblVehicleEF	MCY	3.4650e-003	2.7870e-003
tblVehicleEF	MCY	1.71	1.57
tblVehicleEF	MCY	1.13	1.06
tblVehicleEF	MCY	0.72	0.74
tblVehicleEF	MCY	2.19	2.31
tblVehicleEF	MCY	0.56	2.18
tblVehicleEF	MCY	2.08	1.81
tblVehicleEF	MCY	2.0610e-003	2.0900e-003
tblVehicleEF	MCY	6.8200e-004	5.9800e-004
tblVehicleEF	MCY	1.71	1.57
tblVehicleEF	MCY	1.13	1.06

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MCY	0.72	0.74
tblVehicleEF	MCY	2.69	2.84
tblVehicleEF	MCY	0.56	2.18
tblVehicleEF	MCY	2.27	1.98
tblVehicleEF	MDV	0.01	5.5200e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.35	1.14
tblVehicleEF	MDV	3.25	3.25
tblVehicleEF	MDV	483.94	415.10
tblVehicleEF	MDV	107.92	87.32
tblVehicleEF	MDV	0.17	0.11
tblVehicleEF	MDV	1.8260e-003	1.6850e-003
tblVehicleEF	MDV	2.5170e-003	2.0310e-003
tblVehicleEF	MDV	1.6830e-003	1.5540e-003
tblVehicleEF	MDV	2.3150e-003	1.8680e-003
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.25	0.44
tblVehicleEF	MDV	4.8500e-003	4.0780e-003
tblVehicleEF	MDV	1.1370e-003	8.5900e-004
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.05	0.03

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.28	0.48
tblVehicleEF	MDV	0.01	6.2110e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.64	1.35
tblVehicleEF	MDV	2.69	2.72
tblVehicleEF	MDV	526.85	438.45
tblVehicleEF	MDV	107.92	86.27
tblVehicleEF	MDV	0.16	0.10
tblVehicleEF	MDV	1.8260e-003	1.6850e-003
tblVehicleEF	MDV	2.5170e-003	2.0310e-003
tblVehicleEF	MDV	1.6830e-003	1.5540e-003
tblVehicleEF	MDV	2.3150e-003	1.8680e-003
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.21	0.38
tblVehicleEF	MDV	5.2830e-003	4.3080e-003
tblVehicleEF	MDV	1.1260e-003	8.4800e-004
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.23	0.41

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MDV	0.01	5.4050e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.28	1.09
tblVehicleEF	MDV	3.20	3.26
tblVehicleEF	MDV	473.93	410.75
tblVehicleEF	MDV	107.92	87.35
tblVehicleEF	MDV	0.16	0.10
tblVehicleEF	MDV	1.8260e-003	1.6850e-003
tblVehicleEF	MDV	2.5170e-003	2.0310e-003
tblVehicleEF	MDV	1.6830e-003	1.5540e-003
tblVehicleEF	MDV	2.3150e-003	1.8680e-003
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.13	0.57
tblVehicleEF	MDV	0.25	0.44
tblVehicleEF	MDV	4.7490e-003	4.0360e-003
tblVehicleEF	MDV	1.1360e-003	8.5900e-004
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.57
tblVehicleEF	MDV	0.27	0.48
tblVehicleEF	MH	0.04	3.6580e-003
tblVehicleEF	MH	0.03	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MH	3.07	0.35
tblVehicleEF	MH	6.43	0.00
tblVehicleEF	MH	1,045.05	970.21
tblVehicleEF	MH	59.49	0.00
tblVehicleEF	MH	1.54	4.24
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.1740e-003	0.00
tblVehicleEF	MH	3.2230e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.0790e-003	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.37	0.00
tblVehicleEF	MH	0.01	9.1720e-003
tblVehicleEF	MH	7.0700e-004	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MH	0.04	3.6580e-003
tblVehicleEF	MH	0.03	0.00



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MH	3.19	0.35
tblVehicleEF	MH	5.84	0.00
tblVehicleEF	MH	1,045.05	970.21
tblVehicleEF	MH	59.49	0.00
tblVehicleEF	MH	1.41	4.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.1740e-003	0.00
tblVehicleEF	MH	3.2230e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.0790e-003	0.00
tblVehicleEF	MH	2.91	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	1.21	0.00
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.34	0.00
tblVehicleEF	MH	0.01	9.1720e-003
tblVehicleEF	MH	6.9700e-004	0.00
tblVehicleEF	MH	2.91	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	1.21	0.00
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.38	0.00
tblVehicleEF	MH	0.04	3.6580e-003
tblVehicleEF	MH	0.03	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MH	3.08	0.35
tblVehicleEF	MH	6.36	0.00
tblVehicleEF	MH	1,045.05	970.21
tblVehicleEF	MH	59.49	0.00
tblVehicleEF	MH	1.51	4.17
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.1740e-003	0.00
tblVehicleEF	MH	3.2230e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.0790e-003	0.00
tblVehicleEF	MH	1.75	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	0.53	0.00
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.37	0.00
tblVehicleEF	MH	0.01	9.1720e-003
tblVehicleEF	MH	7.0600e-004	0.00
tblVehicleEF	MH	1.75	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	0.53	0.00
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MHD	0.02	2.5070e-003
tblVehicleEF	MHD	3.5160e-003	3.3210e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MHD	0.05	6.4670e-003
tblVehicleEF	MHD	0.32	0.31
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	5.32	0.74
tblVehicleEF	MHD	156.91	68.92
tblVehicleEF	MHD	1,101.52	974.57
tblVehicleEF	MHD	52.43	6.35
tblVehicleEF	MHD	0.60	0.52
tblVehicleEF	MHD	0.99	1.61
tblVehicleEF	MHD	3.8600e-004	1.2310e-003
tblVehicleEF	MHD	5.0030e-003	0.04
tblVehicleEF	MHD	7.6400e-004	7.5000e-005
tblVehicleEF	MHD	3.6900e-004	1.1780e-003
tblVehicleEF	MHD	4.7830e-003	0.03
tblVehicleEF	MHD	7.0300e-004	6.9000e-005
tblVehicleEF	MHD	1.2800e-003	4.5300e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.5100e-004	2.4000e-004
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.32	0.03
tblVehicleEF	MHD	1.5080e-003	6.5300e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.1700e-004	6.3000e-005
tblVehicleEF	MHD	1.2800e-003	4.5300e-004
tblVehicleEF	MHD	0.04	0.01

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.5100e-004	2.4000e-004
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.35	0.04
tblVehicleEF	MHD	0.02	2.3860e-003
tblVehicleEF	MHD	3.5800e-003	3.3450e-003
tblVehicleEF	MHD	0.05	6.2100e-003
tblVehicleEF	MHD	0.24	0.26
tblVehicleEF	MHD	0.28	0.33
tblVehicleEF	MHD	4.97	0.70
tblVehicleEF	MHD	166.20	69.59
tblVehicleEF	MHD	1,101.52	974.58
tblVehicleEF	MHD	52.43	6.28
tblVehicleEF	MHD	0.62	0.52
tblVehicleEF	MHD	0.92	1.52
tblVehicleEF	MHD	3.2500e-004	1.0410e-003
tblVehicleEF	MHD	5.0030e-003	0.04
tblVehicleEF	MHD	7.6400e-004	7.5000e-005
tblVehicleEF	MHD	3.1100e-004	9.9600e-004
tblVehicleEF	MHD	4.7830e-003	0.03
tblVehicleEF	MHD	7.0300e-004	6.9000e-005
tblVehicleEF	MHD	2.5300e-003	8.2800e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.5010e-003	4.7800e-004
tblVehicleEF	MHD	0.04	0.06

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.30	0.03
tblVehicleEF	MHD	1.5950e-003	6.5900e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.1100e-004	6.2000e-005
tblVehicleEF	MHD	2.5300e-003	8.2800e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.5010e-003	4.7800e-004
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.33	0.04
tblVehicleEF	MHD	0.02	2.6830e-003
tblVehicleEF	MHD	3.5220e-003	3.3210e-003
tblVehicleEF	MHD	0.05	6.4200e-003
tblVehicleEF	MHD	0.45	0.37
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	5.23	0.74
tblVehicleEF	MHD	144.06	68.00
tblVehicleEF	MHD	1,101.52	974.57
tblVehicleEF	MHD	52.43	6.34
tblVehicleEF	MHD	0.57	0.52
tblVehicleEF	MHD	0.97	1.59
tblVehicleEF	MHD	4.7000e-004	1.4940e-003
tblVehicleEF	MHD	5.0030e-003	0.04
tblVehicleEF	MHD	7.6400e-004	7.5000e-005
tblVehicleEF	MHD	4.4900e-004	1.4300e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	MHD	4.7830e-003	0.03
tblVehicleEF	MHD	7.0300e-004	6.9000e-005
tblVehicleEF	MHD	1.3890e-003	4.7100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.4000e-004	2.4400e-004
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.32	0.03
tblVehicleEF	MHD	1.3860e-003	6.4400e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.1600e-004	6.3000e-005
tblVehicleEF	MHD	1.3890e-003	4.7100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	6.4000e-004	2.4400e-004
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.35	0.04
tblVehicleEF	OBUS	0.01	8.8200e-003
tblVehicleEF	OBUS	9.9110e-003	6.5960e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.52
tblVehicleEF	OBUS	0.63	0.77
tblVehicleEF	OBUS	6.27	2.45
tblVehicleEF	OBUS	70.35	76.06
tblVehicleEF	OBUS	1,121.50	1,406.90

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	OBUS	70.70	20.49
tblVehicleEF	OBUS	0.28	0.34
tblVehicleEF	OBUS	0.97	1.24
tblVehicleEF	OBUS	6.4000e-005	5.8900e-004
tblVehicleEF	OBUS	4.6440e-003	0.01
tblVehicleEF	OBUS	9.2900e-004	2.1800e-004
tblVehicleEF	OBUS	6.1000e-005	5.6400e-004
tblVehicleEF	OBUS	4.4220e-003	0.01
tblVehicleEF	OBUS	8.5400e-004	2.0100e-004
tblVehicleEF	OBUS	2.1800e-003	2.6020e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.3100e-004	1.1160e-003
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.38	0.12
tblVehicleEF	OBUS	6.8400e-004	7.2500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1700e-004	2.0300e-004
tblVehicleEF	OBUS	2.1800e-003	2.6020e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	9.3100e-004	1.1160e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.42	0.13
tblVehicleEF	OBUS	0.01	8.8750e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	OBUS	0.01	6.7350e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.51
tblVehicleEF	OBUS	0.65	0.79
tblVehicleEF	OBUS	5.74	2.28
tblVehicleEF	OBUS	73.50	75.90
tblVehicleEF	OBUS	1,121.50	1,406.93
tblVehicleEF	OBUS	70.70	20.20
tblVehicleEF	OBUS	0.29	0.34
tblVehicleEF	OBUS	0.90	1.16
tblVehicleEF	OBUS	5.4000e-005	5.0100e-004
tblVehicleEF	OBUS	4.6440e-003	0.01
tblVehicleEF	OBUS	9.2900e-004	2.1800e-004
tblVehicleEF	OBUS	5.1000e-005	4.7900e-004
tblVehicleEF	OBUS	4.4220e-003	0.01
tblVehicleEF	OBUS	8.5400e-004	2.0100e-004
tblVehicleEF	OBUS	4.2350e-003	4.6860e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	2.1330e-003	2.2090e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.36	0.11
tblVehicleEF	OBUS	7.1400e-004	7.2400e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.0800e-004	2.0000e-004
tblVehicleEF	OBUS	4.2350e-003	4.6860e-003



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	2.1330e-003	2.2090e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.40	0.12
tblVehicleEF	OBUS	0.01	8.7750e-003
tblVehicleEF	OBUS	9.9380e-003	6.6000e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	0.53
tblVehicleEF	OBUS	0.63	0.77
tblVehicleEF	OBUS	6.22	2.45
tblVehicleEF	OBUS	66.00	76.30
tblVehicleEF	OBUS	1,121.50	1,406.90
tblVehicleEF	OBUS	70.70	20.50
tblVehicleEF	OBUS	0.27	0.35
tblVehicleEF	OBUS	0.96	1.22
tblVehicleEF	OBUS	7.7000e-005	7.1200e-004
tblVehicleEF	OBUS	4.6440e-003	0.01
tblVehicleEF	OBUS	9.2900e-004	2.1800e-004
tblVehicleEF	OBUS	7.4000e-005	6.8100e-004
tblVehicleEF	OBUS	4.4220e-003	0.01
tblVehicleEF	OBUS	8.5400e-004	2.0100e-004
tblVehicleEF	OBUS	2.3200e-003	2.7390e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.4100e-004	1.1660e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.05	0.30
tblVehicleEF	OBUS	0.38	0.12
tblVehicleEF	OBUS	6.4200e-004	7.2800e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1600e-004	2.0300e-004
tblVehicleEF	OBUS	2.3200e-003	2.7390e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	9.4100e-004	1.1660e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.30
tblVehicleEF	OBUS	0.42	0.13
tblVehicleEF	SBUS	0.84	0.06
tblVehicleEF	SBUS	0.01	8.5840e-003
tblVehicleEF	SBUS	0.07	6.1570e-003
tblVehicleEF	SBUS	5.71	2.50
tblVehicleEF	SBUS	0.65	0.78
tblVehicleEF	SBUS	5.33	0.82
tblVehicleEF	SBUS	1,258.13	345.06
tblVehicleEF	SBUS	1,136.31	1,112.17
tblVehicleEF	SBUS	37.11	4.79
tblVehicleEF	SBUS	11.70	3.29
tblVehicleEF	SBUS	4.77	5.20
tblVehicleEF	SBUS	0.01	4.3580e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	SBUS	5.1700e-004	4.0000e-005
tblVehicleEF	SBUS	0.01	4.1690e-003
tblVehicleEF	SBUS	2.7560e-003	2.7010e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.7500e-004	3.6000e-005
tblVehicleEF	SBUS	2.9260e-003	1.2420e-003
tblVehicleEF	SBUS	0.02	9.5120e-003
tblVehicleEF	SBUS	0.68	0.28
tblVehicleEF	SBUS	1.3050e-003	5.9000e-004
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	9.3510e-003	0.06
tblVehicleEF	SBUS	0.27	0.04
tblVehicleEF	SBUS	0.01	3.2890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.6300e-004	4.7000e-005
tblVehicleEF	SBUS	2.9260e-003	1.2420e-003
tblVehicleEF	SBUS	0.02	9.5120e-003
tblVehicleEF	SBUS	0.97	0.40
tblVehicleEF	SBUS	1.3050e-003	5.9000e-004
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	9.3510e-003	0.06
tblVehicleEF	SBUS	0.30	0.04
tblVehicleEF	SBUS	0.84	0.06
tblVehicleEF	SBUS	0.01	8.7140e-003
tblVehicleEF	SBUS	0.06	5.1550e-003
tblVehicleEF	SBUS	5.56	2.47
tblVehicleEF	SBUS	0.66	0.80

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	SBUS	3.65	0.60
tblVehicleEF	SBUS	1,322.00	352.98
tblVehicleEF	SBUS	1,136.31	1,112.20
tblVehicleEF	SBUS	37.11	4.41
tblVehicleEF	SBUS	12.08	3.36
tblVehicleEF	SBUS	4.47	4.88
tblVehicleEF	SBUS	0.01	3.6810e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	5.1700e-004	4.0000e-005
tblVehicleEF	SBUS	9.6490e-003	3.5220e-003
tblVehicleEF	SBUS	2.7560e-003	2.7010e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.7500e-004	3.6000e-005
tblVehicleEF	SBUS	5.6170e-003	2.2080e-003
tblVehicleEF	SBUS	0.02	9.9850e-003
tblVehicleEF	SBUS	0.67	0.28
tblVehicleEF	SBUS	2.8800e-003	1.1130e-003
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	8.5310e-003	0.06
tblVehicleEF	SBUS	0.22	0.03
tblVehicleEF	SBUS	0.01	3.3640e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.3500e-004	4.4000e-005
tblVehicleEF	SBUS	5.6170e-003	2.2080e-003
tblVehicleEF	SBUS	0.02	9.9850e-003
tblVehicleEF	SBUS	0.97	0.40

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	SBUS	2.8800e-003	1.1130e-003
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	8.5310e-003	0.06
tblVehicleEF	SBUS	0.24	0.03
tblVehicleEF	SBUS	0.84	0.06
tblVehicleEF	SBUS	0.01	8.5770e-003
tblVehicleEF	SBUS	0.07	6.3440e-003
tblVehicleEF	SBUS	5.91	2.56
tblVehicleEF	SBUS	0.65	0.78
tblVehicleEF	SBUS	5.37	0.86
tblVehicleEF	SBUS	1,169.92	334.13
tblVehicleEF	SBUS	1,136.31	1,112.17
tblVehicleEF	SBUS	37.11	4.85
tblVehicleEF	SBUS	11.19	3.19
tblVehicleEF	SBUS	4.69	5.12
tblVehicleEF	SBUS	0.01	5.2920e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	5.1700e-004	4.0000e-005
tblVehicleEF	SBUS	0.01	5.0630e-003
tblVehicleEF	SBUS	2.7560e-003	2.7010e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.7500e-004	3.6000e-005
tblVehicleEF	SBUS	2.9580e-003	1.2070e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.68	0.28
tblVehicleEF	SBUS	1.2820e-003	6.0100e-004

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	0.01	0.08
tblVehicleEF	SBUS	0.28	0.04
tblVehicleEF	SBUS	0.01	3.1850e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.6400e-004	4.8000e-005
tblVehicleEF	SBUS	2.9580e-003	1.2070e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.98	0.40
tblVehicleEF	SBUS	1.2820e-003	6.0100e-004
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	0.01	0.08
tblVehicleEF	SBUS	0.31	0.04
tblVehicleEF	UBUS	1.83	4.45
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	9.26	34.75
tblVehicleEF	UBUS	14.34	0.89
tblVehicleEF	UBUS	1,846.39	1,692.13
tblVehicleEF	UBUS	136.37	11.77
tblVehicleEF	UBUS	5.87	0.38
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6550e-003
tblVehicleEF	UBUS	1.4030e-003	1.4100e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.06	2.5280e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	UBUS	1.2900e-003	1.3000e-004
tblVehicleEF	UBUS	8.0860e-003	1.6780e-003
tblVehicleEF	UBUS	0.11	9.5390e-003
tblVehicleEF	UBUS	3.9450e-003	7.3700e-004
tblVehicleEF	UBUS	0.61	0.07
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.15	0.04
tblVehicleEF	UBUS	0.01	3.0250e-003
tblVehicleEF	UBUS	1.6240e-003	1.1700e-004
tblVehicleEF	UBUS	8.0860e-003	1.6780e-003
tblVehicleEF	UBUS	0.11	9.5390e-003
tblVehicleEF	UBUS	3.9450e-003	7.3700e-004
tblVehicleEF	UBUS	2.50	4.54
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.25	0.04
tblVehicleEF	UBUS	1.83	4.45
tblVehicleEF	UBUS	0.08	9.2350e-003
tblVehicleEF	UBUS	9.36	34.75
tblVehicleEF	UBUS	11.74	0.76
tblVehicleEF	UBUS	1,846.39	1,692.13
tblVehicleEF	UBUS	136.37	11.55
tblVehicleEF	UBUS	5.45	0.38
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6550e-003
tblVehicleEF	UBUS	1.4030e-003	1.4100e-004
tblVehicleEF	UBUS	0.22	0.03

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.06	2.5280e-003
tblVehicleEF	UBUS	1.2900e-003	1.3000e-004
tblVehicleEF	UBUS	0.02	3.0610e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	9.3320e-003	1.4840e-003
tblVehicleEF	UBUS	0.62	0.07
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.02	0.03
tblVehicleEF	UBUS	0.01	3.0250e-003
tblVehicleEF	UBUS	1.5790e-003	1.1400e-004
tblVehicleEF	UBUS	0.02	3.0610e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	9.3320e-003	1.4840e-003
tblVehicleEF	UBUS	2.52	4.54
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.12	0.04
tblVehicleEF	UBUS	1.83	4.45
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	9.27	34.75
tblVehicleEF	UBUS	13.86	0.90
tblVehicleEF	UBUS	1,846.39	1,692.13
tblVehicleEF	UBUS	136.37	11.80
tblVehicleEF	UBUS	5.76	0.38
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6550e-003



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleEF	UBUS	1.4030e-003	1.4100e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.06	2.5280e-003
tblVehicleEF	UBUS	1.2900e-003	1.3000e-004
tblVehicleEF	UBUS	9.2250e-003	1.6870e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	4.1190e-003	7.4500e-004
tblVehicleEF	UBUS	0.61	0.07
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.13	0.04
tblVehicleEF	UBUS	0.01	3.0250e-003
tblVehicleEF	UBUS	1.6160e-003	1.1700e-004
tblVehicleEF	UBUS	9.2250e-003	1.6870e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	4.1190e-003	7.4500e-004
tblVehicleEF	UBUS	2.50	4.54
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.24	0.04
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	1.68	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	1.68	0.00
tblWater	IndoorWaterUseRate	627,159,250.00	0.00

## 2.0 Emissions Summary

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## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.6418	118.6749	49.2138	0.1653	52.6485	4.5252	57.1737	19.2161	4.1641	23.3802	0.0000	16,752.02 48	16,752.02 48	3.3474	0.0000	16,818.13 44
2022	56.3460	170.6425	196.3426	0.5960	52.6485	4.1846	56.3459	19.2161	3.9035	22.6185	0.0000	59,593.68 63	59,593.68 63	6.0174	0.0000	59,728.48 12
Maximum	56.3460	170.6425	196.3426	0.5960	52.6485	4.5252	57.1737	19.2161	4.1641	23.3802	0.0000	59,593.68 63	59,593.68 63	6.0174	0.0000	59,728.48 12

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.1509	54.9261	55.9693	0.1653	52.6485	0.1875	52.8360	19.2161	0.1862	19.4023	0.0000	16,752.02 48	16,752.02 48	3.3474	0.0000	16,818.13 44
2022	50.3127	117.0459	215.7848	0.5960	52.6485	0.5897	52.8318	19.2161	0.5697	19.3983	0.0000	59,593.68 63	59,593.68 63	6.0174	0.0000	59,728.48 12
Maximum	50.3127	117.0459	215.7848	0.5960	52.6485	0.5897	52.8360	19.2161	0.5697	19.4023	0.0000	59,593.68 63	59,593.68 63	6.0174	0.0000	59,728.48 12

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	20.50	40.56	-10.67	0.00	0.00	91.08	6.92	0.00	90.63	15.65	0.00	0.00	0.00	0.00	0.00	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	62.1353	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>62.1353</b>	<b>6.3900e-003</b>	<b>0.7003</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>2.5000e-003</b>	<b>2.5000e-003</b>	<b>0.0000</b>	<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>1.4987</b>	<b>1.4987</b>	<b>3.9500e-003</b>	<b>0.0000</b>	<b>1.5976</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	62.1353	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>62.1353</b>	<b>6.3900e-003</b>	<b>0.7003</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>2.5000e-003</b>	<b>2.5000e-003</b>	<b>0.0000</b>	<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>1.4987</b>	<b>1.4987</b>	<b>3.9500e-003</b>	<b>0.0000</b>	<b>1.5976</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2021	12/16/2021	5	55	
2	Site Preparation	Site Preparation	12/17/2021	2/24/2022	5	50	
3	Grading	Grading	2/25/2022	6/2/2022	5	70	
4	Building Construction	Building Construction	6/3/2022	12/29/2022	5	150	
5	Paving	Paving	8/12/2022	12/29/2022	5	100	
6	Architectural Coating	Architectural Coating	8/12/2022	12/29/2022	5	100	

**Acres of Grading (Site Preparation Phase): 1000**

**Acres of Grading (Grading Phase): 1400**

**Acres of Paving: 79.15**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 4,068,060; Non-Residential Outdoor: 1,356,020; Striped Parking Area: 206,867 (Architectural Coating – sqft)**

#### OffRoad Equipment

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	2	8.00	81	0.73
Demolition	Excavators	6	8.00	158	0.38
Demolition	Rubber Tired Dozers	4	8.00	247	0.40
Site Preparation	Crawler Tractors	7	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	5	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	4	8.00	212	0.43
Grading	Excavators	4	8.00	158	0.38
Grading	Graders	2	8.00	187	0.41
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	2	8.00	231	0.29
Building Construction	Crawler Tractors	6	8.00	212	0.43
Building Construction	Forklifts	6	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	2	8.00	78	0.48

Trips and VMT

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	12	30.00	171.00	2,707.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	12	30.00	155.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	16	40.00	218.00	18,596.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	18	2,587.00	466.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	517.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

**3.2 Demolition - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.6528	0.0000	10.6528	1.6129	0.0000	1.6129			0.0000			0.0000
Off-Road	6.3302	62.8814	43.1301	0.0776		3.1027	3.1027		2.8822	2.8822		7,495.8899	7,495.8899	2.1098		7,548.6347
<b>Total</b>	<b>6.3302</b>	<b>62.8814</b>	<b>43.1301</b>	<b>0.0776</b>	<b>10.6528</b>	<b>3.1027</b>	<b>13.7555</b>	<b>1.6129</b>	<b>2.8822</b>	<b>4.4951</b>		<b>7,495.8899</b>	<b>7,495.8899</b>	<b>2.1098</b>		<b>7,548.6347</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.2 Demolition - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2925	11.2260	1.7387	0.0382	0.8613	0.0318	0.8931	0.2362	0.0304	0.2665		4,061.4336	4,061.4336	0.2177		4,066.8764
Vendor	0.4425	16.4908	3.1030	0.0461	1.0952	0.0283	1.1235	0.3154	0.0270	0.3424		4,866.4772	4,866.4772	0.3075		4,874.1656
Worker	0.1524	0.0942	1.2420	3.3000e-003	0.3353	2.1400e-003	0.3375	0.0889	1.9800e-003	0.0909		328.2242	328.2242	9.3400e-003		328.4577
<b>Total</b>	<b>0.8874</b>	<b>27.8110</b>	<b>6.0837</b>	<b>0.0877</b>	<b>2.2919</b>	<b>0.0622</b>	<b>2.3540</b>	<b>0.6404</b>	<b>0.0594</b>	<b>0.6998</b>		<b>9,256.1349</b>	<b>9,256.1349</b>	<b>0.5346</b>		<b>9,269.4997</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.6528	0.0000	10.6528	1.6129	0.0000	1.6129			0.0000			0.0000
Off-Road	1.1683	27.1151	49.3477	0.0776		0.1233	0.1233		0.1233	0.1233	0.0000	7,495.8899	7,495.8899	2.1098		7,548.6347
<b>Total</b>	<b>1.1683</b>	<b>27.1151</b>	<b>49.3477</b>	<b>0.0776</b>	<b>10.6528</b>	<b>0.1233</b>	<b>10.7761</b>	<b>1.6129</b>	<b>0.1233</b>	<b>1.7362</b>	<b>0.0000</b>	<b>7,495.8899</b>	<b>7,495.8899</b>	<b>2.1098</b>		<b>7,548.6347</b>



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.2 Demolition - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2925	11.2260	1.7387	0.0382	0.8613	0.0318	0.8931	0.2362	0.0304	0.2665		4,061.4336	4,061.4336	0.2177		4,066.8764
Vendor	0.4425	16.4908	3.1030	0.0461	1.0952	0.0283	1.1235	0.3154	0.0270	0.3424		4,866.4772	4,866.4772	0.3075		4,874.1656
Worker	0.1524	0.0942	1.2420	3.3000e-003	0.3353	2.1400e-003	0.3375	0.0889	1.9800e-003	0.0909		328.2242	328.2242	9.3400e-003		328.4577
<b>Total</b>	<b>0.8874</b>	<b>27.8110</b>	<b>6.0837</b>	<b>0.0877</b>	<b>2.2919</b>	<b>0.0622</b>	<b>2.3540</b>	<b>0.6404</b>	<b>0.0594</b>	<b>0.6998</b>		<b>9,256.1349</b>	<b>9,256.1349</b>	<b>0.5346</b>		<b>9,269.4997</b>

**3.3 Site Preparation - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					51.3204	0.0000	51.3204	18.8413	0.0000	18.8413			0.0000			0.0000
Off-Road	9.0883	103.6329	37.2345	0.0976		4.4974	4.4974		4.1376	4.1376		9,459.2952	9,459.2952	3.0593		9,535.7784
<b>Total</b>	<b>9.0883</b>	<b>103.6329</b>	<b>37.2345</b>	<b>0.0976</b>	<b>51.3204</b>	<b>4.4974</b>	<b>55.8178</b>	<b>18.8413</b>	<b>4.1376</b>	<b>22.9789</b>		<b>9,459.2952</b>	<b>9,459.2952</b>	<b>3.0593</b>		<b>9,535.7784</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.3 Site Preparation - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4011	14.9478	2.8127	0.0418	0.9927	0.0256	1.0184	0.2858	0.0245	0.3104		4,411.134 3	4,411.134 3	0.2788		4,418.103 4
Worker	0.1524	0.0942	1.2420	3.3000e-003	0.3353	2.1400e-003	0.3375	0.0889	1.9800e-003	0.0909		328.2242	328.2242	9.3400e-003		328.4577
<b>Total</b>	<b>0.5535</b>	<b>15.0420</b>	<b>4.0546</b>	<b>0.0451</b>	<b>1.3281</b>	<b>0.0278</b>	<b>1.3558</b>	<b>0.3748</b>	<b>0.0265</b>	<b>0.4013</b>		<b>4,739.358 4</b>	<b>4,739.358 4</b>	<b>0.2881</b>		<b>4,746.561 1</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					51.3204	0.0000	51.3204	18.8413	0.0000	18.8413			0.0000			0.0000
Off-Road	1.5974	25.7577	51.9147	0.0976		0.1597	0.1597		0.1597	0.1597	0.0000	9,459.295 2	9,459.295 2	3.0593		9,535.778 4
<b>Total</b>	<b>1.5974</b>	<b>25.7577</b>	<b>51.9147</b>	<b>0.0976</b>	<b>51.3204</b>	<b>0.1597</b>	<b>51.4802</b>	<b>18.8413</b>	<b>0.1597</b>	<b>19.0011</b>	<b>0.0000</b>	<b>9,459.295 2</b>	<b>9,459.295 2</b>	<b>3.0593</b>		<b>9,535.778 4</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.3 Site Preparation - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4011	14.9478	2.8127	0.0418	0.9927	0.0256	1.0184	0.2858	0.0245	0.3104		4,411.134 3	4,411.134 3	0.2788		4,418.103 4
Worker	0.1524	0.0942	1.2420	3.3000e-003	0.3353	2.1400e-003	0.3375	0.0889	1.9800e-003	0.0909		328.2242	328.2242	9.3400e-003		328.4577
<b>Total</b>	<b>0.5535</b>	<b>15.0420</b>	<b>4.0546</b>	<b>0.0451</b>	<b>1.3281</b>	<b>0.0278</b>	<b>1.3558</b>	<b>0.3748</b>	<b>0.0265</b>	<b>0.4013</b>		<b>4,739.358 4</b>	<b>4,739.358 4</b>	<b>0.2881</b>		<b>4,746.561 1</b>

**3.3 Site Preparation - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					51.3204	0.0000	51.3204	18.8413	0.0000	18.8413			0.0000			0.0000
Off-Road	7.6289	86.0232	34.1137	0.0975		3.6738	3.6738		3.3799	3.3799		9,448.403 3	9,448.403 3	3.0558		9,524.798 4
<b>Total</b>	<b>7.6289</b>	<b>86.0232</b>	<b>34.1137</b>	<b>0.0975</b>	<b>51.3204</b>	<b>3.6738</b>	<b>54.9943</b>	<b>18.8413</b>	<b>3.3799</b>	<b>22.2212</b>		<b>9,448.403 3</b>	<b>9,448.403 3</b>	<b>3.0558</b>		<b>9,524.798 4</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.3 Site Preparation - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3737	14.1766	2.6005	0.0415	0.9927	0.0215	1.0142	0.2858	0.0206	0.3064		4,375.7675	4,375.7675	0.2691		4,382.4954
Worker	0.1424	0.0847	1.1409	3.1800e-003	0.3353	2.0800e-003	0.3374	0.0889	1.9200e-003	0.0909		316.3807	316.3807	8.3800e-003		316.5902
<b>Total</b>	<b>0.5160</b>	<b>14.2613</b>	<b>3.7414</b>	<b>0.0446</b>	<b>1.3280</b>	<b>0.0236</b>	<b>1.3517</b>	<b>0.3748</b>	<b>0.0225</b>	<b>0.3973</b>		<b>4,692.1483</b>	<b>4,692.1483</b>	<b>0.2775</b>		<b>4,699.0856</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					51.3204	0.0000	51.3204	18.8413	0.0000	18.8413			0.0000			0.0000
Off-Road	1.5974	25.7577	51.9147	0.0975		0.1597	0.1597		0.1597	0.1597	0.0000	9,448.4032	9,448.4032	3.0558		9,524.7984
<b>Total</b>	<b>1.5974</b>	<b>25.7577</b>	<b>51.9147</b>	<b>0.0975</b>	<b>51.3204</b>	<b>0.1597</b>	<b>51.4802</b>	<b>18.8413</b>	<b>0.1597</b>	<b>19.0011</b>	<b>0.0000</b>	<b>9,448.4032</b>	<b>9,448.4032</b>	<b>3.0558</b>		<b>9,524.7984</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.3 Site Preparation - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3737	14.1766	2.6005	0.0415	0.9927	0.0215	1.0142	0.2858	0.0206	0.3064		4,375.7675	4,375.7675	0.2691		4,382.4954
Worker	0.1424	0.0847	1.1409	3.1800e-003	0.3353	2.0800e-003	0.3374	0.0889	1.9200e-003	0.0909		316.3807	316.3807	8.3800e-003		316.5902
<b>Total</b>	<b>0.5160</b>	<b>14.2613</b>	<b>3.7414</b>	<b>0.0446</b>	<b>1.3280</b>	<b>0.0236</b>	<b>1.3517</b>	<b>0.3748</b>	<b>0.0225</b>	<b>0.3973</b>		<b>4,692.1483</b>	<b>4,692.1483</b>	<b>0.2775</b>		<b>4,699.0856</b>

**3.4 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					33.6447	0.0000	33.6447	8.9698	0.0000	8.9698			0.0000			0.0000
Off-Road	8.5585	95.0158	58.3905	0.1431		3.8162	3.8162		3.5109	3.5109		13,853.9947	13,853.9947	4.4807		13,966.0113
<b>Total</b>	<b>8.5585</b>	<b>95.0158</b>	<b>58.3905</b>	<b>0.1431</b>	<b>33.6447</b>	<b>3.8162</b>	<b>37.4609</b>	<b>8.9698</b>	<b>3.5109</b>	<b>12.4806</b>		<b>13,853.9947</b>	<b>13,853.9947</b>	<b>4.4807</b>		<b>13,966.0113</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.4 Grading - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4923	55.5751	9.0987	0.2040	4.6489	0.1420	4.7909	1.2746	0.1359	1.4104		21,678.18 27	21,678.18 27	1.1471		21,706.85 98
Vendor	0.5255	19.9387	3.6575	0.0583	1.3962	0.0303	1.4265	0.4020	0.0290	0.4310		6,154.305 3	6,154.305 3	0.3785		6,163.767 7
Worker	0.1898	0.1130	1.5212	4.2400e-003	0.4471	2.7800e-003	0.4499	0.1186	2.5600e-003	0.1211		421.8410	421.8410	0.0112		422.1203
<b>Total</b>	<b>2.2076</b>	<b>75.6268</b>	<b>14.2774</b>	<b>0.2666</b>	<b>6.4922</b>	<b>0.1751</b>	<b>6.6673</b>	<b>1.7951</b>	<b>0.1674</b>	<b>1.9625</b>		<b>28,254.32 90</b>	<b>28,254.32 90</b>	<b>1.5368</b>		<b>28,292.74 78</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					33.6447	0.0000	33.6447	8.9698	0.0000	8.9698			0.0000			0.0000
Off-Road	2.2580	41.4192	80.7979	0.1431		0.2343	0.2343		0.2343	0.2343	0.0000	13,853.99 47	13,853.99 47	4.4807		13,966.01 13
<b>Total</b>	<b>2.2580</b>	<b>41.4192</b>	<b>80.7979</b>	<b>0.1431</b>	<b>33.6447</b>	<b>0.2343</b>	<b>33.8790</b>	<b>8.9698</b>	<b>0.2343</b>	<b>9.2041</b>	<b>0.0000</b>	<b>13,853.99 47</b>	<b>13,853.99 47</b>	<b>4.4807</b>		<b>13,966.01 13</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.4 Grading - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4923	55.5751	9.0987	0.2040	4.6489	0.1420	4.7909	1.2746	0.1359	1.4104		21,678.18 27	21,678.18 27	1.1471		21,706.85 98
Vendor	0.5255	19.9387	3.6575	0.0583	1.3962	0.0303	1.4265	0.4020	0.0290	0.4310		6,154.305 3	6,154.305 3	0.3785		6,163.767 7
Worker	0.1898	0.1130	1.5212	4.2400e-003	0.4471	2.7800e-003	0.4499	0.1186	2.5600e-003	0.1211		421.8410	421.8410	0.0112		422.1203
<b>Total</b>	<b>2.2076</b>	<b>75.6268</b>	<b>14.2774</b>	<b>0.2666</b>	<b>6.4922</b>	<b>0.1751</b>	<b>6.6673</b>	<b>1.7951</b>	<b>0.1674</b>	<b>1.9625</b>		<b>28,254.32 90</b>	<b>28,254.32 90</b>	<b>1.5368</b>		<b>28,292.74 78</b>

**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.5925	59.5273	35.3396	0.0860		2.5486	2.5486		2.3785	2.3785		8,221.064 4	8,221.064 4	2.2305		8,276.827 0
<b>Total</b>	<b>5.5925</b>	<b>59.5273</b>	<b>35.3396</b>	<b>0.0860</b>		<b>2.5486</b>	<b>2.5486</b>		<b>2.3785</b>	<b>2.3785</b>		<b>8,221.064 4</b>	<b>8,221.064 4</b>	<b>2.2305</b>		<b>8,276.827 0</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1234	42.6213	7.8183	0.1247	2.9846	0.0647	3.0493	0.8594	0.0619	0.9212		13,155.53 33	13,155.53 33	0.8091		13,175.76 03
Worker	12.2751	7.3051	98.3849	0.2739	28.9166	0.1796	29.0961	7.6688	0.1653	7.8341		27,282.56 46	27,282.56 46	0.7226		27,300.62 87
<b>Total</b>	<b>13.3985</b>	<b>49.9264</b>	<b>106.2032</b>	<b>0.3986</b>	<b>31.9011</b>	<b>0.2443</b>	<b>32.1454</b>	<b>8.5282</b>	<b>0.2272</b>	<b>8.7554</b>		<b>40,438.09 80</b>	<b>40,438.09 80</b>	<b>1.5316</b>		<b>40,476.38 91</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4968	27.5380	49.3012	0.0860		0.2222	0.2222		0.2222	0.2222	0.0000	8,221.064 4	8,221.064 4	2.2305		8,276.827 0
<b>Total</b>	<b>1.4968</b>	<b>27.5380</b>	<b>49.3012</b>	<b>0.0860</b>		<b>0.2222</b>	<b>0.2222</b>		<b>0.2222</b>	<b>0.2222</b>	<b>0.0000</b>	<b>8,221.064 4</b>	<b>8,221.064 4</b>	<b>2.2305</b>		<b>8,276.827 0</b>



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.5 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1234	42.6213	7.8183	0.1247	2.9846	0.0647	3.0493	0.8594	0.0619	0.9212		13,155.53 33	13,155.53 33	0.8091		13,175.76 03
Worker	12.2751	7.3051	98.3849	0.2739	28.9166	0.1796	29.0961	7.6688	0.1653	7.8341		27,282.56 46	27,282.56 46	0.7226		27,300.62 87
<b>Total</b>	<b>13.3985</b>	<b>49.9264</b>	<b>106.2032</b>	<b>0.3986</b>	<b>31.9011</b>	<b>0.2443</b>	<b>32.1454</b>	<b>8.5282</b>	<b>0.2272</b>	<b>8.7554</b>		<b>40,438.09 80</b>	<b>40,438.09 80</b>	<b>1.5316</b>		<b>40,476.38 91</b>

**3.6 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2056	22.2498	29.1610	0.0456		1.1358	1.1358		1.0449	1.0449		4,415.320 6	4,415.320 6	1.4280		4,451.020 7
Paving	2.0737					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>4.2794</b>	<b>22.2498</b>	<b>29.1610</b>	<b>0.0456</b>		<b>1.1358</b>	<b>1.1358</b>		<b>1.0449</b>	<b>1.0449</b>		<b>4,415.320 6</b>	<b>4,415.320 6</b>	<b>1.4280</b>		<b>4,451.020 7</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.6 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1424	0.0847	1.1409	3.1800e-003	0.3353	2.0800e-003	0.3374	0.0889	1.9200e-003	0.0909		316.3807	316.3807	8.3800e-003		316.5902
<b>Total</b>	<b>0.1424</b>	<b>0.0847</b>	<b>1.1409</b>	<b>3.1800e-003</b>	<b>0.3353</b>	<b>2.0800e-003</b>	<b>0.3374</b>	<b>0.0889</b>	<b>1.9200e-003</b>	<b>0.0909</b>		<b>316.3807</b>	<b>316.3807</b>	<b>8.3800e-003</b>		<b>316.5902</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6682	20.0789	34.5913	0.0456		0.0748	0.0748		0.0748	0.0748	0.0000	4,415.3206	4,415.3206	1.4280		4,451.0207
Paving	2.0737					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.7419</b>	<b>20.0789</b>	<b>34.5913</b>	<b>0.0456</b>		<b>0.0748</b>	<b>0.0748</b>		<b>0.0748</b>	<b>0.0748</b>	<b>0.0000</b>	<b>4,415.3206</b>	<b>4,415.3206</b>	<b>1.4280</b>		<b>4,451.0207</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1424	0.0847	1.1409	3.1800e-003	0.3353	2.0800e-003	0.3374	0.0889	1.9200e-003	0.0909		316.3807	316.3807	8.3800e-003		316.5902
<b>Total</b>	<b>0.1424</b>	<b>0.0847</b>	<b>1.1409</b>	<b>3.1800e-003</b>	<b>0.3353</b>	<b>2.0800e-003</b>	<b>0.3374</b>	<b>0.0889</b>	<b>1.9200e-003</b>	<b>0.0909</b>		<b>316.3807</b>	<b>316.3807</b>	<b>8.3800e-003</b>		<b>316.5902</b>

**3.7 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.9348					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.5454	3.7560	4.8363	7.9200e-003		0.2179	0.2179		0.2179	0.2179		750.5281	750.5281	0.0489		751.7497
<b>Total</b>	<b>30.4802</b>	<b>3.7560</b>	<b>4.8363</b>	<b>7.9200e-003</b>		<b>0.2179</b>	<b>0.2179</b>		<b>0.2179</b>	<b>0.2179</b>		<b>750.5281</b>	<b>750.5281</b>	<b>0.0489</b>		<b>751.7497</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.7 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.4531	1.4599	19.6618	0.0547	5.7788	0.0359	5.8147	1.5326	0.0330	1.5656		5,452.2945	5,452.2945	0.1444		5,455.9045
<b>Total</b>	<b>2.4531</b>	<b>1.4599</b>	<b>19.6618</b>	<b>0.0547</b>	<b>5.7788</b>	<b>0.0359</b>	<b>5.8147</b>	<b>1.5326</b>	<b>0.0330</b>	<b>1.5656</b>		<b>5,452.2945</b>	<b>5,452.2945</b>	<b>0.1444</b>		<b>5,455.9045</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.9348					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1453	2.8262	4.8864	7.9200e-003		0.0106	0.0106		0.0106	0.0106	0.0000	750.5281	750.5281	0.0489		751.7497
<b>Total</b>	<b>30.0800</b>	<b>2.8262</b>	<b>4.8864</b>	<b>7.9200e-003</b>		<b>0.0106</b>	<b>0.0106</b>		<b>0.0106</b>	<b>0.0106</b>	<b>0.0000</b>	<b>750.5281</b>	<b>750.5281</b>	<b>0.0489</b>		<b>751.7497</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.4531	1.4599	19.6618	0.0547	5.7788	0.0359	5.8147	1.5326	0.0330	1.5656		5,452.2945	5,452.2945	0.1444		5,455.9045
<b>Total</b>	<b>2.4531</b>	<b>1.4599</b>	<b>19.6618</b>	<b>0.0547</b>	<b>5.7788</b>	<b>0.0359</b>	<b>5.8147</b>	<b>1.5326</b>	<b>0.0330</b>	<b>1.5656</b>		<b>5,452.2945</b>	<b>5,452.2945</b>	<b>0.1444</b>		<b>5,455.9045</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944
Parking Lot	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944
Unrefrigerated Warehouse-No Rail	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944

## 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**6.0 Area Detail****6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	62.1353	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976
Unmitigated	62.1353	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.1505					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	54.9196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0651	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976
<b>Total</b>	<b>62.1353</b>	<b>6.3900e-003</b>	<b>0.7003</b>	<b>5.0000e-005</b>		<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>1.4987</b>	<b>1.4987</b>	<b>3.9500e-003</b>		<b>1.5976</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.1505					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	54.9196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0651	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976
<b>Total</b>	<b>62.1353</b>	<b>6.3900e-003</b>	<b>0.7003</b>	<b>5.0000e-005</b>		<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>1.4987</b>	<b>1.4987</b>	<b>3.9500e-003</b>		<b>1.5976</b>

**7.0 Water Detail**

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Summer

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**7.1 Mitigation Measures Water**

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**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

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**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**Bloomington Business Park Specific Plan (Construction - Mitigated)**  
**San Bernardino-South Coast County, Winter**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	2,712.04	1000sqft	62.26	2,712,040.00	0
Other Asphalt Surfaces	2,700.10	1000sqft	61.99	2,700,104.00	0
Parking Lot	1,436.00	Space	17.16	747,687.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	32
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	564.66	<b>CH4 Intensity (lb/MWhr)</b>	0.023	<b>N2O Intensity (lb/MWhr)</b>	0.005

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent in the DIER's model.

Construction Phase - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Off-road Equipment - Consistent in the DIER's model.

Trips and VMT - Consistent in the DIER's model.

Grading - Consistent in the DIER's model.

Architectural Coating - Consistent in the DIER's model.

Vehicle Trips - Consistent in the DIER's model.

Vehicle Emission Factors - Consistent in the DIER's model.

Vehicle Emission Factors - Consistent in the DIER's model.

Vehicle Emission Factors - Consistent in the DIER's model.

Energy Use - Consistent in the DIER's model.

Water And Wastewater - Consistent in the DIER's model.

Solid Waste - Consistent in the DIER's model.

Construction Off-road Equipment Mitigation - See SWAPE comment "Incorrect Application of Tier 4 Final Mitigation."

Fleet Mix -

Demolition - Consistent with the DEIR's model

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	17.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	220.00	100.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblConstructionPhase	NumDays	3,100.00	150.00
tblConstructionPhase	NumDays	200.00	55.00
tblConstructionPhase	NumDays	310.00	70.00
tblConstructionPhase	NumDays	220.00	100.00
tblConstructionPhase	NumDays	120.00	50.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	T24E	0.37	0.00
tblEnergyUse	T24NG	2.00	0.00
tblGrading	AcresOfGrading	490.00	1,400.00
tblGrading	AcresOfGrading	175.00	1,000.00
tblGrading	MaterialExported	0.00	39,550.00
tblGrading	MaterialImported	0.00	202,200.00
tblLandUse	LandUseSquareFeet	2,700,100.00	2,700,104.00
tblLandUse	LandUseSquareFeet	574,400.00	747,687.00
tblLandUse	LotAcreage	12.92	17.16
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.023
tblProjectCharacteristics	CO2IntensityFactor	702.44	564.66
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblSolidWaste	SolidWasteGenerationRate	2,549.32	0.00
tblTripsAndVMT	HaulingTripNumber	30,219.00	18,596.00
tblTripsAndVMT	VendorTripNumber	0.00	171.00
tblTripsAndVMT	VendorTripNumber	0.00	155.00
tblTripsAndVMT	VendorTripNumber	0.00	218.00
tblTripsAndVMT	VendorTripNumber	1,010.00	466.00
tblVehicleEF	HHD	1.21	0.03
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	3.29	5.95
tblVehicleEF	HHD	0.57	0.67



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	HHD	1.82	3.7880e-003
tblVehicleEF	HHD	6,933.41	1,124.17
tblVehicleEF	HHD	1,475.79	1,484.27
tblVehicleEF	HHD	5.54	0.03
tblVehicleEF	HHD	26.50	6.08
tblVehicleEF	HHD	2.50	3.42
tblVehicleEF	HHD	9.7780e-003	3.6280e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	5.1000e-005	1.0000e-006
tblVehicleEF	HHD	9.3550e-003	3.4710e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8810e-003	8.8310e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	4.7000e-005	1.0000e-006
tblVehicleEF	HHD	8.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.1910e-003	1.6000e-004
tblVehicleEF	HHD	0.84	0.43
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	2.1700e-004	7.9100e-004
tblVehicleEF	HHD	0.05	1.0000e-006
tblVehicleEF	HHD	0.07	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.6000e-005	0.00
tblVehicleEF	HHD	8.5000e-005	5.0000e-006

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	HHD	3.1910e-003	1.6000e-004
tblVehicleEF	HHD	0.97	0.50
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.13	0.23
tblVehicleEF	HHD	2.1700e-004	7.9100e-004
tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	HHD	1.14	0.03
tblVehicleEF	HHD	0.04	0.14
tblVehicleEF	HHD	0.09	0.00
tblVehicleEF	HHD	2.39	5.82
tblVehicleEF	HHD	0.57	0.67
tblVehicleEF	HHD	1.70	3.5770e-003
tblVehicleEF	HHD	7,345.18	1,121.04
tblVehicleEF	HHD	1,475.79	1,484.27
tblVehicleEF	HHD	5.54	0.03
tblVehicleEF	HHD	27.35	5.90
tblVehicleEF	HHD	2.36	3.23
tblVehicleEF	HHD	8.2750e-003	3.1750e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	5.1000e-005	1.0000e-006
tblVehicleEF	HHD	7.9170e-003	3.0380e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8810e-003	8.8310e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	4.7000e-005	1.0000e-006

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	HHD	1.6800e-004	1.0000e-005
tblVehicleEF	HHD	3.5970e-003	1.8200e-004
tblVehicleEF	HHD	0.79	0.45
tblVehicleEF	HHD	1.1700e-004	7.0000e-006
tblVehicleEF	HHD	0.08	0.08
tblVehicleEF	HHD	2.2100e-004	8.1200e-004
tblVehicleEF	HHD	0.05	1.0000e-006
tblVehicleEF	HHD	0.07	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.4000e-005	0.00
tblVehicleEF	HHD	1.6800e-004	1.0000e-005
tblVehicleEF	HHD	3.5970e-003	1.8200e-004
tblVehicleEF	HHD	0.91	0.52
tblVehicleEF	HHD	1.1700e-004	7.0000e-006
tblVehicleEF	HHD	0.13	0.23
tblVehicleEF	HHD	2.2100e-004	8.1200e-004
tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	HHD	1.31	0.02
tblVehicleEF	HHD	0.04	3.3680e-003
tblVehicleEF	HHD	0.10	0.00
tblVehicleEF	HHD	4.53	5.98
tblVehicleEF	HHD	0.57	0.33
tblVehicleEF	HHD	1.79	3.7590e-003
tblVehicleEF	HHD	6,364.76	1,097.48
tblVehicleEF	HHD	1,475.79	1,393.36
tblVehicleEF	HHD	5.54	0.03
tblVehicleEF	HHD	25.32	6.13

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	HHD	2.46	3.28
tblVehicleEF	HHD	0.01	3.8650e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.03
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	5.1000e-005	1.0000e-006
tblVehicleEF	HHD	0.01	3.6980e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8810e-003	8.6000e-003
tblVehicleEF	HHD	0.01	0.03
tblVehicleEF	HHD	4.7000e-005	1.0000e-006
tblVehicleEF	HHD	8.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.4760e-003	1.8700e-004
tblVehicleEF	HHD	0.91	0.40
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.08	0.07
tblVehicleEF	HHD	2.3300e-004	8.2900e-004
tblVehicleEF	HHD	0.05	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	8.5000e-005	0.00
tblVehicleEF	HHD	8.5000e-005	5.0000e-006
tblVehicleEF	HHD	3.4760e-003	1.8700e-004
tblVehicleEF	HHD	1.05	0.46
tblVehicleEF	HHD	5.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.13	0.08
tblVehicleEF	HHD	2.3300e-004	8.2900e-004

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	HHD	0.06	1.0000e-006
tblVehicleEF	LDA	4.2030e-003	2.5110e-003
tblVehicleEF	LDA	5.6230e-003	0.05
tblVehicleEF	LDA	0.57	0.67
tblVehicleEF	LDA	1.19	2.11
tblVehicleEF	LDA	251.29	265.15
tblVehicleEF	LDA	57.15	54.12
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	1.6780e-003	1.5210e-003
tblVehicleEF	LDA	2.2790e-003	1.8570e-003
tblVehicleEF	LDA	1.5460e-003	1.4000e-003
tblVehicleEF	LDA	2.0960e-003	1.7080e-003
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	9.5370e-003
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.08	0.22
tblVehicleEF	LDA	2.5170e-003	2.6060e-003
tblVehicleEF	LDA	5.9200e-004	5.3200e-004
tblVehicleEF	LDA	0.04	0.06
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.02	0.01
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.7900e-003	2.8350e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LDA	4.6890e-003	0.04
tblVehicleEF	LDA	0.71	0.81
tblVehicleEF	LDA	0.99	1.78
tblVehicleEF	LDA	274.94	287.11
tblVehicleEF	LDA	57.15	53.48
tblVehicleEF	LDA	0.05	0.03
tblVehicleEF	LDA	1.6780e-003	1.5210e-003
tblVehicleEF	LDA	2.2790e-003	1.8570e-003
tblVehicleEF	LDA	1.5460e-003	1.4000e-003
tblVehicleEF	LDA	2.0960e-003	1.7080e-003
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.06	0.19
tblVehicleEF	LDA	2.7550e-003	2.8220e-003
tblVehicleEF	LDA	5.8800e-004	5.2600e-004
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	0.12	0.11
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.03	0.21
tblVehicleEF	LDA	0.07	0.21
tblVehicleEF	LDA	4.0860e-003	2.4600e-003
tblVehicleEF	LDA	5.5870e-003	0.05
tblVehicleEF	LDA	0.54	0.64

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LDA	1.18	2.12
tblVehicleEF	LDA	245.70	261.06
tblVehicleEF	LDA	57.15	54.13
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	1.6780e-003	1.5210e-003
tblVehicleEF	LDA	2.2790e-003	1.8570e-003
tblVehicleEF	LDA	1.5460e-003	1.4000e-003
tblVehicleEF	LDA	2.0960e-003	1.7080e-003
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	9.3400e-003
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.08	0.22
tblVehicleEF	LDA	2.4600e-003	2.5660e-003
tblVehicleEF	LDA	5.9100e-004	5.3200e-004
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.11	0.11
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDT1	0.01	7.5760e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.54	1.52
tblVehicleEF	LDT1	3.61	2.39
tblVehicleEF	LDT1	313.68	314.63

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LDT1	70.93	65.70
tblVehicleEF	LDT1	0.16	0.13
tblVehicleEF	LDT1	2.7050e-003	2.3430e-003
tblVehicleEF	LDT1	3.6920e-003	2.8390e-003
tblVehicleEF	LDT1	2.4910e-003	2.1560e-003
tblVehicleEF	LDT1	3.3960e-003	2.6100e-003
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.20	0.86
tblVehicleEF	LDT1	0.26	0.42
tblVehicleEF	LDT1	3.1570e-003	3.0930e-003
tblVehicleEF	LDT1	7.7300e-004	6.4600e-004
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.13	0.14
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.20	0.86
tblVehicleEF	LDT1	0.28	0.47
tblVehicleEF	LDT1	0.02	8.4650e-003
tblVehicleEF	LDT1	0.02	0.07
tblVehicleEF	LDT1	1.85	1.81
tblVehicleEF	LDT1	2.97	2.00
tblVehicleEF	LDT1	341.75	337.48
tblVehicleEF	LDT1	70.93	64.87
tblVehicleEF	LDT1	0.14	0.11



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LDT1	2.7050e-003	2.3430e-003
tblVehicleEF	LDT1	3.6920e-003	2.8390e-003
tblVehicleEF	LDT1	2.4910e-003	2.1560e-003
tblVehicleEF	LDT1	3.3960e-003	2.6100e-003
tblVehicleEF	LDT1	0.37	0.36
tblVehicleEF	LDT1	0.41	0.31
tblVehicleEF	LDT1	0.27	0.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.20	0.85
tblVehicleEF	LDT1	0.21	0.36
tblVehicleEF	LDT1	3.4420e-003	3.3180e-003
tblVehicleEF	LDT1	7.6200e-004	6.3800e-004
tblVehicleEF	LDT1	0.37	0.36
tblVehicleEF	LDT1	0.41	0.31
tblVehicleEF	LDT1	0.27	0.26
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.20	0.85
tblVehicleEF	LDT1	0.23	0.40
tblVehicleEF	LDT1	0.01	7.4310e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.47	1.47
tblVehicleEF	LDT1	3.55	2.39
tblVehicleEF	LDT1	307.06	310.38
tblVehicleEF	LDT1	70.93	65.71
tblVehicleEF	LDT1	0.15	0.12
tblVehicleEF	LDT1	2.7050e-003	2.3430e-003
tblVehicleEF	LDT1	3.6920e-003	2.8390e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LDT1	2.4910e-003	2.1560e-003
tblVehicleEF	LDT1	3.3960e-003	2.6100e-003
tblVehicleEF	LDT1	0.19	0.19
tblVehicleEF	LDT1	0.39	0.30
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.23	1.00
tblVehicleEF	LDT1	0.25	0.43
tblVehicleEF	LDT1	3.0890e-003	3.0520e-003
tblVehicleEF	LDT1	7.7200e-004	6.4600e-004
tblVehicleEF	LDT1	0.19	0.19
tblVehicleEF	LDT1	0.39	0.30
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.23	1.00
tblVehicleEF	LDT1	0.28	0.47
tblVehicleEF	LDT2	6.3270e-003	4.4090e-003
tblVehicleEF	LDT2	8.1990e-003	0.07
tblVehicleEF	LDT2	0.80	1.00
tblVehicleEF	LDT2	1.67	2.71
tblVehicleEF	LDT2	351.15	335.59
tblVehicleEF	LDT2	79.39	70.25
tblVehicleEF	LDT2	0.09	0.09
tblVehicleEF	LDT2	1.7270e-003	1.6020e-003
tblVehicleEF	LDT2	2.4170e-003	1.9240e-003
tblVehicleEF	LDT2	1.5880e-003	1.4740e-003
tblVehicleEF	LDT2	2.2220e-003	1.7690e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LDT2	0.06	0.10
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.11	0.33
tblVehicleEF	LDT2	3.5180e-003	3.2990e-003
tblVehicleEF	LDT2	8.2200e-004	6.9100e-004
tblVehicleEF	LDT2	0.06	0.10
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.12	0.36
tblVehicleEF	LDT2	7.1840e-003	4.9540e-003
tblVehicleEF	LDT2	6.8290e-003	0.06
tblVehicleEF	LDT2	0.97	1.20
tblVehicleEF	LDT2	1.38	2.28
tblVehicleEF	LDT2	383.36	357.71
tblVehicleEF	LDT2	79.39	69.39
tblVehicleEF	LDT2	0.08	0.08
tblVehicleEF	LDT2	1.7270e-003	1.6020e-003
tblVehicleEF	LDT2	2.4170e-003	1.9240e-003
tblVehicleEF	LDT2	1.5880e-003	1.4740e-003
tblVehicleEF	LDT2	2.2220e-003	1.7690e-003
tblVehicleEF	LDT2	0.13	0.18
tblVehicleEF	LDT2	0.15	0.16

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LDT2	0.11	0.15
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.09	0.29
tblVehicleEF	LDT2	3.8420e-003	3.5160e-003
tblVehicleEF	LDT2	8.1700e-004	6.8200e-004
tblVehicleEF	LDT2	0.13	0.18
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.15
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.10	0.31
tblVehicleEF	LDT2	6.1560e-003	4.3220e-003
tblVehicleEF	LDT2	8.1410e-003	0.07
tblVehicleEF	LDT2	0.75	0.96
tblVehicleEF	LDT2	1.64	2.72
tblVehicleEF	LDT2	343.55	331.47
tblVehicleEF	LDT2	79.39	70.27
tblVehicleEF	LDT2	0.08	0.08
tblVehicleEF	LDT2	1.7270e-003	1.6020e-003
tblVehicleEF	LDT2	2.4170e-003	1.9240e-003
tblVehicleEF	LDT2	1.5880e-003	1.4740e-003
tblVehicleEF	LDT2	2.2220e-003	1.7690e-003
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.02

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.11	0.33
tblVehicleEF	LDT2	3.4410e-003	3.2580e-003
tblVehicleEF	LDT2	8.2200e-004	6.9100e-004
tblVehicleEF	LDT2	0.06	0.09
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.52
tblVehicleEF	LDT2	0.12	0.37
tblVehicleEF	LHD1	5.2170e-003	5.0850e-003
tblVehicleEF	LHD1	0.01	6.1020e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.14	0.18
tblVehicleEF	LHD1	1.07	0.75
tblVehicleEF	LHD1	2.60	1.03
tblVehicleEF	LHD1	9.23	9.25
tblVehicleEF	LHD1	609.20	652.45
tblVehicleEF	LHD1	30.40	11.21
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	2.12	1.25
tblVehicleEF	LHD1	9.6500e-004	8.9000e-004
tblVehicleEF	LHD1	0.01	9.8770e-003
tblVehicleEF	LHD1	0.01	9.8260e-003
tblVehicleEF	LHD1	9.5800e-004	2.6000e-004
tblVehicleEF	LHD1	9.2400e-004	8.5100e-004
tblVehicleEF	LHD1	2.5390e-003	2.4690e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LHD1	0.01	9.3760e-003
tblVehicleEF	LHD1	8.8100e-004	2.3900e-004
tblVehicleEF	LHD1	3.7070e-003	3.0390e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.8240e-003	1.5810e-003
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.35	0.55
tblVehicleEF	LHD1	0.27	0.08
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9760e-003	6.3570e-003
tblVehicleEF	LHD1	3.5300e-004	1.1100e-004
tblVehicleEF	LHD1	3.7070e-003	3.0390e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.8240e-003	1.5810e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.35	0.55
tblVehicleEF	LHD1	0.29	0.09
tblVehicleEF	LHD1	5.2170e-003	5.0990e-003
tblVehicleEF	LHD1	0.01	6.2280e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.14	0.18
tblVehicleEF	LHD1	1.09	0.76
tblVehicleEF	LHD1	2.43	0.98
tblVehicleEF	LHD1	9.23	9.25
tblVehicleEF	LHD1	609.20	652.47

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LHD1	30.40	11.12
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	1.98	1.17
tblVehicleEF	LHD1	9.6500e-004	8.9000e-004
tblVehicleEF	LHD1	0.01	9.8770e-003
tblVehicleEF	LHD1	0.01	9.8260e-003
tblVehicleEF	LHD1	9.5800e-004	2.6000e-004
tblVehicleEF	LHD1	9.2400e-004	8.5100e-004
tblVehicleEF	LHD1	2.5390e-003	2.4690e-003
tblVehicleEF	LHD1	0.01	9.3760e-003
tblVehicleEF	LHD1	8.8100e-004	2.3900e-004
tblVehicleEF	LHD1	7.3080e-003	5.4780e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	4.1220e-003	3.0450e-003
tblVehicleEF	LHD1	0.09	0.06
tblVehicleEF	LHD1	0.36	0.56
tblVehicleEF	LHD1	0.25	0.08
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9770e-003	6.3570e-003
tblVehicleEF	LHD1	3.5000e-004	1.1000e-004
tblVehicleEF	LHD1	7.3080e-003	5.4780e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	4.1220e-003	3.0450e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.36	0.56

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LHD1	0.28	0.08
tblVehicleEF	LHD1	5.2170e-003	5.0870e-003
tblVehicleEF	LHD1	0.01	6.1100e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.14	0.18
tblVehicleEF	LHD1	1.07	0.75
tblVehicleEF	LHD1	2.55	1.02
tblVehicleEF	LHD1	9.23	9.25
tblVehicleEF	LHD1	609.20	652.45
tblVehicleEF	LHD1	30.40	11.20
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	2.08	1.23
tblVehicleEF	LHD1	9.6500e-004	8.9000e-004
tblVehicleEF	LHD1	0.01	9.8770e-003
tblVehicleEF	LHD1	0.01	9.8260e-003
tblVehicleEF	LHD1	9.5800e-004	2.6000e-004
tblVehicleEF	LHD1	9.2400e-004	8.5100e-004
tblVehicleEF	LHD1	2.5390e-003	2.4690e-003
tblVehicleEF	LHD1	0.01	9.3760e-003
tblVehicleEF	LHD1	8.8100e-004	2.3900e-004
tblVehicleEF	LHD1	4.0430e-003	3.1520e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.7940e-003	1.6100e-003
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.38	0.60
tblVehicleEF	LHD1	0.26	0.08



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.9760e-003	6.3570e-003
tblVehicleEF	LHD1	3.5200e-004	1.1100e-004
tblVehicleEF	LHD1	4.0430e-003	3.1520e-003
tblVehicleEF	LHD1	0.13	0.10
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.7940e-003	1.6100e-003
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.38	0.60
tblVehicleEF	LHD1	0.29	0.09
tblVehicleEF	LHD2	3.5950e-003	3.6950e-003
tblVehicleEF	LHD2	4.6110e-003	4.1040e-003
tblVehicleEF	LHD2	8.1370e-003	0.01
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.50	0.50
tblVehicleEF	LHD2	1.20	0.67
tblVehicleEF	LHD2	14.27	14.14
tblVehicleEF	LHD2	608.52	665.25
tblVehicleEF	LHD2	24.46	8.76
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.49	1.36
tblVehicleEF	LHD2	1.2830e-003	1.3100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.0000e-004	1.3700e-004
tblVehicleEF	LHD2	1.2280e-003	1.2540e-003
tblVehicleEF	LHD2	2.6860e-003	2.6560e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6800e-004	1.2600e-004
tblVehicleEF	LHD2	1.3070e-003	1.7040e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	7.0300e-004	9.2000e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.32
tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	LHD2	1.3900e-004	1.3500e-004
tblVehicleEF	LHD2	5.9200e-003	6.4300e-003
tblVehicleEF	LHD2	2.6700e-004	8.7000e-005
tblVehicleEF	LHD2	1.3070e-003	1.7040e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.0300e-004	9.2000e-004
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.09	0.32
tblVehicleEF	LHD2	0.12	0.06
tblVehicleEF	LHD2	3.5950e-003	3.7050e-003
tblVehicleEF	LHD2	4.6760e-003	4.1460e-003
tblVehicleEF	LHD2	7.7630e-003	0.01
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.50	0.50
tblVehicleEF	LHD2	1.13	0.64
tblVehicleEF	LHD2	14.27	14.14
tblVehicleEF	LHD2	608.52	665.25

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LHD2	24.46	8.70
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.40	1.28
tblVehicleEF	LHD2	1.2830e-003	1.3100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.0000e-004	1.3700e-004
tblVehicleEF	LHD2	1.2280e-003	1.2540e-003
tblVehicleEF	LHD2	2.6860e-003	2.6560e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6800e-004	1.2600e-004
tblVehicleEF	LHD2	2.5220e-003	3.0730e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.5220e-003	1.7630e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.32
tblVehicleEF	LHD2	0.10	0.05
tblVehicleEF	LHD2	1.3900e-004	1.3500e-004
tblVehicleEF	LHD2	5.9200e-003	6.4300e-003
tblVehicleEF	LHD2	2.6500e-004	8.6000e-005
tblVehicleEF	LHD2	2.5220e-003	3.0730e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.5220e-003	1.7630e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.09	0.32

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LHD2	0.11	0.05
tblVehicleEF	LHD2	3.5950e-003	3.6960e-003
tblVehicleEF	LHD2	4.6180e-003	4.1080e-003
tblVehicleEF	LHD2	8.0640e-003	0.01
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.50	0.50
tblVehicleEF	LHD2	1.19	0.67
tblVehicleEF	LHD2	14.27	14.14
tblVehicleEF	LHD2	608.52	665.25
tblVehicleEF	LHD2	24.46	8.75
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	1.46	1.33
tblVehicleEF	LHD2	1.2830e-003	1.3100e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.0000e-004	1.3700e-004
tblVehicleEF	LHD2	1.2280e-003	1.2540e-003
tblVehicleEF	LHD2	2.6860e-003	2.6560e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.6800e-004	1.2600e-004
tblVehicleEF	LHD2	1.3460e-003	1.7140e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	6.8700e-004	9.2200e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.34
tblVehicleEF	LHD2	0.11	0.05

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	LHD2	1.3900e-004	1.3500e-004
tblVehicleEF	LHD2	5.9200e-003	6.4300e-003
tblVehicleEF	LHD2	2.6600e-004	8.7000e-005
tblVehicleEF	LHD2	1.3460e-003	1.7140e-003
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.8700e-004	9.2200e-004
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.10	0.34
tblVehicleEF	LHD2	0.12	0.06
tblVehicleEF	MCY	0.43	0.34
tblVehicleEF	MCY	0.16	0.24
tblVehicleEF	MCY	20.55	19.26
tblVehicleEF	MCY	9.93	8.60
tblVehicleEF	MCY	167.73	212.03
tblVehicleEF	MCY	46.45	60.73
tblVehicleEF	MCY	1.16	1.13
tblVehicleEF	MCY	1.8610e-003	1.9650e-003
tblVehicleEF	MCY	3.6730e-003	2.9600e-003
tblVehicleEF	MCY	1.7420e-003	1.8380e-003
tblVehicleEF	MCY	3.4650e-003	2.7870e-003
tblVehicleEF	MCY	1.45	1.42
tblVehicleEF	MCY	0.84	0.80
tblVehicleEF	MCY	0.80	0.78
tblVehicleEF	MCY	2.23	2.33
tblVehicleEF	MCY	0.49	1.91
tblVehicleEF	MCY	2.16	1.84

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MCY	2.0770e-003	2.0980e-003
tblVehicleEF	MCY	6.9000e-004	6.0100e-004
tblVehicleEF	MCY	1.45	1.42
tblVehicleEF	MCY	0.84	0.80
tblVehicleEF	MCY	0.80	0.78
tblVehicleEF	MCY	2.74	2.87
tblVehicleEF	MCY	0.49	1.91
tblVehicleEF	MCY	2.35	2.01
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.14	0.21
tblVehicleEF	MCY	20.68	19.28
tblVehicleEF	MCY	9.05	7.90
tblVehicleEF	MCY	167.73	211.90
tblVehicleEF	MCY	46.45	58.88
tblVehicleEF	MCY	0.99	0.97
tblVehicleEF	MCY	1.8610e-003	1.9650e-003
tblVehicleEF	MCY	3.6730e-003	2.9600e-003
tblVehicleEF	MCY	1.7420e-003	1.8380e-003
tblVehicleEF	MCY	3.4650e-003	2.7870e-003
tblVehicleEF	MCY	3.14	2.77
tblVehicleEF	MCY	1.27	1.11
tblVehicleEF	MCY	2.13	1.77
tblVehicleEF	MCY	2.17	2.28
tblVehicleEF	MCY	0.49	1.88
tblVehicleEF	MCY	1.86	1.62
tblVehicleEF	MCY	2.0770e-003	2.0970e-003
tblVehicleEF	MCY	6.6700e-004	5.8300e-004

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MCY	3.14	2.77
tblVehicleEF	MCY	1.27	1.11
tblVehicleEF	MCY	2.13	1.77
tblVehicleEF	MCY	2.67	2.81
tblVehicleEF	MCY	0.49	1.88
tblVehicleEF	MCY	2.02	1.76
tblVehicleEF	MCY	0.42	0.34
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.63	18.76
tblVehicleEF	MCY	9.55	8.44
tblVehicleEF	MCY	167.73	211.17
tblVehicleEF	MCY	46.45	60.38
tblVehicleEF	MCY	1.12	1.09
tblVehicleEF	MCY	1.8610e-003	1.9650e-003
tblVehicleEF	MCY	3.6730e-003	2.9600e-003
tblVehicleEF	MCY	1.7420e-003	1.8380e-003
tblVehicleEF	MCY	3.4650e-003	2.7870e-003
tblVehicleEF	MCY	1.71	1.57
tblVehicleEF	MCY	1.13	1.06
tblVehicleEF	MCY	0.72	0.74
tblVehicleEF	MCY	2.19	2.31
tblVehicleEF	MCY	0.56	2.18
tblVehicleEF	MCY	2.08	1.81
tblVehicleEF	MCY	2.0610e-003	2.0900e-003
tblVehicleEF	MCY	6.8200e-004	5.9800e-004
tblVehicleEF	MCY	1.71	1.57
tblVehicleEF	MCY	1.13	1.06

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MCY	0.72	0.74
tblVehicleEF	MCY	2.69	2.84
tblVehicleEF	MCY	0.56	2.18
tblVehicleEF	MCY	2.27	1.98
tblVehicleEF	MDV	0.01	5.5200e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.35	1.14
tblVehicleEF	MDV	3.25	3.25
tblVehicleEF	MDV	483.94	415.10
tblVehicleEF	MDV	107.92	87.32
tblVehicleEF	MDV	0.17	0.11
tblVehicleEF	MDV	1.8260e-003	1.6850e-003
tblVehicleEF	MDV	2.5170e-003	2.0310e-003
tblVehicleEF	MDV	1.6830e-003	1.5540e-003
tblVehicleEF	MDV	2.3150e-003	1.8680e-003
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.25	0.44
tblVehicleEF	MDV	4.8500e-003	4.0780e-003
tblVehicleEF	MDV	1.1370e-003	8.5900e-004
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.20	0.17
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.05	0.03



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MDV	0.11	0.50
tblVehicleEF	MDV	0.28	0.48
tblVehicleEF	MDV	0.01	6.2110e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.64	1.35
tblVehicleEF	MDV	2.69	2.72
tblVehicleEF	MDV	526.85	438.45
tblVehicleEF	MDV	107.92	86.27
tblVehicleEF	MDV	0.16	0.10
tblVehicleEF	MDV	1.8260e-003	1.6850e-003
tblVehicleEF	MDV	2.5170e-003	2.0310e-003
tblVehicleEF	MDV	1.6830e-003	1.5540e-003
tblVehicleEF	MDV	2.3150e-003	1.8680e-003
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.21	0.38
tblVehicleEF	MDV	5.2830e-003	4.3080e-003
tblVehicleEF	MDV	1.1260e-003	8.4800e-004
tblVehicleEF	MDV	0.20	0.21
tblVehicleEF	MDV	0.23	0.19
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.23	0.41

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MDV	0.01	5.4050e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.28	1.09
tblVehicleEF	MDV	3.20	3.26
tblVehicleEF	MDV	473.93	410.75
tblVehicleEF	MDV	107.92	87.35
tblVehicleEF	MDV	0.16	0.10
tblVehicleEF	MDV	1.8260e-003	1.6850e-003
tblVehicleEF	MDV	2.5170e-003	2.0310e-003
tblVehicleEF	MDV	1.6830e-003	1.5540e-003
tblVehicleEF	MDV	2.3150e-003	1.8680e-003
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.13	0.57
tblVehicleEF	MDV	0.25	0.44
tblVehicleEF	MDV	4.7490e-003	4.0360e-003
tblVehicleEF	MDV	1.1360e-003	8.5900e-004
tblVehicleEF	MDV	0.10	0.11
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.57
tblVehicleEF	MDV	0.27	0.48
tblVehicleEF	MH	0.04	3.6580e-003
tblVehicleEF	MH	0.03	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MH	3.07	0.35
tblVehicleEF	MH	6.43	0.00
tblVehicleEF	MH	1,045.05	970.21
tblVehicleEF	MH	59.49	0.00
tblVehicleEF	MH	1.54	4.24
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.1740e-003	0.00
tblVehicleEF	MH	3.2230e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.0790e-003	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.37	0.00
tblVehicleEF	MH	0.01	9.1720e-003
tblVehicleEF	MH	7.0700e-004	0.00
tblVehicleEF	MH	1.47	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.51	0.00
tblVehicleEF	MH	0.14	0.09
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MH	0.04	3.6580e-003
tblVehicleEF	MH	0.03	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MH	3.19	0.35
tblVehicleEF	MH	5.84	0.00
tblVehicleEF	MH	1,045.05	970.21
tblVehicleEF	MH	59.49	0.00
tblVehicleEF	MH	1.41	4.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.1740e-003	0.00
tblVehicleEF	MH	3.2230e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.0790e-003	0.00
tblVehicleEF	MH	2.91	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	1.21	0.00
tblVehicleEF	MH	0.11	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.34	0.00
tblVehicleEF	MH	0.01	9.1720e-003
tblVehicleEF	MH	6.9700e-004	0.00
tblVehicleEF	MH	2.91	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	1.21	0.00
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.38	0.00
tblVehicleEF	MH	0.04	3.6580e-003
tblVehicleEF	MH	0.03	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MH	3.08	0.35
tblVehicleEF	MH	6.36	0.00
tblVehicleEF	MH	1,045.05	970.21
tblVehicleEF	MH	59.49	0.00
tblVehicleEF	MH	1.51	4.17
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.1740e-003	0.00
tblVehicleEF	MH	3.2230e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.11
tblVehicleEF	MH	1.0790e-003	0.00
tblVehicleEF	MH	1.75	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	0.53	0.00
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.37	0.00
tblVehicleEF	MH	0.01	9.1720e-003
tblVehicleEF	MH	7.0600e-004	0.00
tblVehicleEF	MH	1.75	0.00
tblVehicleEF	MH	0.11	0.00
tblVehicleEF	MH	0.53	0.00
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.40	0.00
tblVehicleEF	MHD	0.02	2.5070e-003
tblVehicleEF	MHD	3.5160e-003	3.3210e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MHD	0.05	6.4670e-003
tblVehicleEF	MHD	0.32	0.31
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	5.32	0.74
tblVehicleEF	MHD	156.91	68.92
tblVehicleEF	MHD	1,101.52	974.57
tblVehicleEF	MHD	52.43	6.35
tblVehicleEF	MHD	0.60	0.52
tblVehicleEF	MHD	0.99	1.61
tblVehicleEF	MHD	3.8600e-004	1.2310e-003
tblVehicleEF	MHD	5.0030e-003	0.04
tblVehicleEF	MHD	7.6400e-004	7.5000e-005
tblVehicleEF	MHD	3.6900e-004	1.1780e-003
tblVehicleEF	MHD	4.7830e-003	0.03
tblVehicleEF	MHD	7.0300e-004	6.9000e-005
tblVehicleEF	MHD	1.2800e-003	4.5300e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.5100e-004	2.4000e-004
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.32	0.03
tblVehicleEF	MHD	1.5080e-003	6.5300e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.1700e-004	6.3000e-005
tblVehicleEF	MHD	1.2800e-003	4.5300e-004
tblVehicleEF	MHD	0.04	0.01

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.5100e-004	2.4000e-004
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.35	0.04
tblVehicleEF	MHD	0.02	2.3860e-003
tblVehicleEF	MHD	3.5800e-003	3.3450e-003
tblVehicleEF	MHD	0.05	6.2100e-003
tblVehicleEF	MHD	0.24	0.26
tblVehicleEF	MHD	0.28	0.33
tblVehicleEF	MHD	4.97	0.70
tblVehicleEF	MHD	166.20	69.59
tblVehicleEF	MHD	1,101.52	974.58
tblVehicleEF	MHD	52.43	6.28
tblVehicleEF	MHD	0.62	0.52
tblVehicleEF	MHD	0.92	1.52
tblVehicleEF	MHD	3.2500e-004	1.0410e-003
tblVehicleEF	MHD	5.0030e-003	0.04
tblVehicleEF	MHD	7.6400e-004	7.5000e-005
tblVehicleEF	MHD	3.1100e-004	9.9600e-004
tblVehicleEF	MHD	4.7830e-003	0.03
tblVehicleEF	MHD	7.0300e-004	6.9000e-005
tblVehicleEF	MHD	2.5300e-003	8.2800e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.5010e-003	4.7800e-004
tblVehicleEF	MHD	0.04	0.06

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.30	0.03
tblVehicleEF	MHD	1.5950e-003	6.5900e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.1100e-004	6.2000e-005
tblVehicleEF	MHD	2.5300e-003	8.2800e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.5010e-003	4.7800e-004
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.33	0.04
tblVehicleEF	MHD	0.02	2.6830e-003
tblVehicleEF	MHD	3.5220e-003	3.3210e-003
tblVehicleEF	MHD	0.05	6.4200e-003
tblVehicleEF	MHD	0.45	0.37
tblVehicleEF	MHD	0.27	0.32
tblVehicleEF	MHD	5.23	0.74
tblVehicleEF	MHD	144.06	68.00
tblVehicleEF	MHD	1,101.52	974.57
tblVehicleEF	MHD	52.43	6.34
tblVehicleEF	MHD	0.57	0.52
tblVehicleEF	MHD	0.97	1.59
tblVehicleEF	MHD	4.7000e-004	1.4940e-003
tblVehicleEF	MHD	5.0030e-003	0.04
tblVehicleEF	MHD	7.6400e-004	7.5000e-005
tblVehicleEF	MHD	4.4900e-004	1.4300e-003



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	MHD	4.7830e-003	0.03
tblVehicleEF	MHD	7.0300e-004	6.9000e-005
tblVehicleEF	MHD	1.3890e-003	4.7100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	6.4000e-004	2.4400e-004
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.32	0.03
tblVehicleEF	MHD	1.3860e-003	6.4400e-004
tblVehicleEF	MHD	0.01	9.2620e-003
tblVehicleEF	MHD	6.1600e-004	6.3000e-005
tblVehicleEF	MHD	1.3890e-003	4.7100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	6.4000e-004	2.4400e-004
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	0.02	0.09
tblVehicleEF	MHD	0.35	0.04
tblVehicleEF	OBUS	0.01	8.8200e-003
tblVehicleEF	OBUS	9.9110e-003	6.5960e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.52
tblVehicleEF	OBUS	0.63	0.77
tblVehicleEF	OBUS	6.27	2.45
tblVehicleEF	OBUS	70.35	76.06
tblVehicleEF	OBUS	1,121.50	1,406.90

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	OBUS	70.70	20.49
tblVehicleEF	OBUS	0.28	0.34
tblVehicleEF	OBUS	0.97	1.24
tblVehicleEF	OBUS	6.4000e-005	5.8900e-004
tblVehicleEF	OBUS	4.6440e-003	0.01
tblVehicleEF	OBUS	9.2900e-004	2.1800e-004
tblVehicleEF	OBUS	6.1000e-005	5.6400e-004
tblVehicleEF	OBUS	4.4220e-003	0.01
tblVehicleEF	OBUS	8.5400e-004	2.0100e-004
tblVehicleEF	OBUS	2.1800e-003	2.6020e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.3100e-004	1.1160e-003
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.38	0.12
tblVehicleEF	OBUS	6.8400e-004	7.2500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1700e-004	2.0300e-004
tblVehicleEF	OBUS	2.1800e-003	2.6020e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	9.3100e-004	1.1160e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.42	0.13
tblVehicleEF	OBUS	0.01	8.8750e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	OBUS	0.01	6.7350e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	0.51
tblVehicleEF	OBUS	0.65	0.79
tblVehicleEF	OBUS	5.74	2.28
tblVehicleEF	OBUS	73.50	75.90
tblVehicleEF	OBUS	1,121.50	1,406.93
tblVehicleEF	OBUS	70.70	20.20
tblVehicleEF	OBUS	0.29	0.34
tblVehicleEF	OBUS	0.90	1.16
tblVehicleEF	OBUS	5.4000e-005	5.0100e-004
tblVehicleEF	OBUS	4.6440e-003	0.01
tblVehicleEF	OBUS	9.2900e-004	2.1800e-004
tblVehicleEF	OBUS	5.1000e-005	4.7900e-004
tblVehicleEF	OBUS	4.4220e-003	0.01
tblVehicleEF	OBUS	8.5400e-004	2.0100e-004
tblVehicleEF	OBUS	4.2350e-003	4.6860e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	2.1330e-003	2.2090e-003
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.36	0.11
tblVehicleEF	OBUS	7.1400e-004	7.2400e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.0800e-004	2.0000e-004
tblVehicleEF	OBUS	4.2350e-003	4.6860e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	2.1330e-003	2.2090e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.40	0.12
tblVehicleEF	OBUS	0.01	8.7750e-003
tblVehicleEF	OBUS	9.9380e-003	6.6000e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	0.53
tblVehicleEF	OBUS	0.63	0.77
tblVehicleEF	OBUS	6.22	2.45
tblVehicleEF	OBUS	66.00	76.30
tblVehicleEF	OBUS	1,121.50	1,406.90
tblVehicleEF	OBUS	70.70	20.50
tblVehicleEF	OBUS	0.27	0.35
tblVehicleEF	OBUS	0.96	1.22
tblVehicleEF	OBUS	7.7000e-005	7.1200e-004
tblVehicleEF	OBUS	4.6440e-003	0.01
tblVehicleEF	OBUS	9.2900e-004	2.1800e-004
tblVehicleEF	OBUS	7.4000e-005	6.8100e-004
tblVehicleEF	OBUS	4.4220e-003	0.01
tblVehicleEF	OBUS	8.5400e-004	2.0100e-004
tblVehicleEF	OBUS	2.3200e-003	2.7390e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	9.4100e-004	1.1660e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	OBUS	0.04	0.05
tblVehicleEF	OBUS	0.05	0.30
tblVehicleEF	OBUS	0.38	0.12
tblVehicleEF	OBUS	6.4200e-004	7.2800e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1600e-004	2.0300e-004
tblVehicleEF	OBUS	2.3200e-003	2.7390e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.07
tblVehicleEF	OBUS	9.4100e-004	1.1660e-003
tblVehicleEF	OBUS	0.06	0.07
tblVehicleEF	OBUS	0.05	0.30
tblVehicleEF	OBUS	0.42	0.13
tblVehicleEF	SBUS	0.84	0.06
tblVehicleEF	SBUS	0.01	8.5840e-003
tblVehicleEF	SBUS	0.07	6.1570e-003
tblVehicleEF	SBUS	5.71	2.50
tblVehicleEF	SBUS	0.65	0.78
tblVehicleEF	SBUS	5.33	0.82
tblVehicleEF	SBUS	1,258.13	345.06
tblVehicleEF	SBUS	1,136.31	1,112.17
tblVehicleEF	SBUS	37.11	4.79
tblVehicleEF	SBUS	11.70	3.29
tblVehicleEF	SBUS	4.77	5.20
tblVehicleEF	SBUS	0.01	4.3580e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	SBUS	5.1700e-004	4.0000e-005
tblVehicleEF	SBUS	0.01	4.1690e-003
tblVehicleEF	SBUS	2.7560e-003	2.7010e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.7500e-004	3.6000e-005
tblVehicleEF	SBUS	2.9260e-003	1.2420e-003
tblVehicleEF	SBUS	0.02	9.5120e-003
tblVehicleEF	SBUS	0.68	0.28
tblVehicleEF	SBUS	1.3050e-003	5.9000e-004
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	9.3510e-003	0.06
tblVehicleEF	SBUS	0.27	0.04
tblVehicleEF	SBUS	0.01	3.2890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.6300e-004	4.7000e-005
tblVehicleEF	SBUS	2.9260e-003	1.2420e-003
tblVehicleEF	SBUS	0.02	9.5120e-003
tblVehicleEF	SBUS	0.97	0.40
tblVehicleEF	SBUS	1.3050e-003	5.9000e-004
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	9.3510e-003	0.06
tblVehicleEF	SBUS	0.30	0.04
tblVehicleEF	SBUS	0.84	0.06
tblVehicleEF	SBUS	0.01	8.7140e-003
tblVehicleEF	SBUS	0.06	5.1550e-003
tblVehicleEF	SBUS	5.56	2.47
tblVehicleEF	SBUS	0.66	0.80

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	SBUS	3.65	0.60
tblVehicleEF	SBUS	1,322.00	352.98
tblVehicleEF	SBUS	1,136.31	1,112.20
tblVehicleEF	SBUS	37.11	4.41
tblVehicleEF	SBUS	12.08	3.36
tblVehicleEF	SBUS	4.47	4.88
tblVehicleEF	SBUS	0.01	3.6810e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	5.1700e-004	4.0000e-005
tblVehicleEF	SBUS	9.6490e-003	3.5220e-003
tblVehicleEF	SBUS	2.7560e-003	2.7010e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.7500e-004	3.6000e-005
tblVehicleEF	SBUS	5.6170e-003	2.2080e-003
tblVehicleEF	SBUS	0.02	9.9850e-003
tblVehicleEF	SBUS	0.67	0.28
tblVehicleEF	SBUS	2.8800e-003	1.1130e-003
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	8.5310e-003	0.06
tblVehicleEF	SBUS	0.22	0.03
tblVehicleEF	SBUS	0.01	3.3640e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.3500e-004	4.4000e-005
tblVehicleEF	SBUS	5.6170e-003	2.2080e-003
tblVehicleEF	SBUS	0.02	9.9850e-003
tblVehicleEF	SBUS	0.97	0.40

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	SBUS	2.8800e-003	1.1130e-003
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	8.5310e-003	0.06
tblVehicleEF	SBUS	0.24	0.03
tblVehicleEF	SBUS	0.84	0.06
tblVehicleEF	SBUS	0.01	8.5770e-003
tblVehicleEF	SBUS	0.07	6.3440e-003
tblVehicleEF	SBUS	5.91	2.56
tblVehicleEF	SBUS	0.65	0.78
tblVehicleEF	SBUS	5.37	0.86
tblVehicleEF	SBUS	1,169.92	334.13
tblVehicleEF	SBUS	1,136.31	1,112.17
tblVehicleEF	SBUS	37.11	4.85
tblVehicleEF	SBUS	11.19	3.19
tblVehicleEF	SBUS	4.69	5.12
tblVehicleEF	SBUS	0.01	5.2920e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	5.1700e-004	4.0000e-005
tblVehicleEF	SBUS	0.01	5.0630e-003
tblVehicleEF	SBUS	2.7560e-003	2.7010e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.7500e-004	3.6000e-005
tblVehicleEF	SBUS	2.9580e-003	1.2070e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.68	0.28
tblVehicleEF	SBUS	1.2820e-003	6.0100e-004



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	0.01	0.08
tblVehicleEF	SBUS	0.28	0.04
tblVehicleEF	SBUS	0.01	3.1850e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	4.6400e-004	4.8000e-005
tblVehicleEF	SBUS	2.9580e-003	1.2070e-003
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	0.98	0.40
tblVehicleEF	SBUS	1.2820e-003	6.0100e-004
tblVehicleEF	SBUS	0.13	0.13
tblVehicleEF	SBUS	0.01	0.08
tblVehicleEF	SBUS	0.31	0.04
tblVehicleEF	UBUS	1.83	4.45
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	9.26	34.75
tblVehicleEF	UBUS	14.34	0.89
tblVehicleEF	UBUS	1,846.39	1,692.13
tblVehicleEF	UBUS	136.37	11.77
tblVehicleEF	UBUS	5.87	0.38
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6550e-003
tblVehicleEF	UBUS	1.4030e-003	1.4100e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.06	2.5280e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	UBUS	1.2900e-003	1.3000e-004
tblVehicleEF	UBUS	8.0860e-003	1.6780e-003
tblVehicleEF	UBUS	0.11	9.5390e-003
tblVehicleEF	UBUS	3.9450e-003	7.3700e-004
tblVehicleEF	UBUS	0.61	0.07
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.15	0.04
tblVehicleEF	UBUS	0.01	3.0250e-003
tblVehicleEF	UBUS	1.6240e-003	1.1700e-004
tblVehicleEF	UBUS	8.0860e-003	1.6780e-003
tblVehicleEF	UBUS	0.11	9.5390e-003
tblVehicleEF	UBUS	3.9450e-003	7.3700e-004
tblVehicleEF	UBUS	2.50	4.54
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.25	0.04
tblVehicleEF	UBUS	1.83	4.45
tblVehicleEF	UBUS	0.08	9.2350e-003
tblVehicleEF	UBUS	9.36	34.75
tblVehicleEF	UBUS	11.74	0.76
tblVehicleEF	UBUS	1,846.39	1,692.13
tblVehicleEF	UBUS	136.37	11.55
tblVehicleEF	UBUS	5.45	0.38
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6550e-003
tblVehicleEF	UBUS	1.4030e-003	1.4100e-004
tblVehicleEF	UBUS	0.22	0.03

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.06	2.5280e-003
tblVehicleEF	UBUS	1.2900e-003	1.3000e-004
tblVehicleEF	UBUS	0.02	3.0610e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	9.3320e-003	1.4840e-003
tblVehicleEF	UBUS	0.62	0.07
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.02	0.03
tblVehicleEF	UBUS	0.01	3.0250e-003
tblVehicleEF	UBUS	1.5790e-003	1.1400e-004
tblVehicleEF	UBUS	0.02	3.0610e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	9.3320e-003	1.4840e-003
tblVehicleEF	UBUS	2.52	4.54
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	1.12	0.04
tblVehicleEF	UBUS	1.83	4.45
tblVehicleEF	UBUS	0.08	0.01
tblVehicleEF	UBUS	9.27	34.75
tblVehicleEF	UBUS	13.86	0.90
tblVehicleEF	UBUS	1,846.39	1,692.13
tblVehicleEF	UBUS	136.37	11.80
tblVehicleEF	UBUS	5.76	0.38
tblVehicleEF	UBUS	0.52	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.07	2.6550e-003

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleEF	UBUS	1.4030e-003	1.4100e-004
tblVehicleEF	UBUS	0.22	0.03
tblVehicleEF	UBUS	3.0000e-003	6.6220e-003
tblVehicleEF	UBUS	0.06	2.5280e-003
tblVehicleEF	UBUS	1.2900e-003	1.3000e-004
tblVehicleEF	UBUS	9.2250e-003	1.6870e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	4.1190e-003	7.4500e-004
tblVehicleEF	UBUS	0.61	0.07
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.13	0.04
tblVehicleEF	UBUS	0.01	3.0250e-003
tblVehicleEF	UBUS	1.6160e-003	1.1700e-004
tblVehicleEF	UBUS	9.2250e-003	1.6870e-003
tblVehicleEF	UBUS	0.14	0.01
tblVehicleEF	UBUS	4.1190e-003	7.4500e-004
tblVehicleEF	UBUS	2.50	4.54
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.24	0.04
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	1.68	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	1.68	0.00
tblWater	IndoorWaterUseRate	627,159,250.00	0.00

## 2.0 Emissions Summary

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## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.6665	118.5206	49.7641	0.1622	52.6485	4.5259	57.1744	19.2161	4.1648	23.3809	0.0000	16,422.78 45	16,422.78 45	3.3765	0.0000	16,490.16 69
2022	56.4867	170.5098	176.1181	0.5569	52.6485	4.1865	56.3466	19.2161	3.9053	22.6191	0.0000	55,679.66 97	55,679.66 97	6.1568	0.0000	55,814.01 94
Maximum	56.4867	170.5098	176.1181	0.5569	52.6485	4.5259	57.1744	19.2161	4.1648	23.3809	0.0000	55,679.66 97	55,679.66 97	6.1568	0.0000	55,814.01 94

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.1756	54.7976	56.2234	0.1622	52.6485	0.1882	52.8367	19.2161	0.1869	19.4030	0.0000	16,422.78 45	16,422.78 45	3.3765	0.0000	16,490.16 69
2022	50.4533	116.9132	195.5603	0.5569	52.6485	0.5917	52.8325	19.2161	0.5715	19.3989	0.0000	55,679.66 97	55,679.66 97	6.1568	0.0000	55,814.01 94
Maximum	50.4533	116.9132	195.5603	0.5569	52.6485	0.5917	52.8367	19.2161	0.5715	19.4030	0.0000	55,679.66 97	55,679.66 97	6.1568	0.0000	55,814.01 94

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	20.44	40.59	-11.47	0.00	0.00	91.05	6.92	0.00	90.60	15.65	0.00	0.00	0.00	0.00	0.00	0.00

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	62.1353	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>62.1353</b>	<b>6.3900e-003</b>	<b>0.7003</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>2.5000e-003</b>	<b>2.5000e-003</b>	<b>0.0000</b>	<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>1.4987</b>	<b>1.4987</b>	<b>3.9500e-003</b>	<b>0.0000</b>	<b>1.5976</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	62.1353	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>62.1353</b>	<b>6.3900e-003</b>	<b>0.7003</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>2.5000e-003</b>	<b>2.5000e-003</b>	<b>0.0000</b>	<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>1.4987</b>	<b>1.4987</b>	<b>3.9500e-003</b>	<b>0.0000</b>	<b>1.5976</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2021	12/16/2021	5	55	
2	Site Preparation	Site Preparation	12/17/2021	2/24/2022	5	50	
3	Grading	Grading	2/25/2022	6/2/2022	5	70	
4	Building Construction	Building Construction	6/3/2022	12/29/2022	5	150	
5	Paving	Paving	8/12/2022	12/29/2022	5	100	
6	Architectural Coating	Architectural Coating	8/12/2022	12/29/2022	5	100	

**Acres of Grading (Site Preparation Phase): 1000**

**Acres of Grading (Grading Phase): 1400**

**Acres of Paving: 79.15**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 4,068,060; Non-Residential Outdoor: 1,356,020; Striped Parking Area: 206,867 (Architectural Coating – sqft)**

#### OffRoad Equipment



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	2	8.00	81	0.73
Demolition	Excavators	6	8.00	158	0.38
Demolition	Rubber Tired Dozers	4	8.00	247	0.40
Site Preparation	Crawler Tractors	7	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	5	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	4	8.00	212	0.43
Grading	Excavators	4	8.00	158	0.38
Grading	Graders	2	8.00	187	0.41
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	2	8.00	231	0.29
Building Construction	Crawler Tractors	6	8.00	212	0.43
Building Construction	Forklifts	6	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	2	8.00	78	0.48

Trips and VMT

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	12	30.00	171.00	2,707.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	12	30.00	155.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	16	40.00	218.00	18,596.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	18	2,587.00	466.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	517.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Use Cleaner Engines for Construction Equipment

Water Exposed Area

**3.2 Demolition - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.6528	0.0000	10.6528	1.6129	0.0000	1.6129			0.0000			0.0000
Off-Road	6.3302	62.8814	43.1301	0.0776		3.1027	3.1027		2.8822	2.8822		7,495.8899	7,495.8899	2.1098		7,548.6347
<b>Total</b>	<b>6.3302</b>	<b>62.8814</b>	<b>43.1301</b>	<b>0.0776</b>	<b>10.6528</b>	<b>3.1027</b>	<b>13.7555</b>	<b>1.6129</b>	<b>2.8822</b>	<b>4.4951</b>		<b>7,495.8899</b>	<b>7,495.8899</b>	<b>2.1098</b>		<b>7,548.6347</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.2 Demolition - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3057	11.2682	1.9857	0.0372	0.8613	0.0322	0.8935	0.2362	0.0308	0.2670		3,954.994 6	3,954.994 6	0.2364		3,960.905 4
Vendor	0.4694	16.3152	3.6297	0.0444	1.0952	0.0291	1.1243	0.3154	0.0278	0.3431		4,677.450 7	4,677.450 7	0.3409		4,685.972 6
Worker	0.1528	0.0991	1.0187	2.9600e-003	0.3353	2.1400e-003	0.3375	0.0889	1.9800e-003	0.0909		294.4493	294.4493	8.2000e-003		294.6542
<b>Total</b>	<b>0.9278</b>	<b>27.6825</b>	<b>6.6341</b>	<b>0.0846</b>	<b>2.2919</b>	<b>0.0634</b>	<b>2.3553</b>	<b>0.6404</b>	<b>0.0606</b>	<b>0.7010</b>		<b>8,926.894 7</b>	<b>8,926.894 7</b>	<b>0.5855</b>		<b>8,941.532 2</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					10.6528	0.0000	10.6528	1.6129	0.0000	1.6129			0.0000			0.0000
Off-Road	1.1683	27.1151	49.3477	0.0776		0.1233	0.1233		0.1233	0.1233	0.0000	7,495.889 9	7,495.889 9	2.1098		7,548.634 7
<b>Total</b>	<b>1.1683</b>	<b>27.1151</b>	<b>49.3477</b>	<b>0.0776</b>	<b>10.6528</b>	<b>0.1233</b>	<b>10.7761</b>	<b>1.6129</b>	<b>0.1233</b>	<b>1.7362</b>	<b>0.0000</b>	<b>7,495.889 9</b>	<b>7,495.889 9</b>	<b>2.1098</b>		<b>7,548.634 7</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.2 Demolition - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3057	11.2682	1.9857	0.0372	0.8613	0.0322	0.8935	0.2362	0.0308	0.2670		3,954.994 6	3,954.994 6	0.2364		3,960.905 4
Vendor	0.4694	16.3152	3.6297	0.0444	1.0952	0.0291	1.1243	0.3154	0.0278	0.3431		4,677.450 7	4,677.450 7	0.3409		4,685.972 6
Worker	0.1528	0.0991	1.0187	2.9600e-003	0.3353	2.1400e-003	0.3375	0.0889	1.9800e-003	0.0909		294.4493	294.4493	8.2000e-003		294.6542
<b>Total</b>	<b>0.9278</b>	<b>27.6825</b>	<b>6.6341</b>	<b>0.0846</b>	<b>2.2919</b>	<b>0.0634</b>	<b>2.3553</b>	<b>0.6404</b>	<b>0.0606</b>	<b>0.7010</b>		<b>8,926.894 7</b>	<b>8,926.894 7</b>	<b>0.5855</b>		<b>8,941.532 2</b>

**3.3 Site Preparation - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					51.3204	0.0000	51.3204	18.8413	0.0000	18.8413			0.0000			0.0000
Off-Road	9.0883	103.6329	37.2345	0.0976		4.4974	4.4974		4.1376	4.1376		9,459.295 2	9,459.295 2	3.0593		9,535.778 4
<b>Total</b>	<b>9.0883</b>	<b>103.6329</b>	<b>37.2345</b>	<b>0.0976</b>	<b>51.3204</b>	<b>4.4974</b>	<b>55.8178</b>	<b>18.8413</b>	<b>4.1376</b>	<b>22.9789</b>		<b>9,459.295 2</b>	<b>9,459.295 2</b>	<b>3.0593</b>		<b>9,535.778 4</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.3 Site Preparation - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4255	14.7887	3.2901	0.0402	0.9927	0.0263	1.0191	0.2858	0.0252	0.3110		4,239.7945	4,239.7945	0.3090		4,247.5190
Worker	0.1528	0.0991	1.0187	2.9600e-003	0.3353	2.1400e-003	0.3375	0.0889	1.9800e-003	0.0909		294.4493	294.4493	8.2000e-003		294.6542
<b>Total</b>	<b>0.5782</b>	<b>14.8878</b>	<b>4.3087</b>	<b>0.0432</b>	<b>1.3281</b>	<b>0.0285</b>	<b>1.3565</b>	<b>0.3748</b>	<b>0.0272</b>	<b>0.4020</b>		<b>4,534.2438</b>	<b>4,534.2438</b>	<b>0.3172</b>		<b>4,542.1732</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					51.3204	0.0000	51.3204	18.8413	0.0000	18.8413			0.0000			0.0000
Off-Road	1.5974	25.7577	51.9147	0.0976		0.1597	0.1597		0.1597	0.1597	0.0000	9,459.2952	9,459.2952	3.0593		9,535.7784
<b>Total</b>	<b>1.5974</b>	<b>25.7577</b>	<b>51.9147</b>	<b>0.0976</b>	<b>51.3204</b>	<b>0.1597</b>	<b>51.4802</b>	<b>18.8413</b>	<b>0.1597</b>	<b>19.0011</b>	<b>0.0000</b>	<b>9,459.2952</b>	<b>9,459.2952</b>	<b>3.0593</b>		<b>9,535.7784</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.3 Site Preparation - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4255	14.7887	3.2901	0.0402	0.9927	0.0263	1.0191	0.2858	0.0252	0.3110		4,239.7945	4,239.7945	0.3090		4,247.5190
Worker	0.1528	0.0991	1.0187	2.9600e-003	0.3353	2.1400e-003	0.3375	0.0889	1.9800e-003	0.0909		294.4493	294.4493	8.2000e-003		294.6542
<b>Total</b>	<b>0.5782</b>	<b>14.8878</b>	<b>4.3087</b>	<b>0.0432</b>	<b>1.3281</b>	<b>0.0285</b>	<b>1.3565</b>	<b>0.3748</b>	<b>0.0272</b>	<b>0.4020</b>		<b>4,534.2438</b>	<b>4,534.2438</b>	<b>0.3172</b>		<b>4,542.1732</b>

**3.3 Site Preparation - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					51.3204	0.0000	51.3204	18.8413	0.0000	18.8413			0.0000			0.0000
Off-Road	7.6289	86.0232	34.1137	0.0975		3.6738	3.6738		3.3799	3.3799		9,448.4033	9,448.4033	3.0558		9,524.7984
<b>Total</b>	<b>7.6289</b>	<b>86.0232</b>	<b>34.1137</b>	<b>0.0975</b>	<b>51.3204</b>	<b>3.6738</b>	<b>54.9943</b>	<b>18.8413</b>	<b>3.3799</b>	<b>22.2212</b>		<b>9,448.4033</b>	<b>9,448.4033</b>	<b>3.0558</b>		<b>9,524.7984</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.3 Site Preparation - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3969	14.0099	3.0543	0.0399	0.9927	0.0222	1.0149	0.2858	0.0212	0.3070		4,204.471 9	4,204.471 9	0.2987		4,211.940 4
Worker	0.1430	0.0891	0.9343	2.8500e-003	0.3353	2.0800e-003	0.3374	0.0889	1.9200e-003	0.0909		283.8438	283.8438	7.3600e-003		284.0277
<b>Total</b>	<b>0.5399</b>	<b>14.0990</b>	<b>3.9886</b>	<b>0.0427</b>	<b>1.3280</b>	<b>0.0242</b>	<b>1.3523</b>	<b>0.3748</b>	<b>0.0231</b>	<b>0.3979</b>		<b>4,488.315 7</b>	<b>4,488.315 7</b>	<b>0.3061</b>		<b>4,495.968 1</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					51.3204	0.0000	51.3204	18.8413	0.0000	18.8413			0.0000			0.0000
Off-Road	1.5974	25.7577	51.9147	0.0975		0.1597	0.1597		0.1597	0.1597	0.0000	9,448.403 2	9,448.403 2	3.0558		9,524.798 4
<b>Total</b>	<b>1.5974</b>	<b>25.7577</b>	<b>51.9147</b>	<b>0.0975</b>	<b>51.3204</b>	<b>0.1597</b>	<b>51.4802</b>	<b>18.8413</b>	<b>0.1597</b>	<b>19.0011</b>	<b>0.0000</b>	<b>9,448.403 2</b>	<b>9,448.403 2</b>	<b>3.0558</b>		<b>9,524.798 4</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.3 Site Preparation - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3969	14.0099	3.0543	0.0399	0.9927	0.0222	1.0149	0.2858	0.0212	0.3070		4,204.4719	4,204.4719	0.2987		4,211.9404
Worker	0.1430	0.0891	0.9343	2.8500e-003	0.3353	2.0800e-003	0.3374	0.0889	1.9200e-003	0.0909		283.8438	283.8438	7.3600e-003		284.0277
<b>Total</b>	<b>0.5399</b>	<b>14.0990</b>	<b>3.9886</b>	<b>0.0427</b>	<b>1.3280</b>	<b>0.0242</b>	<b>1.3523</b>	<b>0.3748</b>	<b>0.0231</b>	<b>0.3979</b>		<b>4,488.3157</b>	<b>4,488.3157</b>	<b>0.3061</b>		<b>4,495.9681</b>

**3.4 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					33.6447	0.0000	33.6447	8.9698	0.0000	8.9698			0.0000			0.0000
Off-Road	8.5585	95.0158	58.3905	0.1431		3.8162	3.8162		3.5109	3.5109		13,853.9947	13,853.9947	4.4807		13,966.0113
<b>Total</b>	<b>8.5585</b>	<b>95.0158</b>	<b>58.3905</b>	<b>0.1431</b>	<b>33.6447</b>	<b>3.8162</b>	<b>37.4609</b>	<b>8.9698</b>	<b>3.5109</b>	<b>12.4806</b>		<b>13,853.9947</b>	<b>13,853.9947</b>	<b>4.4807</b>		<b>13,966.0113</b>



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.4 Grading - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.5606	55.6710	10.3718	0.1986	4.6489	0.1441	4.7930	1.2746	0.1379	1.4124		21,103.9757	21,103.9757	1.2462		21,135.1306
Vendor	0.5582	19.7043	4.2958	0.0560	1.3962	0.0312	1.4274	0.4020	0.0298	0.4318		5,913.3863	5,913.3863	0.4202		5,923.8904
Worker	0.1907	0.1188	1.2457	3.8000e-003	0.4471	2.7800e-003	0.4499	0.1186	2.5600e-003	0.1211		378.4584	378.4584	9.8100e-003		378.7036
<b>Total</b>	<b>2.3095</b>	<b>75.4940</b>	<b>15.9133</b>	<b>0.2584</b>	<b>6.4922</b>	<b>0.1781</b>	<b>6.6703</b>	<b>1.7951</b>	<b>0.1703</b>	<b>1.9654</b>		<b>27,395.8204</b>	<b>27,395.8204</b>	<b>1.6762</b>		<b>27,437.7246</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					33.6447	0.0000	33.6447	8.9698	0.0000	8.9698			0.0000			0.0000
Off-Road	2.2580	41.4192	80.7979	0.1431		0.2343	0.2343		0.2343	0.2343	0.0000	13,853.9947	13,853.9947	4.4807		13,966.0113
<b>Total</b>	<b>2.2580</b>	<b>41.4192</b>	<b>80.7979</b>	<b>0.1431</b>	<b>33.6447</b>	<b>0.2343</b>	<b>33.8790</b>	<b>8.9698</b>	<b>0.2343</b>	<b>9.2041</b>	<b>0.0000</b>	<b>13,853.9947</b>	<b>13,853.9947</b>	<b>4.4807</b>		<b>13,966.0113</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.4 Grading - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.5606	55.6710	10.3718	0.1986	4.6489	0.1441	4.7930	1.2746	0.1379	1.4124		21,103.9757	21,103.9757	1.2462		21,135.1306
Vendor	0.5582	19.7043	4.2958	0.0560	1.3962	0.0312	1.4274	0.4020	0.0298	0.4318		5,913.3863	5,913.3863	0.4202		5,923.8904
Worker	0.1907	0.1188	1.2457	3.8000e-003	0.4471	2.7800e-003	0.4499	0.1186	2.5600e-003	0.1211		378.4584	378.4584	9.8100e-003		378.7036
<b>Total</b>	<b>2.3095</b>	<b>75.4940</b>	<b>15.9133</b>	<b>0.2584</b>	<b>6.4922</b>	<b>0.1781</b>	<b>6.6703</b>	<b>1.7951</b>	<b>0.1703</b>	<b>1.9654</b>		<b>27,395.8204</b>	<b>27,395.8204</b>	<b>1.6762</b>		<b>27,437.7246</b>

**3.5 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.5925	59.5273	35.3396	0.0860		2.5486	2.5486		2.3785	2.3785		8,221.0644	8,221.0644	2.2305		8,276.8270
<b>Total</b>	<b>5.5925</b>	<b>59.5273</b>	<b>35.3396</b>	<b>0.0860</b>		<b>2.5486</b>	<b>2.5486</b>		<b>2.3785</b>	<b>2.3785</b>		<b>8,221.0644</b>	<b>8,221.0644</b>	<b>2.2305</b>		<b>8,276.8270</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1932	42.1201	9.1827	0.1198	2.9846	0.0666	3.0512	0.8594	0.0637	0.9231		12,640.54 14	12,640.54 14	0.8982		12,662.99 51
Worker	12.3336	7.6801	80.5641	0.2456	28.9166	0.1796	29.0961	7.6688	0.1653	7.8341		24,476.79 67	24,476.79 67	0.6343		24,492.65 52
<b>Total</b>	<b>13.5268</b>	<b>49.8002</b>	<b>89.7468</b>	<b>0.3654</b>	<b>31.9011</b>	<b>0.2462</b>	<b>32.1473</b>	<b>8.5282</b>	<b>0.2290</b>	<b>8.7572</b>		<b>37,117.33 80</b>	<b>37,117.33 80</b>	<b>1.5325</b>		<b>37,155.65 03</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4968	27.5380	49.3012	0.0860		0.2222	0.2222		0.2222	0.2222	0.0000	8,221.064 4	8,221.064 4	2.2305		8,276.827 0
<b>Total</b>	<b>1.4968</b>	<b>27.5380</b>	<b>49.3012</b>	<b>0.0860</b>		<b>0.2222</b>	<b>0.2222</b>		<b>0.2222</b>	<b>0.2222</b>	<b>0.0000</b>	<b>8,221.064 4</b>	<b>8,221.064 4</b>	<b>2.2305</b>		<b>8,276.827 0</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.5 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1932	42.1201	9.1827	0.1198	2.9846	0.0666	3.0512	0.8594	0.0637	0.9231		12,640.54 14	12,640.54 14	0.8982		12,662.99 51
Worker	12.3336	7.6801	80.5641	0.2456	28.9166	0.1796	29.0961	7.6688	0.1653	7.8341		24,476.79 67	24,476.79 67	0.6343		24,492.65 52
<b>Total</b>	<b>13.5268</b>	<b>49.8002</b>	<b>89.7468</b>	<b>0.3654</b>	<b>31.9011</b>	<b>0.2462</b>	<b>32.1473</b>	<b>8.5282</b>	<b>0.2290</b>	<b>8.7572</b>		<b>37,117.33 80</b>	<b>37,117.33 80</b>	<b>1.5325</b>		<b>37,155.65 03</b>

**3.6 Paving - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2056	22.2498	29.1610	0.0456		1.1358	1.1358		1.0449	1.0449		4,415.320 6	4,415.320 6	1.4280		4,451.020 7
Paving	2.0737					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>4.2794</b>	<b>22.2498</b>	<b>29.1610</b>	<b>0.0456</b>		<b>1.1358</b>	<b>1.1358</b>		<b>1.0449</b>	<b>1.0449</b>		<b>4,415.320 6</b>	<b>4,415.320 6</b>	<b>1.4280</b>		<b>4,451.020 7</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.6 Paving - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1430	0.0891	0.9343	2.8500e-003	0.3353	2.0800e-003	0.3374	0.0889	1.9200e-003	0.0909		283.8438	283.8438	7.3600e-003		284.0277
<b>Total</b>	<b>0.1430</b>	<b>0.0891</b>	<b>0.9343</b>	<b>2.8500e-003</b>	<b>0.3353</b>	<b>2.0800e-003</b>	<b>0.3374</b>	<b>0.0889</b>	<b>1.9200e-003</b>	<b>0.0909</b>		<b>283.8438</b>	<b>283.8438</b>	<b>7.3600e-003</b>		<b>284.0277</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6682	20.0789	34.5913	0.0456		0.0748	0.0748		0.0748	0.0748	0.0000	4,415.3206	4,415.3206	1.4280		4,451.0207
Paving	2.0737					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>2.7419</b>	<b>20.0789</b>	<b>34.5913</b>	<b>0.0456</b>		<b>0.0748</b>	<b>0.0748</b>		<b>0.0748</b>	<b>0.0748</b>	<b>0.0000</b>	<b>4,415.3206</b>	<b>4,415.3206</b>	<b>1.4280</b>		<b>4,451.0207</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1430	0.0891	0.9343	2.8500e-003	0.3353	2.0800e-003	0.3374	0.0889	1.9200e-003	0.0909		283.8438	283.8438	7.3600e-003		284.0277
<b>Total</b>	<b>0.1430</b>	<b>0.0891</b>	<b>0.9343</b>	<b>2.8500e-003</b>	<b>0.3353</b>	<b>2.0800e-003</b>	<b>0.3374</b>	<b>0.0889</b>	<b>1.9200e-003</b>	<b>0.0909</b>		<b>283.8438</b>	<b>283.8438</b>	<b>7.3600e-003</b>		<b>284.0277</b>

**3.7 Architectural Coating - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.9348					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.5454	3.7560	4.8363	7.9200e-003		0.2179	0.2179		0.2179	0.2179		750.5281	750.5281	0.0489		751.7497
<b>Total</b>	<b>30.4802</b>	<b>3.7560</b>	<b>4.8363</b>	<b>7.9200e-003</b>		<b>0.2179</b>	<b>0.2179</b>		<b>0.2179</b>	<b>0.2179</b>		<b>750.5281</b>	<b>750.5281</b>	<b>0.0489</b>		<b>751.7497</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.7 Architectural Coating - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.4648	1.5348	16.1004	0.0491	5.7788	0.0359	5.8147	1.5326	0.0330	1.5656		4,891.5748	4,891.5748	0.1268		4,894.7440
<b>Total</b>	<b>2.4648</b>	<b>1.5348</b>	<b>16.1004</b>	<b>0.0491</b>	<b>5.7788</b>	<b>0.0359</b>	<b>5.8147</b>	<b>1.5326</b>	<b>0.0330</b>	<b>1.5656</b>		<b>4,891.5748</b>	<b>4,891.5748</b>	<b>0.1268</b>		<b>4,894.7440</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	29.9348					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1453	2.8262	4.8864	7.9200e-003		0.0106	0.0106		0.0106	0.0106	0.0000	750.5281	750.5281	0.0489		751.7497
<b>Total</b>	<b>30.0800</b>	<b>2.8262</b>	<b>4.8864</b>	<b>7.9200e-003</b>		<b>0.0106</b>	<b>0.0106</b>		<b>0.0106</b>	<b>0.0106</b>	<b>0.0000</b>	<b>750.5281</b>	<b>750.5281</b>	<b>0.0489</b>		<b>751.7497</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.4648	1.5348	16.1004	0.0491	5.7788	0.0359	5.8147	1.5326	0.0330	1.5656		4,891.574 8	4,891.574 8	0.1268		4,894.744 0
<b>Total</b>	<b>2.4648</b>	<b>1.5348</b>	<b>16.1004</b>	<b>0.0491</b>	<b>5.7788</b>	<b>0.0359</b>	<b>5.8147</b>	<b>1.5326</b>	<b>0.0330</b>	<b>1.5656</b>		<b>4,891.574 8</b>	<b>4,891.574 8</b>	<b>0.1268</b>		<b>4,894.744 0</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**



## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

## 4.4 Fleet Mix

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944
Parking Lot	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944
Unrefrigerated Warehouse-No Rail	0.553113	0.036408	0.180286	0.116335	0.016165	0.005101	0.018218	0.063797	0.001357	0.001565	0.005903	0.000808	0.000944

## 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**6.0 Area Detail****6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	62.1353	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976
Unmitigated	62.1353	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976

## Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.1505					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	54.9196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0651	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976
<b>Total</b>	<b>62.1353</b>	<b>6.3900e-003</b>	<b>0.7003</b>	<b>5.0000e-005</b>		<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>1.4987</b>	<b>1.4987</b>	<b>3.9500e-003</b>		<b>1.5976</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	7.1505					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	54.9196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0651	6.3900e-003	0.7003	5.0000e-005		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003		1.4987	1.4987	3.9500e-003		1.5976
<b>Total</b>	<b>62.1353</b>	<b>6.3900e-003</b>	<b>0.7003</b>	<b>5.0000e-005</b>		<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>2.5000e-003</b>	<b>2.5000e-003</b>		<b>1.4987</b>	<b>1.4987</b>	<b>3.9500e-003</b>		<b>1.5976</b>

**7.0 Water Detail**

Bloomington Business Park Specific Plan (Construction - Mitigated) - San Bernardino-South Coast County, Winter

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**7.1 Mitigation Measures Water****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

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## Attachment B

Construction			
2021 (Opening Year - Option 2)		Total	
Annual Emissions (tons/year)	0.00615	Total DPM (lbs)	121.6575342
Daily Emissions (lbs/day)	0.03369863	Total DPM (g)	55183.85753
Construction Duration (days)	92	Total Construction Days	633
Total DPM (lbs)	3.100273973	Emission Rate (g/s)	0.001009008
Total DPM (g)	1406.284274	Release Height (meters)	3
Start Date	10/1/2021	Total Acreage	213
End Date	1/1/2022	Max Horizontal (meters)	1,313.00
Construction Days	92	Min Horizontal (meters)	656.50
2022 (Opening Year - Option 2)		Initial Vertical Dimension (meters)	1.5
Annual Emissions (tons/year)	0.0526	Setting	Urban
Daily Emissions (lbs/day)	0.288219178	Population	216,089
Construction Duration (days)	362	Total Construction Days	633
Total DPM (lbs)	104.3353425	Total Years of Construction	1.73
Total DPM (g)	47326.51134	Total Years of Operation	28.27
Start Date	1/1/2022		
End Date	12/29/2022		
Construction Days	362		
2023 (Future Development Area - Specific Plan Buildout)			
Annual Emissions (tons/year)	0.0145		
Daily Emissions (lbs/day)	0.079452055		
Construction Duration (days)	179		
Total DPM (lbs)	14.22191781		
Total DPM (g)	6451.061918		
Start Date	1/2/2023		
End Date	6/30/2023		
Construction Days	179		

Start date and time 11/09/21 11:25:04

AERSCREEN 16216

Bloomington Business Park (Option 2 & Future Development Are

Bloomington Business Park (Option 2 & Future Development Are

----- DATA ENTRY VALIDATION -----

METRIC

ENGLISH

\*\* AREADATA \*\*

Emission Rate:	0.101E-02 g/s	0.801E-02 lb/hr
Area Height:	3.00 meters	9.84 feet
Area Source Length:	1313.00 meters	4307.74 feet
Area Source Width:	656.50 meters	2153.87 feet
Vertical Dimension:	1.50 meters	4.92 feet
Model Mode:	URBAN	
Population:	216089	
Dist to Ambient Air:	1.0 meters	3. feet

\*\* BUILDING DATA \*\*



No Building Downwash Parameters

\*\* TERRAIN DATA \*\*

No Terrain Elevations

Source Base Elevation: 0.0 meters 0.0 feet

Probe distance: 5000. meters 16404. feet

No flagpole receptors

No discrete receptors used

\*\* FUMIGATION DATA \*\*

No fumigation requested

\*\* METEOROLOGY DATA \*\*

Min/Max Temperature: 250.0 / 310.0 K -9.7 / 98.3 Deg F

Minimum Wind Speed: 0.5 m/s

Anemometer Height: 10.000 meters

Dominant Surface Profile: Urban

Dominant Climate Type: Average Moisture

Surface friction velocity ( $u^*$ ): not adjusted

DEBUG OPTION ON

AERSCREEN output file:

2021.11.09\_BloomingtonBusinessPark\_Construction\_Option2.out

\*\*\* AERSCREEN Run is Ready to Begin

No terrain used, AERMAP will not be run

\*\*\*\*\*

SURFACE CHARACTERISTICS & MAKEMET

Obtaining surface characteristics...

Using AERMET seasonal surface characteristics for Urban with Average Moisture

Season	Albedo	Bo	zo
Winter	0.35	1.50	1.000
Spring	0.14	1.00	1.000
Summer	0.16	2.00	1.000
Autumn	0.18	2.00	1.000

Creating met files aerscreen\_01\_01.sfc & aerscreen\_01\_01.pfl

Creating met files aerscreen\_02\_01.sfc & aerscreen\_02\_01.pfl

Creating met files aerscreen\_03\_01.sfc & aerscreen\_03\_01.pfl

Creating met files aerscreen\_04\_01.sfc & aerscreen\_04\_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR started 11/09/21 11:26:40

\*\*\*\*\*

Running AERMOD

Processing Winter

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Running AERMOD

Processing Spring

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Running AERMOD

Processing Summer

Processing surface roughness sector 1



\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Running AERMOD

Processing Autumn

Processing surface roughness sector 1

\*\*\*\*\*

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 5

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 10

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 15

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 20

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 25

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

\*\*\*\*\*

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 30

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

FLOWSECTOR ended 11/09/21 11:27:18

REFINE started 11/09/21 11:27:18

AERMOD Finishes Successfully for REFINE stage 3 Winter sector 0

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*

\*\*\* NONE \*\*\*

REFINE ended 11/09/21 11:27:20

\*\*\*\*\*

AERSCREEN Finished Successfully

With no errors or warnings

Check log file for details

\*\*\*\*\*

Ending date and time 11/09/21 11:27:22

Concentration	Distance	Elevation	Diag	Season/Month	Zo	sector	Date	H0	U*	W*	DT/DZ	ZICNV	
ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	HT	REF	TA	HT		
0.67295E-01	1.00	0.00	15.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.68189E-01	25.00	0.00	15.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.69097E-01	50.00	0.00	15.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.69985E-01	75.00	0.00	15.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.70860E-01	100.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.71747E-01	125.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.72617E-01	150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.73468E-01	175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.74300E-01	200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.75114E-01	225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.75911E-01	250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.76691E-01	275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.77455E-01	300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.78204E-01	325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.78937E-01	350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.79657E-01	375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.80362E-01	400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.81054E-01	425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.81734E-01	450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.82399E-01	475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.83052E-01	500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.83695E-01	525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.84323E-01	550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.84941E-01	575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.85549E-01	600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.86148E-01	625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.86733E-01			650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
* 0.86872E-01			656.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.83541E-01			675.00	0.00	15.0	Winter	0-360	10011101	-1.30	0.043	-9.000	0.020	-999.	104.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.86464E-01			699.99	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.86522E-01			725.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.73791E-01			750.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.65977E-01			775.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.60368E-01			800.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.56633E-01			825.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.53602E-01			850.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.51045E-01			875.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.49059E-01			900.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.47387E-01			925.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.45843E-01			950.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.44867E-01			975.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.43372E-01			1000.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.42044E-01			1025.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.40899E-01			1050.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.39813E-01			1075.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.38795E-01			1100.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.37827E-01			1125.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.36915E-01			1150.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.36066E-01			1175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.35366E-01			1200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.34694E-01			1225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.34047E-01			1250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.33416E-01			1275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0



1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.32809E-01			1300.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.32223E-01			1325.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.31660E-01			1350.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.31110E-01			1375.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.30582E-01			1400.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.30062E-01			1425.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.29557E-01			1450.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.29072E-01			1475.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.28597E-01			1500.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.28138E-01			1525.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.27696E-01			1550.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.27263E-01			1575.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.26837E-01			1600.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.26423E-01			1625.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.26024E-01			1650.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.25628E-01			1675.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.25245E-01			1700.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.24875E-01			1725.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.24517E-01			1750.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.24161E-01			1775.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.23815E-01			1800.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.23476E-01			1825.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.23146E-01			1850.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.22824E-01			1875.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.22505E-01			1900.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.22196E-01			1925.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.21896E-01			1950.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.21605E-01			1975.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.21322E-01			2000.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.21040E-01			2025.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.20764E-01			2050.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.20495E-01			2075.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.20231E-01			2100.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.19973E-01			2125.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.19723E-01			2150.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.19474E-01			2175.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.19229E-01			2200.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.18990E-01			2225.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.18758E-01			2250.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.18531E-01			2275.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.18310E-01			2300.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.18095E-01			2325.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.17883E-01			2350.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.17672E-01			2375.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.17465E-01			2400.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.17261E-01			2425.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.17061E-01			2450.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.16867E-01			2475.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.16676E-01			2500.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.16491E-01			2525.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.16309E-01			2550.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.16129E-01			2575.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.15950E-01			2600.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.15775E-01			2625.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.15604E-01			2650.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.15436E-01			2675.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.15272E-01			2700.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.15112E-01			2725.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.14955E-01			2750.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.14801E-01			2775.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.14651E-01			2800.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.14501E-01			2825.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.14350E-01			2850.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.14202E-01			2875.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.14058E-01			2900.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.13916E-01			2925.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.13776E-01			2950.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.13640E-01			2975.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.13506E-01			3000.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.13375E-01			3025.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.13246E-01			3050.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.13120E-01			3075.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.12996E-01			3100.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.12874E-01			3125.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.12755E-01			3150.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.12635E-01			3175.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.12517E-01			3200.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.12401E-01			3225.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.12287E-01			3250.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.12175E-01			3275.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.12065E-01			3300.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0

1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.11956E-01			3325.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.11848E-01			3350.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.11742E-01			3375.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.11638E-01			3400.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.11536E-01			3425.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.11435E-01			3450.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.11336E-01			3475.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.11239E-01			3500.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.11143E-01			3525.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.11049E-01			3550.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10955E-01			3575.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10861E-01			3600.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10769E-01			3625.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10679E-01			3650.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10590E-01			3675.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10502E-01			3700.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10416E-01			3725.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10331E-01			3750.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10248E-01			3775.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10165E-01			3800.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10084E-01			3825.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.10005E-01			3850.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.99260E-02			3875.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.98486E-02			3900.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.97724E-02			3925.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.96973E-02			3950.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0										
0.96232E-02			3975.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.95500E-02			4000.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.94771E-02			4025.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.94052E-02			4050.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.93342E-02			4075.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.92627E-02			4100.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.91922E-02			4125.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.91227E-02			4150.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.90542E-02			4175.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.89866E-02			4200.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.89199E-02			4225.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.88542E-02			4250.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.87894E-02			4275.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.87255E-02			4300.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.86624E-02			4325.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.86002E-02			4350.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.85388E-02			4375.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.84783E-02			4400.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.84185E-02			4425.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.83596E-02			4450.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.83014E-02			4475.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.82439E-02			4500.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.81872E-02			4525.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.81313E-02			4550.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.80760E-02			4575.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.80214E-02			4600.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.79676E-02			4625.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0									
0.79144E-02			4650.00	0.00	0.0		Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21. 6.0





Technical Consultation, Data Analysis and  
Litigation Support for the Environment

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**Matthew F. Hagemann, P.G., C.Hg., QSD, QSP**

**Geologic and Hydrogeologic Characterization  
Investigation and Remediation Strategies  
Litigation Support and Testifying Expert  
Industrial Stormwater Compliance  
CEQA Review**

**Education:**

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

**Professional Certifications:**

California Professional Geologist

California Certified Hydrogeologist

Qualified SWPPP Developer and Practitioner

**Professional Experience:**

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014, 2017;
- Senior Environmental Analyst, Komex H<sub>2</sub>O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

**Senior Regulatory and Litigation Support Analyst:**

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 100 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt’s duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.



- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

#### **Executive Director:**

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

#### **Hydrogeology:**

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

### **Policy:**

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

principles into the policy-making process.

- Established national protocol for the peer review of scientific documents.

### **Geology:**

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

### **Teaching:**

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

### **Invited Testimony, Reports, Papers and Presentations:**

**Hagemann, M.F.**, 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

**Hagemann, M.F.**, 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

**Hagemann, M.F.**, 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

**Hagemann, M.F.**, 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

**Hagemann, M.F.**, 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

**Hagemann, M.F.**, 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

**Hagemann, M.F.**, 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

**Hagemann, M.F.**, 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

**Hagemann, M.F.**, 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

**Hagemann, M.F.**, 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

**Hagemann, M.F.**, 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

**Hagemann, M.F.**, 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

**Hagemann, M.F.**, 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

**Hagemann, M.F.**, 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

**Hagemann, M.F.**, 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

**Hagemann, M.F.**, 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

**Hagemann, M.F.**, 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

**Hagemann, M.F.**, 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

**Hagemann, M.F.**, 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

**Hagemann, M.F.**, 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

**Hagemann, M.F.**, and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

**Hagemann, M.F.**, 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

**Hagemann, M.F.**, 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

**Hagemann, M.F.**, and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

**Hagemann, M.F.**, Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

**Hagemann, M. F.**, Fukunaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

**Hagemann, M.F.**, 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

**Hagemann, M.F.** and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

**Hagemann, M.F.**, 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

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**Hagemann, M.F.**, 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

**Other Experience:**

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.



Technical Consultation, Data Analysis and  
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***Paul Rosenfeld, Ph.D.*****Chemical Fate and Transport & Air Dispersion Modeling***Principal Environmental Chemist***Risk Assessment & Remediation Specialist****Education**

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

**Professional Experience**

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

## **Professional History:**

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner  
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)  
UCLA School of Public Health; 2003 to 2006; Adjunct Professor  
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator  
UCLA Institute of the Environment, 2001-2002; Research Associate  
Komex H<sub>2</sub>O Science, 2001 to 2003; Senior Remediation Scientist  
National Groundwater Association, 2002-2004; Lecturer  
San Diego State University, 1999-2001; Adjunct Professor  
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager  
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager  
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor  
King County, Seattle, 1996 – 1999; Scientist  
James River Corp., Washington, 1995-96; Scientist  
Big Creek Lumber, Davenport, California, 1995; Scientist  
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist  
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

## **Publications:**

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermid and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

**Rosenfeld, P.E.** & Feng, L. (2011). *The Risks of Hazardous Waste*. Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries*. Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.



Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

**Rosenfeld, P.E.**, J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

**Rosenfeld, P. E.**, M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing

**Rosenfeld, P.E.**, and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

**Rosenfeld P. E.**, J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

**Rosenfeld, P.E.**, and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

**Rosenfeld, P.E.**, and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49( 9), 171-178.

**Rosenfeld, P. E.**, Grey, M. A., Sellev, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

**Rosenfeld, P.E.**, Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS-6), Sacramento, CA Publication #442-02-008.

**Rosenfeld, P.E.**, and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

**Rosenfeld, P.E.**, and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

**Rosenfeld, P.E.**, C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

**Rosenfeld, P.E.**, and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

**Rosenfeld, P.E.**, and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

**Rosenfeld, P. E.** (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

**Rosenfeld, P. E.** (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

**Rosenfeld, P. E.** (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

**Rosenfeld, P. E.** (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

**Rosenfeld, P. E.** (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

## **Presentations:**

**Rosenfeld, P.E.**, "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

**Rosenfeld, P.E.**, Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

**Rosenfeld, P.E.** (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

**Rosenfeld, P.E.** (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States” Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

**Rosenfeld, P. E.** (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23<sup>rd</sup> Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

**Rosenfeld, P. E.** (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23<sup>rd</sup> Annual International*

*Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

**Rosenfeld, P. E.** (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The 23<sup>rd</sup> *Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

**Rosenfeld P. E.** (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

**Rosenfeld P. E.** (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

**Paul Rosenfeld Ph.D.** (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

**Paul Rosenfeld Ph.D.** (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

**Paul Rosenfeld Ph.D.** (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

**Paul Rosenfeld Ph.D.** (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

**Paul Rosenfeld Ph.D.** (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

**Paul Rosenfeld Ph.D.** (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

**Paul Rosenfeld Ph.D.** (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

**Paul Rosenfeld, Ph.D.** and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

**Paul Rosenfeld, Ph.D.** (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

**Paul Rosenfeld, Ph.D.** (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

**Rosenfeld, P. E.**, Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

**Paul Rosenfeld, Ph.D.** and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

**Paul Rosenfeld, Ph.D.** (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

**Paul Rosenfeld, Ph.D.** (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

**Rosenfeld, P.E.** and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

**Rosenfeld, P.E.** and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

**Rosenfeld, P.E.** and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

**Rosenfeld, P.E.** and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

**Rosenfeld. P.E.** (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

**Rosenfeld. P.E.** (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

**Rosenfeld, P.E.** (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

**Rosenfeld, P.E.**, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

**Rosenfeld, P.E.**, and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

**Rosenfeld, P.E.**, C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

**Rosenfeld, P.E.,** C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

**Rosenfeld, P.E.,** C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

**Rosenfeld, P.E.,** C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

## **Teaching Experience:**

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

## **Academic Grants Awarded:**

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

## **Deposition and/or Trial Testimony:**

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois  
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants  
Case No.: No. 0i9-L-2295  
Rosenfeld Deposition, 5-14-2021  
Trial, October 8-4-2021

In the Circuit Court of Cook County Illinois  
Joseph Rafferty, Plaintiff vs. Consolidated Rail Corporation and National Railroad Passenger Corporation  
d/b/a AMTRAK,  
Case No.: No. 18-L-6845  
Rosenfeld Deposition, 6-28-2021

In the United States District Court For the Northern District of Illinois  
Theresa Romcoe, Plaintiff vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA  
Rail, Defendants  
Case No.: No. 17-cv-8517  
Rosenfeld Deposition, 5-25-2021

In the Superior Court of the State of Arizona In and For the Cuntly of Maricopa  
Mary Tryon et al., Plaintiff vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.  
Case Number CV20127-094749  
Rosenfeld Deposition: 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division  
Robinson, Jeremy et al *Plaintiffs*, vs. CNA Insurance Company et al.  
Case Number 1:17-cv-000508  
Rosenfeld Deposition: 3-25-2021

In the Superior Court of the State of California, County of San Bernardino  
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.  
Case No. 1720288  
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse  
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.  
Case No. 18STCV01162  
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri  
Karen Cornwell, *Plaintiff*, vs. Marathon Petroleum, LP, *Defendant*.  
Case No.: 1716-CV10006  
Rosenfeld Deposition. 8-30-2019

In the United States District Court For The District of New Jersey  
Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.  
Case No.: 2:17-cv-01624-ES-SCM  
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division  
M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido”  
*Defendant*.  
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237  
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica  
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants  
Case No.: No. BC615636  
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica  
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants  
Case No.: No. BC646857  
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado  
Bells et al. Plaintiff vs. The 3M Company et al., Defendants  
Case No.: 1:16-cv-02531-RBJ  
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112<sup>th</sup> Judicial District  
Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants  
Cause No.: 1923  
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa  
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants  
Cause No C12-01481  
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois  
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants  
Case No.: No. 0i9-L-2295  
Rosenfeld Deposition, 8-23-2017

In United States District Court For The Southern District of Mississippi  
Guy Manuel vs. The BP Exploration et al., Defendants  
Case: No 1:19-cv-00315-RHW  
Rosenfeld Deposition, 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles  
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC  
Case No.: LC102019 (c/w BC582154)  
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division  
Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*  
Case Number: 4:16-cv-52-DMB-JVM  
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish  
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants  
Case No.: No. 13-2-03987-5  
Rosenfeld Deposition, February 2017  
Trial, March 2017

In The Superior Court of the State of California, County of Alameda  
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants  
Case No.: RG14711115  
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County  
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants  
Case No.: LALA002187  
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia  
Robert Andrews, et al. v. Antero, et al.  
Civil Action NO. 14-C-30000  
Rosenfeld Deposition, June 2015

In The Iowa District Court For Muscatine County  
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant  
Case No 4980  
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17<sup>th</sup> Judicial Circuit, in and For Broward County, Florida  
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.  
Case Number CACE07030358 (26)  
Rosenfeld Deposition: December 2014

In the County Court of Dallas County Texas  
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.  
Case Number cc-11-01650-E  
Rosenfeld Deposition: March and September 2013  
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio  
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*  
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)  
Rosenfeld Deposition: October 2012

In the United States District Court for the Middle District of Alabama, Northern Division  
James K. Benefield, et al., *Plaintiffs*, vs. International Paper Company, *Defendant*.  
Civil Action Number 2:09-cv-232-WHA-TFM  
Rosenfeld Deposition: July 2010, June 2011

In the Circuit Court of Jefferson County Alabama  
Jaeanette Moss Anthony, et al., *Plaintiffs*, vs. Drummond Company Inc., et al., *Defendants*  
Civil Action No. CV 2008-2076  
Rosenfeld Deposition: September 2010

In the United States District Court, Western District Lafayette Division  
Ackle et al., *Plaintiffs*, vs. Citgo Petroleum Corporation, et al., *Defendants*.  
Case Number 2:07CV1052  
Rosenfeld Deposition: July 2009



December 14, 2021

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

Dear County of San Bernardino,

My name is Susan Phillips, and I am a Professor of Environmental Analysis and the Director of the Robert Redford Conservancy for Southern California Sustainability (RRC) at Pitzer College. On behalf of the RRC, we write this letter in opposition to the ‘Bloomington Business Park Specific Plan Project’ (BBPSP). **We believe that this proposed project’s significant and unavoidable impacts cannot be mitigated nor justified with an overriding consideration.** This is particularly true in the context of climate change. Climate vulnerability assessments in the region (for the Counties of San Bernardino and Riverside along with recent work specifically in Colton and Adelanto) indicate the urgent need to reduce pollution and to maximize greenspace in order to plan for detrimental changes in climate. Increasing heat and drought, combined with the human costs of rising pollution, increased traffic and noise, and proximity to homes and schools make building the BBPSP exactly the opposite of what needs to happen in order to protect our region in the short and long terms.

O4.1

Part of the Robert Redford Conservancy’s mission is to tackle the region’s greatest environmental challenges and to advocate for healthy communities in the Inland Empire. BBPSP would create a heavy burden on the neighboring community due the increased truck traffic adding additional unhealthy air to the surrounding schools and neighborhoods. The County should oppose this project and prioritize people’s health as well as long-term planning for regional climate resilience rather than profit.

We have heard many community members voice concerns regarding this project, which will dramatically change the nature of the area. Most recently, in early November, the RRC hosted a conference entitled “The Right to Breathe.” This conference included a community discussion including concerned neighbors of Bloomington, who voiced their stories and concerns, increased inhaler usage, worries about their children who are already showing signs of asthma. These residents have also expressed a feeling of powerlessness regarding the planning process by which this decision has been made.

O4.2

Action must be taken now to combat climate change and solve the air quality issues of Southern California, as these are compounded by environmental crises that harm residents in the region every day. We urge you to oppose this project that will cause irreversible damage to both to the people and environment of Bloomington. **We stand with the residents of Bloomington and oppose the Business Park Specific Plan Project.**

O4.3

## Background

The residents of the unincorporated community of Bloomington have experienced a massive influx of warehouse development and diesel trucks over the past decade. There has been public opposition by community members, small businesses, workers, elected officials, and even nearby cities over the unsustainable and dangerous growth of warehouse development near homes, schools, and parks in the Bloomington community. The County of San Bernardino even sued over the approval of a warehouse in Bloomington (the West Valley Logistics Center, a 3.5 million sq. ft. warehouse within the City of Fontana limits but is directly impacting the residents of Bloomington). We believe the County of San Bernardino should continue to look out for its residents and protect them from encroaching warehouse development. Principally, community members have participated in their General Plan process (through the Bloomington Community Plan and the Environmental Justice Element) and overwhelmingly have shown the need to monitor air quality. The goal here is to bring in more recreational resources and investments into Bloomington, instead of warehouse development that increases pollution, traffic and health risks.

**O4.4**

We are asking the County of San Bernardino to prioritize their residents and the plan they want for their future. Instead, you have allowed a developer to come in and have given them the green light to buy out families, harass resistant homeowners, kick out tenants and displace hundreds of people throughout the Bloomington Business Park Specific Plan Project. This is not a fair or just battle. Ultimately it will not prove to be a smart one. Due to the multiple detriments of a singular industry's stranglehold on the region, the open, rural, and somewhat bucolic landscape of a place like Bloomington will become increasingly valuable if left as is.

## Project Specs

- This project would rezone 213 acres of residential and agricultural land to industrial zoning - creating legally nonconforming uses in that area. This is problematic in terms of the loss of valuable greenspace, which supports both human health, acts as a natural carbon sink, allows for groundwater recharge, and protects biodiversity.
- This project would be less than 100 ft. to three public schools (Bloomington High School, Ruth O Harris Middle School and Walter Zimmerman Elementary School).
- This project would bring in over 9,000 vehicle and truck trips on roads adjacent to homes, schools, and parks.
- This project would create additional traffic, noise, poorer air quality, deterioration of commercial and residential roads, unsafe pedestrian and bicycle safety and other impacts in an area that is considered in the 90th% - 95% on CalEnviroScreen.
- This project would be in a community that is over 80% Hispanic.
- This project would have significant and unavoidable impacts for
  - obstructing the implementation of the air quality plan
  - net increase of criteria pollutants
  - cumulative impacts

**O4.5**

The benefits of leaving the land use as it is, or even enhancing the unique rural aspect of the area are impossible to quantify in terms of carbon sequestration, water retention and filtration, and biodiversity enhancements. A decision not to support the Business Center would be a landmark for our time. It would push other municipalities in the right direction to guard our collective future by reducing pollution and prioritizing people and the planet instead of further investing in polluting infrastructure.

**O4.6**

## Concerns

- Higher-than-normal risks come from living in a highly polluted environment. These include adverse birth outcomes, respiratory issues, and cancer, which continue to cost the

**O4.7**

- County as well as people's lives. Public health is at stake when we continue to increase pollution in residential communities.
- There are unavoidable cumulative impacts - an entire residential community will be disrupted in this development. Disrupting the fabric of that community will be devastating to residents and can never be recreated.
  - Community members have brought up the fear of being displaced or harassed out of their homes, despite stating that they do not want to sell or rezone their homes.
  - This community is over 80% Hispanic, with 20% of the community experiencing poverty - this is a common practice of environmental racism.
  - This region deals with some of the worst traffic in the city - idling cars double the negative impact of pollution on the nearby communities.
  - The region for the proposed development is in an area that is a fire risk and with the increasing dangers of climate change and wildfires. The County should focus its efforts on wildfire mitigation.
  - The Municipal Advisory Council (MAC) and developer, Tim Howard has not provided adequate translation, even when requested for its constituents. In Bloomington, 66.5% of the community speaks a language other than English.
  - The Municipal Advisory Council (MAC) has silenced voices during meetings when community members have brought up concerns.
  - The Municipal Advisory Council (MAC) and County of San Bernardino have not released all minutes for their meetings.

**O4.7  
cont.**

**O4.8**

**O4.9**

**O4.10**

**O4.11**

**O4.12**

### *Conclusion*

We request that the County of San Bernardino Supervisors, Planning Commissioners, and Municipal Advisory Council Members oppose the Bloomington Business Park Specific Plan and honor the community's plans for residential, healthy, and thriving development. We believe that there can be no overriding consideration for the physical impact and disruption this development will have. We at the RRC are more than happy to speak out on this issue. It's time for this us to take a different tack for the region—one that can build a vibrant economy that prioritizes people, the region, and our planet instead of falling into trap of business as usual, which will be an immeasurable loss for community and for sustainability.

**O4.13**

Sincerely,

Susan Phillips, Ph.D.  
 Professor Environmental Analysis  
 Associate Dean, Pitzer College  
 Director, Robert Redford Conservancy for Southern California Sustainability  
 323-899-7862  
 susan\_phillips@pitzer.edu



December 15, 2021

*Sent via email*

Aron Liang  
Senior Planner  
Land Use Services Department, Planning Division  
County of San Bernardino  
385 North Arrowhead Ave, First Floor  
San Bernardino, CA 94215  
Aron.Liang@lus.sbcounty.gov

**Re: Bloomington Business Park Specific Plan Draft Environmental Impact Report (SCH # 2020120545)**

Dear Mr. Liang:

These comments are submitted on behalf of the Center for Biological Diversity (the “Center”) regarding the Bloomington Business Park Specific Plan. The Center has reviewed the Draft Environmental Impact Report (DEIR) closely and is concerned about the proposed Project’s environmental and community impacts, particularly on greenhouse gas emissions, transportation, and air quality. The Center urges the County to incorporate the Center’s suggested mitigation measures and commit to clear, enforceable mitigation for these impacts.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 81,000 members and online activists throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in San Bernardino County.

O5.1

As detailed below, the Center is concerned about the proposed Project’s environmental impacts. To address these concerns and comply with the California Environmental Quality Act (CEQA) and other relevant laws, the County should, at a minimum, incorporate enforceable, evidence-backed mitigation measures into the EIR. The Center appreciates the opportunity to raise these concerns with the County and if you any questions about the Center’s concerns, please contact Aruna Prabhala at the phone number or email listed at the end of this letter.

## **I. THE DEIR FAILS TO INCLUDE A STABLE PROJECT DESCRIPTION.**

Under CEQA a “project” is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable

O5.2

indirect physical change in the environment . . .” (*Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonoma* (2007) 155 Cal.App.4th 1214, 1222 (citing CEQA Guidelines § 15378, subd. (a)).) An “accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR.” (*Cnty. of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193; (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 655 (project description held unstable and misleading) [hereinafter “*San Joaquin Raptor*”].) “However, a curtailed, enigmatic or unstable project description draws a red herring across the path of public input.” (*San Joaquin Raptor*, 149 Cal.App.4th, at 655.).

**O5.2**  
**cont.**

An inaccurate or truncated project description is prejudicial error because it fails to “adequately apprise all interested parties of the true scope of the project.” (*See City of Santee v. Cnty. of San Diego* (1989) 214 Cal.App.3d 1438, 1454-55 [hereinafter “*City of Santee*”].) “Only through an accurate view of the project may the public and interested parties and public agencies balance the proposed project’s benefits against its environmental cost, consider appropriate mitigation measures, assess the advantages of terminating the proposal and properly weigh other alternatives.” (*San Joaquin Raptor*, 149 Cal.App.4th, at 655.)

The Project description in the EIR violates the CEQA requirement to provide an “accurate, stable, and finite” description that accurately describes the Project. The Project description includes two build out options for the initial year of the project, Opening Year—Option 1 and Opening Year—Option 2. (DEIR 3-1.) However, the DEIR does not clearly commit to either one in the project description or alternatives analysis. (DEIR 3-1 to 37-73.) This renders it impossible to understand the actual scale of the project, since Opening Year—Option 2 is a substantially larger project that promises more traffic, emissions, and other significant impacts, and the DEIR makes no indication of how the developer plans to move forward. This range of options does not provide an accurate or stable description of the Project.

**O5.3**

Moreover, the DEIR also includes plans for future development in its discussion of “Future Development Area – Specific Plan Buildout.” (DEIR at 1-4.) Per the DEIR, “Specific Plan Buildout” would include “develop[ing] the maximum [floor area ratios] allowed . . . in addition to” either of the Opening Year scenarios. (*Id.*) Because Opening Year — Options 1 and 2 are distinct, if full build out of the property occurs, these processes would impact the project site differently. (*Id.*) As a result, in the first few pages of the DEIR, the County appears to lay out four separate scenarios that might result from the EIR: Opening Year – Option 1, Opening Year – Option 2, Opening Year – Option 1 with Specific Plan Buildout, and Opening Year – Option 2 with Specific Plan Buildout. It never clearly commits to any of them, rendering the Project Description difficult to follow and the impacts of each version impossible to ascertain.

**O5.4**

Despite all these moving parts, the DEIR does not clarify how they are expected to work together and which path is likely for the Project. Although the impacts of various versions of the Project are analyzed separately, it is not clear whether and how the options combine to create different environmental impacts. Consequently, the DEIR provides no firm basis to assess the environmental costs and appropriate mitigation measures of the Project. (*San Joaquin Raptor*, 149 Cal.App.4th, at 655.) Traffic, energy, air quality, and greenhouse gas impacts will vary depending upon the scale of the warehouses built at the site. This lack of clarity renders the Project description unstable, such that the DEIR fails to inform decision-makers and the public of the true scope of the Project from which all interested parties could assess the direct and

**O5.5**

Dec. 15, 2021

Page 2

indirect environmental effects of the Project. (*City of Santee*, 214 Cal.App.3d, at 1454-55; *San Joaquin Raptor*, 149 Cal.App.4th, at 655; *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 83-86.)

**O5.5  
cont.**

## **II. THE DEIR'S ANALYSIS OF AND MITIGATION FOR THE PROJECT'S AIR QUALITY IMPACTS IS INADEQUATE.**

Air quality is a significant environmental and public health concern in California. Unhealthy, polluted air contributes to and exacerbates many diseases and increases mortality rates. The U.S. government estimates that between 10-12 percent of total health costs can be attributed to air pollution. (VCAPCB 2003) Many plants and trees, including agricultural crops, are also injured by air pollutants. This damage ranges from decreases in productivity, a weakened ability to survive drought and pests, to direct mortality. (*Id.*) Terrestrial wildlife is also affected by air pollution as the plants and trees that constitute their habitats are weakened or killed. Aquatic species and habitats are also affected by air pollution through the formation of acid rain that raises the pH level in oceans, rivers and lakes. (EPA 2016b) Greenhouse gases, such as the air pollutant carbon dioxide, which is released by fossil fuel combustion, contribute directly to human-induced climate change (EPA 2016a), and in a positive feedback loop, poor air quality that contributes to climate change will in turn worsen the impacts of climate change and attendant air pollution. (BAAQMD 2016)

Air pollution and its impacts are felt most heavily by young children, the elderly, pregnant women and people with existing heart and lung disease. People living in poverty are also more susceptible to air pollution as they are less able to relocate to less polluted areas, and their homes and places of work are more likely to be located near sources of pollution, such as freeways or ports, as these areas are more affordable. (BAAQMD 2016; ALA 2020.) Some of the nation's most polluted counties are in Southern California, and San Bernardino County continually tops the list. (ALA 2020) According to the American Lung Association's 2020 "State of the Air" report, San Bernardino is the fifth-worst ranked county in the nation for year-round particulate matter (PM<sub>2.5</sub>) pollution, with a "Fail" grade from the report. (*Id.*) Even more disturbing, the same report found that San Bernardino County is *the worst-ranked county in the nation* for ozone pollution, with an "F" grade and an average number of 174.3 days per year with ozone levels in the unhealthy range. (*Id.*)

**O5.6**

Although there are many different types of air pollution, Ozone, PM<sub>2.5</sub>, and Toxic Air Contaminants are of greatest concern in San Bernardino County. These three air pollutants have been linked to an increased incidence and risk of cancer, birth defects, low birth weights and premature death, in addition to a variety of cardiac and lung diseases such as asthma, COPD, stroke and heart attack. (Laurent 2016; ALA 2020) Ozone (commonly referred to as smog) is created by the atmospheric mixing of gases from fossil fuel combustion and other volatile organic compounds and sunlight. Although it is invisible, ozone poses one of the greatest health risks, prompting the EPA to strengthen its National Ambient Air Quality Standard for Ozone in 2015. (ALA 2020.) PM<sub>2.5</sub> is a common component of vehicle exhaust emissions, and contribute to visible air pollution. These tiny particulates are dangerous because they are small enough to escape our body's natural defenses and enter the blood stream. Fugitive dust is a term used for fine particulate matter that results from disturbance by human activity such as construction and

Dec. 15, 2021  
Page 3

road-building operations. (VCAPCD 2003.) Toxic Air Contaminants are released from vehicle fuels, especially diesel, which accounts for over 50% of the cancer risk from TACs. (BAAQMB 2016.) This is especially relevant for Southern California with its abundance of diesel shipping traffic. (Bailey; Betancourt 2012.)

Moreover, the location of the Project will make its air quality impacts particularly significant for the surrounding community. First, the Project site is across the street from Bloomington High School and a block away from Ruth Harris Junior High School. (DEIR at Figure 3-2.) As noted above, children are particularly impacted by bad air quality: This project would place a major source of pollution with constant entry and exit by heavy polluting trucks directly next to the schools where children spend five days of the week for most of the year. Nearby schools are not the only sensitive receptors of air pollution, homes are located as close as 11 feet from the Project site. (DEIR at 5.3-16 to 5.3-24 [listing sensitive receptors near the Project site].) Full buildout of the Project would place many community members in extremely close proximity to heavy-polluting industry that would expose them to major health risks from air pollution.

**O5.6**  
**cont.**

Additionally, Project pollution would worsen already bad air quality in the area. The Project spans two census tracts that are some of the most heavily pollution-burdened in the state, falling in the 97<sup>th</sup> and 88<sup>th</sup> percentile for worst pollution burden.<sup>1</sup> The worst sources of pollution in the area are already Ozone, PM 2.5, and diesel particulate,<sup>2</sup> all of which would be exacerbated by the construction of massive warehouses, as well as truck and employee traffic going in and out of them. (Betancourt 2012.)

The Project would have a profound negative impact on air quality in the region and on the residents and students who will be its neighbors. The DEIR finds that the Project—even with the proposed mitigation—will result in significant impacts including an increase in criteria pollutants above regional thresholds and VOC and NOx emissions. (DEIR at 5.3-60.) While the DEIR casts these impacts as unavoidable and incorporates some of the California Attorney General’s best practices for warehouses as project features, the mitigation proposed in the DEIR is insufficient and proposed measures do not exhaust possible measures to mitigate the Project’s substantial impacts. (Pub. Res. C. § 21081; *Cleary v. County of Stanislaus* (1981) 118 Cal.App.3d 348 [a county violates CEQA where it does not adequately consider mitigation measures for a project’s substantial effects].) The seven mitigation measures focus primarily on employee transit and construction, and barely touch on long term air quality harms from operation of the warehouse and trips by heavy diesel trucks in and out of the facility. (DEIR 1-8 to 1-10.) The EIR must be revised to incorporate evidence-backed solutions to these harms.

**O5.7**

<sup>1</sup> CalEnviroScreen 4.0, Census Tracts # 6071002601 and # 6071004001, [https://experience.arcgis.com/experience/ed5953d89038431dbf4f22ab9abfe40d/?data\\_id=dataSource\\_25-17c3d89e7e2-layer-1%3A3755](https://experience.arcgis.com/experience/ed5953d89038431dbf4f22ab9abfe40d/?data_id=dataSource_25-17c3d89e7e2-layer-1%3A3755).

<sup>2</sup> *Id.*

## **A. The DEIR's Proposed Project Design Features Are Impermissible under CEQA.**

The DEIR includes only seven Mitigation Measures, but also lists twenty-five unanalyzed<sup>3</sup> Project Design Features in the Air Quality section. (DEIR 5.3-57 to 5.3-60.) The majority of mitigation actions that would have a meaningful impact on the Project's emissions—those that require electrical instead of diesel trucks and equipment, the use of solar power, and rules against idling—all appear as vague, “voluntary,” and often heavily caveated Project Design Features. (*See id.*) This is impermissible under CEQA. A central purpose of CEQA is for the public to be able to read an EIR and understand the likely impacts of a project. (Pub. Res. Code § 21002.1(a).) By incorporating many of the most significant mitigation measures as voluntary design features (often including the caveat that they will only be incorporated if doing so is “economically feasible”) and then explicitly declining to analyze their impact on the Project, the County has rendered it impossible to understand how the Project will impact air quality in the surrounding community. This is a clear violation of CEQA.

**O5.8**

### **i. *The DEIR's Use of Project Design Features In lieu of Mitigation Measures is Impermissible***

The Project Design Features listed in the Air Quality section (PDF AQ-1 through -25) are mitigation measures and should be analyzed as such. (DEIR at 5.3-57 to 5.3-59.) A DEIR cannot disguise mitigation measures as “project design features” when they are incorporated to minimize project impacts. “[A]voidance, minimization and/or mitigation measures . . . are not “part of the project.” (14 CCR §15370; *Lotus v. Department of Transportation* (2014) 223 Cal.App.4th 645, 656 [hereinafter “*Lotus*”][internal quotes removed].) Including mitigation measures as project features “disregards the requirements of CEQA.” (*Id.*) This violation of CEQA must be rectified.

Here, the County incorporates 25 mitigation measures as so-called Project Design Features in the DEIR. These features have substantial range: many deal with the incorporation of electric or low-emission cars, trucks, and equipment on-site (PDF AQ-4, -10, -11, -12, -14, and -16), others relate to reducing employee-created emissions (PDF AQ-7, -8, -18, and -21), and finally others focus on reducing emissions from tenant trucks coming in and out of the facility (PDF AQ-9, -13, -17, -23, -24, and -25.) (DEIR at 5.3-57 to 5.3-59.) All these measures are explicitly included for the purpose of reducing impacts of the project. (DEIR at 5.3-57.)

**O5.9**

However, there is no analysis of what incorporating these measures means for the Project. First, the section begins with an observation that the incorporation of these measures is “voluntary” and that some undefined best practices “have not been agreed to” or were “modified[.]” insinuating that these are not meant to be enforceable measures. (DEIR 5.3-57.) The DEIR never further clarifies this. Moreover, many of the measures contain language that limits their implementation to when doing so is “economically feasible” and when technology to

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<sup>3</sup> The DEIR explicitly states “no reductions in impacts have been assumed due to the incorporation of these Project Design Features.” (DEIR at 5.3-57.)



comply with measures is “widely available” rendering them entirely unenforceable. (DEIR 5.3-57 to 5.3-58.)

Finally, the DEIR explicitly declines to analyze the impacts of these features—perhaps attempting to avoid the scenario encountered in *Lotus, supra*, 223 Cal.App.4th at 656, where the Court held that finding a Project had no significant impact because of Project Design Features was impermissible under CEQA. However, refusing to analyze these measures is equally non-compliant with CEQA’s mandate. To achieve this aim and facilitate public review, EIRs must allow readers to “identify the significant [environmental] effects” of a project. (Pub. Res. Code § 21002.1(a).) The DEIR explicitly declines to do this by analyzing the impacts of the Project including the Project Design Features, violating CEQA.

**O5.9**  
**cont.**

**ii. *The Project Design Features Should Be Treated as Mitigation Measures***

The DEIR should treat the Project Design Features in the Air Quality section as mitigation measures. As explained above, all features of the Project designed exclusively for impact avoidance and minimization are mitigation measures and should not be categorized otherwise. (*Lotus, supra*, 223 Cal.App.4th at 656.)

As discussed above, the primary purpose of the Project Design Features is—by the DEIR’s own admission—reducing the Project’s potential air quality impacts. (DEIR at 5.3-57.) This makes them Mitigation Measures. (*See Lotus, supra*, 223 Cal.App.4th at 656.) Not only should the DEIR be revised to redesignate them as such, but the County must add analysis of how and whether these measures would reduce the air quality impacts of the Project. CEQA and the CEQA Guidelines require that an EIR’s mitigation measures must be fully enforceable through legally binding means. (See Pub. Res. Code § 21081. [“A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures.”], CEQA Guidelines § 15126.4(a)(2) [“Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments.”].) This is to ensure that mitigation measures will actually be implemented, not merely adopted and then neglected or disregarded. (*Federation of Hillside & Canyon Associations v. City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1262 [EIR invalid where city failed to make a binding commitment to implement traffic mitigation measures].)

**O5.10**

The DEIR must be revised to ensure that a complete analysis is conducted of the Project Design Features that should be properly treated as mitigation measures and ensure that that all mitigation measures are enforceable to comply with CEQA.

**iii. *The Project Design Features are not adequate mitigation for the Project Harms.***

As noted above, CEQA and the CEQA Guidelines require that an EIR’s mitigation measures must be fully enforceable through legally binding means and their effects must be analyzed in the EIR. (See Pub. Res. Code § 21081; CEQA Guidelines §§ 15126.4(a)(1)-(2).) This is to ensure that mitigation measures will be implemented, not merely adopted and then

Dec. 15, 2021  
Page 6

neglected or disregarded. (*Federation of Hillside & Canyon Associations v. City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1262 [EIR invalid where city failed to make a binding commitment to implement traffic mitigation measures].)

**O5.10**  
**cont.**

The Project Design Features fall far short of this standard. First, the Project Design Features are not apparently enforceable. As the DEIR notes, they are adopted “voluntarily” and some are “not agreed to” or “modified” where “not feasible.” (DEIR 5.3-57.) This language makes it apparent that the DEIR does not intend for these measures to be enforceable in the way that mitigation measures must be. Moreover, many of the Project Design Features are tempered with language that renders them unenforceable by making compliance with them contingent on vague concepts like economic feasibility and market availability. (*Id.*) Without elaboration on what these standards mean in practice or how they should be evaluated by a court or agency with responsibility for enforcement, the DEIR has rendered these plan elements entirely unenforceable.

Second, the Project Design features impermissibly defer determination of whether certain measures are feasible to a later time. (DEIR 5.3-57 to 5.3-59 [PDF AQ-3, AQ-4, AQ-10, AQ-12, and AQ-13].) The appropriate time to determine the “feasibility” of the proposed mitigation measures is now, during the CEQA environmental review process, to ensure full transparency and public review. The County cannot delegate its responsibility to consider the feasibility of mitigation in the EIR. (*Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th 260, 280 [finding mitigation measure improperly deferred where it lacked specific performance criteria by which to judge its success].) The Third District Court of Appeal recently found the County of San Diego’s proposed carbon-offset mitigation program for greenhouse gas emissions to be invalid for this very reason. (*Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 513 [mitigation measure invalid in part because it allowed the county planning director to determine, at his sole discretion after project approval and without reference to objective standards, whether the purchase of certain offsets was feasible].) Here, the Project Design Features are much less stringent than the invalid mitigation in *Golden Door*: They allow the Project applicant, not even a representative of the County with expertise in the matter, to make the ultimate and private determination about the feasibility of implementing the measures.

**O5.11**

Because mitigation measures are improperly included in the DEIR as Project Design Features and do not comply with CEQA requirements for mitigation, the DEIR violates CEQA. The Air Quality section must be revised to include complete analysis of any measures included to mitigate air quality harms.

#### **B. The DEIR Fails to Consider Additional Feasible Mitigation to Reduce the Project’s Significant Air Quality Impacts.**

The DEIR also fails to meet the County’s obligation to adopt all feasible mitigation to reduce the Project’s air quality impacts. By proposing inadequate mitigation and then concluding that the Project’s air quality impacts are significant and unavoidable, the County has fallen short of CEQA’s requirement that lead agencies consider all feasible mitigation to reduce or avoid the Project’s significant impacts—particularly since the DEIR explicitly includes additional potential mitigation measures as Project Design Features (discussed above). (See Pub. Res. Code § 21002 [It is the “policy of the state that public agencies should not approve projects as proposed if there

**O5.12**

Dec. 15, 2021  
Page 7

are feasible alternatives or feasible mitigation measures which will avoid or substantially lessen the significant environmental effects of such projects.”], CEQA Guidelines §§ 15092(b), 15043, 15126.4(a)(1). Here, the EIR overlooks, simply ignores, or attempts to avoid numerous feasible mitigation measures by analyzing them as Project Design Features or leaving discussion of them out of the DEIR entirely.

**O5.12**  
**cont.**

The South Coast Air Quality Management District (“SCQAMD”) has recently adopted Rule 2305 - *Warehouse Indirect Source Rule—Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program* (SCQAMD 2021). The rule applies to individual warehouses and distribution facility projects, including this one, and is intended to reduce air quality emissions from mobile sources associated with the projects. The rule contains a host of mitigation measures that warehouse facilities can adopt, which include, but are not limited to:

- Acquiring and using exclusively Zero Emissions yard trucks onsite instead of simply non-diesel powered trucks.
- Requiring that a certain percentage of trucks in warehouse operators’ fleet be Zero Emissions or Near Zero Emissions.
- Installing and using onsite solar panels.
- Installing high-efficiency air filters or filtering systems in residences, schools, daycares, hospitals, or community centers.

**O5.13**

Some of these measures are included as voluntary Project Design Features. However, the DEIR neither analyzes the effectiveness and feasibility of these measures nor commits to following through on them. (DEIR 5.3-57 to 5.3-59.) This attempt to avoid meaningful consideration of and commitment to these measures, particularly measures that might reduce the serious health impacts the Project will have on nearby schools and residents.

Additionally, the California Air Resources Board (“CARB”) has compiled a list of “Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers” (see CARB 2019, Attachment A). These include:

#### **Recommended Construction Measures**

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment, and providing the necessary infrastructure (e.g. electrical hookups) to support zero and near-zero equipment and tools.
2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating onsite. This includes the physical (e.g. needed footprint), energy, and fueling infrastructure for construction equipment, onsite vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.

**O5.14**

3. In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In lieu of Tier 4 engines, equipment can incorporate retrofits such that emission reductions achieved equal or exceed that of a Tier 4 engine. The DEIR only requires this for equipment over 50hp. (DEIR at 1-8.)

4. In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers, etc.) used during project construction be battery powered.

5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during either the grading or building construction phases be model year 2014 or later. Starting in the year 2022, all heavy-duty haul trucks should also meet CARB's lowest optional low-NOx standard.

6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB staff is available to provide assistance in implementing this recommendation.

### **Recommended Operation Measures**

1. Include contractual language in tenant lease agreements that require tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating onsite.

2. Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units (APU). This will eliminate the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate from within the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included lease agreements.<sup>2</sup>

3. Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the site to be electric or powered by compressed natural gas.

4. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering the project site to be model year 2014 or later.

5. Starting in the year 2022, include contractual language in tenant lease agreements that requires all trucks entering the project site to meet CARB's lowest optional low-NOx standard.

**O5.14  
cont.**

6. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.

7. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than five minutes while onsite.

8. Include contractual language in tenant lease agreements that limits onsite TRU diesel engine runtime to no longer than 15 minutes. If no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted and the health impacts mitigated.

9. To reduce indirect greenhouse gas (GHG) emissions, include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

Because the DEIR improperly failed to consider these and other feasible measures as mitigation measures, the County cannot make the requisite CEQA findings prior to approving the Project. The DEIR should be revised to include these and other measures to reduce, avoid, or minimize the Project's admittedly significant impacts to air quality and recirculated for public review and comment.

### **III. THE DEIR FAILS TO ADEQUATELY ANALYZE AND MITIGATE THE PROJECT'S GREENHOUSE GAS EMISSIONS.**

The DEIR's analysis of the proposed Project's greenhouse gas ("GHG") emissions (DEIR Section 5.8) is also deeply flawed. The Project would result in significant amounts of GHG emissions during construction and operation, yet the DEIR does not properly analyze the significance of, or attempt to mitigate, all the significant GHG impacts. (See CEQA Guidelines § 15126.2; Pub. Res. Code § 21002.)

#### **A. Climate Change Is a Catastrophic and Pressing Threat to California.**

A strong, international scientific consensus has established that human-caused climate change is causing widespread harms to human society and natural systems, and that the threats from climate change are becoming increasingly dangerous. The Intergovernmental Panel on Climate Change ("IPCC"), the leading international scientific body for the assessment of climate change, concluded in its 2014 Fifth Assessment Report that: "[w]arming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, and sea level has risen," and further that "[r]ecent climate changes have had widespread impacts on human and natural systems." (IPCC 2014, p. 2) These findings were echoed in the United States' own 2014 Third National Climate Assessment and 2017 Climate Science Special Report, prepared by scientific experts and reviewed by the National Academy of

**O5.14  
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**O5.15**

**O5.16**

Dec. 15, 2021  
Page 10

Sciences and multiple federal agencies. The Third National Climate Assessment concluded that “[m]ultiple lines of independent evidence confirm that human activities are the primary cause of the global warming of the past 50 years” (Melillo et al. 2014, p. 7) and “[i]mpacts related to climate change are already evident in many regions and are expected to become increasingly disruptive across the nation throughout this century and beyond.” (*Id.* at 10.) The 2017 Climate Science Special Report similarly concluded:

[B]ased on extensive evidence, ... it is extremely likely that human activities, especially emissions of greenhouse gases, are the dominant cause of the observed warming since the mid-20th century. For the warming over the last century, there is no convincing alternative explanation supported by the extent of the observational evidence.

In addition to warming, many other aspects of global climate are changing, primarily in response to human activities. Thousands of studies conducted by researchers around the world have documented changes in surface, atmospheric, and oceanic temperatures; melting glaciers; diminishing snow cover; shrinking sea ice; rising sea levels; ocean acidification; and increasing atmospheric water vapor.

(USGCRP 2017, p. 10.)

The U.S. National Research Council determined that “[c]limate change is occurring, is caused largely by human activities, and poses significant risks for—and in many cases is already affecting—a broad range of human and natural systems.” (NRC 2010, p. 2.) Based on observed and expected harms from climate change, in 2009 the U.S. Environmental Protection Agency found that greenhouse gas pollution endangers the health and welfare of current and future generations. (74 Fed. Reg. 66496 (Dec. 15, 2009) [U.S. EPA, Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act; Final Rule].)

These authoritative climate assessments decisively establish the dominant role of anthropogenic GHG emissions in driving climate change. As the Third National Climate Assessment explains: “observations unequivocally show that climate is changing and that the warming of the past 50 years is primarily due to human-induced emissions of heat-trapping gases.” (Melillo et al. 2014, p. 2; *see also id.* at 15 [Finding 1: “The global warming of the past 50 years is primarily due to human activities, predominantly the burning of fossil fuels.”].) The Assessment makes clear that “reduc[ing] the risks of some of the worst impacts of climate change” will require “aggressive and sustained greenhouse gas emission reductions” over the course of this century. (*Id.* at 13-14, 649; *see also id.* at 15 [Finding 3: “Human-induced climate change is projected to continue, and it will accelerate significantly if global emissions of heat-trapping gases continue to increase.”].)

The impacts of climate change will be felt by humans and wildlife. Climate change is increasing stress on species and ecosystems—causing changes in distribution, phenology, physiology, vital rates, genetics, ecosystem structure and processes—in addition to increasing

**O5.16  
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species extinction risk. (Warren et al. 2011.) Climate-change-related local extinctions are already widespread and have occurred in hundreds of species. (Weins 2016.) Catastrophic numbers of species extinctions are projected to occur during this century if climate change continues unabated. (Thomas, et al. 2004; Maclean et al. 2011; Urban 2015.) In California, climate change will transform our climate, resulting in impacts including, but not limited to, increased temperatures and wildfires and a reduction in snowpack and precipitation levels and water availability.

Therefore, immediate and aggressive GHG emission reductions are necessary to keep warming well below 2°C above pre-industrial levels. The IPCC Fifth Assessment Report and other expert assessments have established global carbon budgets, or the total amount of carbon that can be burned while maintaining some probability of staying below a given temperature target. According to the IPCC, total cumulative anthropogenic emissions of CO<sub>2</sub> must remain below about 1,000 GtCO<sub>2</sub> from 2011 onward for a 66 percent probability of limiting warming to 2°C above pre-industrial levels, and to 400 GtCO<sub>2</sub> from 2011 onward for a 66 percent probability of limiting warming to 1.5°C. (IPCC 2013, p. 25; IPCC 2014, pp. 63-64, Table 2.2.) These carbon budgets have been reduced to 850 GtCO<sub>2</sub> and 240 GtCO<sub>2</sub>, respectively, from 2015 onward. (Rogeli et al. 2016, Table 2.) Given that global CO<sub>2</sub> emissions in 2016 alone totaled 36 GtCO<sub>2</sub> (Le Quéré et al. 2017), humanity is rapidly consuming the remaining carbon budget needed to avoid the worst impacts of climate change.

The United States has contributed more to climate change than any other country. The U.S. is the world's biggest cumulative emitter of GHGs, responsible for 27 percent of cumulative global CO<sub>2</sub> emissions since 1850, and the U.S. is the world's second highest emitter on an annual and per capita basis. (World Resources Institute 2014.) Nonetheless, U.S. climate policy is wholly inadequate to meet the international climate target to hold global average temperature rise to well below 2°C above pre-industrial levels to avoid the worst dangers of climate change.

In its 2018 *Special Report on Global Warming of 1.5°C*, the IPCC—the leading international scientific body for the assessment of climate change—describes the devastating harms that would occur at 2°C warming. The report highlights the necessity of limiting warming to 1.5°C to avoid catastrophic impacts to people and life on Earth (IPCC 2018). The report also provides overwhelming evidence that climate hazards are more urgent and more severe than previously thought, and that aggressive reductions in emissions within the next decade are essential to avoid the most devastating climate change harms.

In response to inadequate action on the national level, California has taken steps through legislation and regulation to fight climate change and reduce statewide GHG emissions. Enforcement of and compliance with these measures is essential to help stabilize the climate and avoid catastrophic impacts to our environment. AB 32 mandates that California reach 1990 levels of GHG emissions by the year 2020, equivalent to approximately a 15 percent reduction from a business-as-usual projection. (Health & Saf. Code § 38550.) Based on the warning of the IPCC and leading climate scientists, Governor Brown issued an executive order in April 2015 requiring GHG emissions reductions to 40 percent below 1990 levels by 2030. (Executive Order B-30-15 (2015).) The Executive Order is in line with a previous Executive Order mandating the state reduce emission levels to 80 percent below 1990 levels by 2050 in order to minimize

**O5.16**

**cont.**

significant climate change impacts. (Executive Order S-3-05 (2005).) In enacting SB 375, the legislature has also recognized the critical role that land use planning plays in achieving greenhouse gas emission reductions in California.

The legislature has found that failure to achieve GHG emissions reductions would be “detrimental” to California’s economy. (Health & Saf. Code § 38501(b).) In his 2015 Inaugural Address, Governor Brown reiterated his commitment to reduce greenhouse gas emissions with three new goals for the next fifteen years:

- To increase electricity derived from renewable sources to 50 percent;
- To reduce petroleum use in cars and trucks by 50 percent;
- To double the efficiency of existing buildings and make heating fuels cleaner.

(Brown 2015.) In 2018, Governor Brown issued Executive Order B-55-18, in which he declared it to be a statewide goal to “achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.”

Although some sources of GHG emissions may appear insignificant in isolation, climate change is a problem with cumulative impacts and effects. (*Ctr. for Biological Diversity v. Nat’l Highway Traffic Safety Admin.*, (9th Cir. 2008) 538 F.3d 1172, 1217 [“the impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis” that agencies must conduct].) One source or one small project may not appear to have a significant effect on climate change, but the combined impacts of many sources can drastically damage California’s climate as a whole. Therefore, project-specific GHG emissions disclosure, analysis and mitigation is vital to California meeting its climate goals and maintaining our climate.

The impacts of climate change are already being felt by humans and wildlife. Thousands of studies conducted by researchers around the world have documented changes in surface, atmospheric, and oceanic temperatures; melting glaciers; diminishing snow cover; shrinking sea ice; rising sea levels; ocean acidification; and increasing atmospheric water vapor (USGCRP 2017). In California, climate change will result in impacts including, but not limited to, increased temperatures and wildfires and a reduction in snowpack and precipitation levels and water availability.

Given the increasingly urgent need for drastic action to reduce GHG emissions, the DEIR’s failure to fully disclose, analyze, mitigate, or consider alternatives to reduce the Project’s significant climate change effects is all the more alarming.

## **B. The DEIR does not clearly describe the Project’s GHG impacts as required by CEQA.**

One of CEQA’s central purposes is to ensure that the public and decisionmakers have considered and are able to understand the expected environmental impacts of a given project. (Pub. Res. Code. §§ 21000(g), 21001.1.) To achieve this aim and facilitate public review, Environmental Impact Reports must allow readers to “identify the significant [environmental] effects” of a project. (Pub. Res. Code § 21002.1(a).) The DEIR fails to do this.

**O5.16**  
**cont**

**O5.17**



Specifically, the DEIR estimates the Project’s GHG emissions will eventually be over 30,500 MT CO<sub>2</sub>e/year. (DEIR Tables 5.8-4 and 5.8-5.) However, the DEIR neglects to include any analysis of how much—or whether at all—mitigation changes and so-called Project Design Features<sup>4</sup> will impact these total outputs. (*Id.*) Whether these initial calculations are setting pre- or post-mitigation emission levels is entirely unclear in the GHG section of the DEIR. (DEIR at 5.8-10 to 5.8-13.) This fails to comply with the CEQA’s informational requirements that Project impacts and mitigation be clearly and completely discussed in the DEIR, without this information, it is nearly impossible to understand the extent of the Project’s impacts and to what extent they are reduced by Mitigation Measures. (Pub. Res. Code § 21002.1(a).)

**O5.17**  
**cont.**

Moreover, the DEIR’s conclusion that the impacts of the Project are insignificant after mitigation simply because the Project has adopted at least 100 points on the proposed 2021 County GHG Emissions Reduction Plan Update does not hold water under CEQA. A determination that an environmental impact complies with a particular threshold of significance does not relieve a lead agency of its obligation to consider evidence that indicates the impact may be significant despite compliance with the threshold. (CEQA Guidelines § 15064(b)(2).) If evidence shows that an environmental impact might be significant despite the significance standard used in the EIR, the agency must address that evidence. (*Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1111.) Here, because of the catastrophic risk of climate change, the County was obligated to go further to analyze and reduce the Project’s GHG emissions.

**O5.18**

### **C. The Project’s GHG Impacts Are Significant.**

Despite the DEIR’s failure to clearly outline post-mitigation emissions levels, the Project’s impacts on GHG emissions are plainly significant. (DEIR 5.8-13.) The claim that GHG emissions will be less than significant is entirely based on the Project incorporating a certain number of items from the County’s proposed GHG performance standards that are never explicitly adopted or analyzed as mitigation measures. (DEIR 5.8-13 to 5.8-27.) Moreover, the DEIR fails to incorporate any GHG-specific mitigation (DEIR 5.8-39), this is not enough mitigation to reduce GHG emissions impacts to a point of insignificance.

**O5.19**

First, the DEIR never actually describes how mitigation measures will reduce emissions. (DEIR 5.8-13 to 5.8-27.) Instead, the DEIR discussion of this impact runs through a long list of mitigation measures available under the County’s Proposed 2021 GHG Emissions Reduction Plan Update without explicitly explaining how the various mitigation measures “assigned points” on this checklist are integrated into the Project and what effect they’ll have. (DEIR Table 5.8-6.) These “points” are not explicitly incorporated in a mitigation measure and no explanation for how each of these measures will reduce GHG emissions is included. (*Id.*; DEIR 1-8 to 1-10 [listing the Air Quality mitigation measures that the GHG section relies on for mitigation].)

**O5.20**

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<sup>4</sup> In fact, the DEIR explicitly states that it will exclude discussion of the Project Design Features from impact analysis. (DEIR 5.3-57.) This is in itself a violation of CEQA for the reasons analyzed above in the Air Quality section of this letter.

As the DEIR readily admits, it does not consider or adopt any GHG-specific mitigation measures to reduce, avoid, or mitigate the Project's eventual 30,515 MTCO<sub>2e</sub> annual GHG emissions after full build out. (DEIR at 5.8-13, Tables 5.8-4.) Moreover, the DEIR provides no analysis in the GHG section about how the Air Quality mitigation measures sufficiently reduce GHG emissions to render the Project's impacts less than significant. (DEIR at 5.8-39.)<sup>5</sup> Because, as described above, the Project's GHG emissions of over 30,000 MTCO<sub>2e</sub> are significant, and the EIR provides no second calculation of emissions post-mitigation, it appears that the estimated emissions will remain at that level.

By any measure, 30,515 MTCO<sub>2e</sub> is a significant level of emissions. South Coast Air Quality Management District (whose jurisdiction extends over Project site) has established a 10,000 MTCO<sub>2e</sub> CEQA threshold of significance for industrial facilities. (SCQAMD 2019.) BAAQMD has a similar 10,000 MTCO<sub>2e</sub> threshold for stationary sources. (BAAQMD 2017 at p. 2-4.) Both these CEQA thresholds of significance were formally adopted by those agencies after long consideration and a formal notice and comment rulemaking process and are supported by substantial evidence. By further comparison, the California Air Resources Board's threshold for covered entities that are subject to the state cap-and-trade requirements for GHGs—roughly analogous to the DEIR's attempted reliance on the EPA's "Tailoring Rule" is 25,000 MTCO<sub>2e</sub> annual GHG emissions. 17 CCR 95812(c)(1). Under any of these thresholds—or any threshold supported by substantial evidence—the Project's anticipated annual GHG emissions of over 30,000 MTCO<sub>2e</sub> annually is profoundly significant. The DEIR acknowledges this, but fails to consider many additional mitigation measures that would reduce this impact, like solar power or requiring an electric fleet. Relying only on mitigation measures adopted in another section of the DEIR and a checklist of what appear to be project features that are never fully explained is not sufficient to satisfy CEQA's mandate. This lacking analysis obscures the true extent of the Project's impacts and thwarts CEQA's purposes of informed decision-making and public transparency.

**O5.20  
cont.**

#### **D. The EIR must be revised to include adequate analysis and mitigation for GHG impacts.**

The EIR's failure to consider and adopt all feasible mitigation to reduce or avoid the Project's significant impacts violates CEQA. (See Pub. Res. Code § 21002 [It is the "policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures which will avoid or substantially lessen the significant environmental effects of such projects."], CEQA Guidelines §§ 15092(b), 15043, 15126.4(a)(1).) The EIR should be revised to adequately analyze the Project's GHG impacts,

**O5.21**

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<sup>5</sup> The only paragraph discussing mitigation measures for GHGs reads "Prior to issuance of building permits for each building, the Project Applicant shall provide documentation to the County of San Bernardino Building Department demonstrating that the improvements and/or buildings subject to the building permit application include measures from the 2021 County of San Bernardino Greenhouse Gas Reduction Plan Screening Tables (June 2021), as needed to achieve the required 100 points. Specific measures may be substituted for other measures that achieve an equivalent amount of GHG reduction, subject to the County of San Bernardino Building Department approval." The comments on the structure of the Air Quality mitigation section and its effectiveness apply to GHGs as well because the Air Quality mitigation measures are meant to be the source of all GHG mitigation.

acknowledge their significance, and consider and adopt feasible mitigation to reduce those impacts, and it should be recirculated for public review and comment.

Specifically, the EIR must be revised to include actual analysis of the impacts that mitigation measures will have, specifically discuss the mitigation measures that will reduce GHG emissions, and further explain the thresholds of significance adopted and used to arrive at these conclusions. The EIR should also consider adopting the Project Design Features in the Air Quality section (DEIR 5.3-57 to 5.3-59) that are specifically relevant to GHGs as actual, enforceable mitigation measures.

**O5.21  
cont.**

#### **IV. THE MITIGATION MEASURES FOR POSSIBLE HARMS TO BIOLOGICAL RESOURCES ARE ALL SPECULATIVE AND DO NOT INCLUDE SUFFICIENT DETAIL.**

CEQA requires that mitigation measures be formulated and analyzed in the DEIR. The CEQA Guidelines prohibit agencies from deferring the formulation of mitigation measures to after project approval except in certain, strictly limited circumstances. (CEQA Guidelines § 15126.4(a)(1)(B).) An agency may develop the specifics of mitigation after project approval only “when it is *impractical* or *infeasible* to include those details during the project’s environmental review.” (*Id.*, emphasis added.) That is, “practical considerations” must “prevent[] the formulation of mitigations measures at the usual time in the planning process.” (*POET, LLC v. State Air Res. Bd.* (2013) 218 Cal.App.4th 681, 736 [citing *Sacramento Old City Assn. v. City Council* (1991) 229 Cal.App.3d 1011, 1028-29].) Unless those considerations are “readily apparent,” an EIR must explain an agency’s decision to defer finalizing the specifics of mitigation. (*Preserve Wild Santee v. City of Santee* (2012) 210 CA 4th 260, 281.)

**O5.22**

The DEIR mitigation measures for species of plants and animals that may be endangered by the Project, however, do not include specifics for how long-term mitigation will proceed if any indigenous endangered species are found on the Project site. (DEIR 5.4-26 to 5.4-29.) Specifically, MM Bio-1 through MM Bio-5 and MM Bio-7 all explain if sensitive species, plants, or vegetation communities are located on the Project site. (*Id.*) While all these measures include the performance of surveys and avoidance activities in the future, they do not identify any specific measures for long term mitigation of lasting harms to species from the Project. (*Id.*) Instead, the mitigation measures only require surveys, potentially short-term avoidance of the sensitive species, and for the developers to consult with experts on how to mitigate this harm in the future. (*Id.*) This is insufficient to comply with CEQA’s mandate that mitigation measures be discussed in detail, particularly since specific measures for mitigating harm to endangered plants and animals are common and the County could have included specific examples of measures developers could deploy in the DEIR so the public could evaluate the validity of those options. They have failed to do so here.

**O5.23**

#### **IV. THE DEIR’S ANALYSIS OF AND MITIGATION FOR THE PROJECT’S TRAFFIC AND TRANSPORTATION IMPACTS IS DEFICIENT.**

The Project’s location in an already highly trafficked area of San Bernardino County will create far-reaching traffic impacts on the region. CEQA requires that an EIR analyze a project’s

**O5.24**

Dec. 15, 2021  
Page 16

regional impacts on traffic. (See *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 575.) CEQA requires that the EIR fully assess the impact the Project will have on transportation and traffic. (Pub. Res. Code § 21099.)

**O5.24**  
**cont.**

**a. The DEIR does not adequately analyze the impacts of truck travel.**

The DEIR entirely fails to include analysis of impact that substantial increases of truck traffic in and out of a warehouse would have on VMT in the area, and instead exclusively focuses on traffic created by employees commuting to and from work. (DEIR 5.15-7 to 5.15-10.) Completion of the Project will bring substantial additional traffic to the area from trucks picking up goods from the warehouse. (Betancourt et al. at 4.) Trucks serving facilities often idle on public streets and clog local roads when warehouses are at capacity, creating traffic congestion and hazards to local drivers who depend on these roads. (*Id.*) Per CalEnviroScreen 4.0, this region is heavily burdened, with traffic burdens falling in the 80<sup>th</sup> and 83<sup>rd</sup> highest percentiles.<sup>6</sup> The addition of a major hub for trucks that will contain an estimated 993 parking stalls for trucks with trailers requires further analysis of the Project's impacts on transportation that includes analysis of additional trips from trucking.

**O5.25**

**a. The DEIR ignores traffic impacts from construction.**

The DEIR never discusses the impact on VMT that the Project will have during construction when trucks, equipment, employees, and building materials will have to be constantly driven in and out of the Project site. (DEIR Section 5.15 generally.) To construct over three million total square feet of warehouse (DEIR 1-2) will require substantial manpower, equipment, and staff that will need to be transported to the Project site. The EIR must also carefully and completely assess the impacts from construction will have on traffic and transportation in the local community. Moreover, construction is expected to continue through the year 2040, meaning the DEIR anticipates nearly 20 years of construction traffic in and out of the site. (*Id.*) This is a major environmental impact of the Project that the DEIR ignores, in violation of CEQA.

**O5.26**

The Transportation section of the DEIR requires must be revised and expanded analysis to include all CEQA-required analysis.

**V. THE DEIR DOES NOT ADEQUATELY ANALYZE AND MITIGATE THE PROJECT'S CONSTRUCTION NOISE IMPACTS**

To provide Californians the "freedom from excessive noise", CEQA requires that an EIR sufficiently analyze the impact proposed projects will have on ambient noise. (Pub. Res. Code § 21001(b); 14 CCR §15360.) Specifically, an EIR must sufficiently analyze whether the Project will result in a substantial permanent or temporary increase in ambient noise beyond local or other noise standards and identify the significance of each impact along with applicable

**O5.27**

<sup>6</sup> CalEnviroScreen 4.0, Census Tracts # 6071002601 and # 6071004001, [https://experience.arcgis.com/experience/ed5953d89038431dbf4f22ab9abfe40d/?data\\_id=dataSource\\_25-17c3d89e7e2-layer-1%3A3755](https://experience.arcgis.com/experience/ed5953d89038431dbf4f22ab9abfe40d/?data_id=dataSource_25-17c3d89e7e2-layer-1%3A3755).

mitigation measures. (14 CCR Appendix G; *Kings & Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814, 883.) For this Project, analyzing noise impacts is particularly important because there are neighboring residential communities.

According to the DEIR, the ambient noise levels around the Project site range from 75 dBA to 55.3 dBA during the day and 77.6 dBA to 52.5 dBA at night. (DEIR at 4-40.) Construction of the project will increase the ambient noise in noise sensitive, residential areas with the use of demolition equipment, concrete mixers, and hauling trucks. (DEIR at 5.12-26.) The operation of the Project will also increase the ambient noise with “loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements and trash enclosure activity”. (DEIR at 5.12-6.) Construction noise is anticipated to be at its loudest during the grading stage of construction, at a level of 79 dBA. (DEIR at 5.12-26.) However, the DEIR fails adequately analyze the temporary noise increases that construction will have on ambient noise levels because it utilizes a fixed threshold for analyzing the significance of construction noise impacts and offers an inadequate mitigation measure disguised as a project design feature.

**O5.27**  
**cont.**

**A. The Draft EIR impermissibly relies on a fixed standard for determining the significance of construction related noise impacts**

The Project’s 80 dBA threshold for construction related noise impacts is insufficient to analyze the significance of these impacts. CEQA does not provide a specific threshold of significance for noise impacts, instead the lead agency must consider a “site sensitive threshold of significance for noise”. (*Berkley Keep Jets Over the Bay Com. v. Board of Port Cmrs.* (2001) 91 Cal.App.4th 1344, 1380 [hereinafter “*Berkley Jets*”]) This requires a consideration of qualitative, economic and technical factors, as opposed to relying on a single-fixed standard for determining the significance of noise impacts. (*Id.* at 1379-80; Pub. Res. Code § 21001(g).) Thus, the fact that the Project would not “violate applicable local, state, or federal noise standards . . . is not determinative in setting a threshold of significance under CEQA.” (*Id.*)

The threshold for determining the significance of construction related noise impacts is not “site sensitive”. (*Berkley Jets, supra*, 91 Cal.App.4th, at 380.) The 80 dBA threshold was informed by the County’s Development Code, which exempts daytime (7AM to 7PM) construction (except for Sundays and federal holidays) from its noise standards and the Federal Transit Authority (FTA) Transit Noise and Vibration Impact Assessment Manual. (DEIR at 5.12-23.) According to the FTA, an 80 dBA noise level is a “reasonable threshold for noise sensitive residential land use.” (*Id.* at 5.12-24.) However, the exclusive focus on the 80 dBA standard does not consider qualitative factors such as the surrounding community’s concerns and input regarding the increase in noise levels. (*See Oro Fino Mining Corp. v. County of El Dorado* (1990) 225 Cal.App.3d 872, 881-882 [court held that community complaints regarding the noise impacts of a project were substantial evidence in assessing whether these impacts may be significant, even though the noise levels did not exceed the county’s noise standards].) This standard also largely exempts construction noise, meaning essential noise considerations are not included in the DEIR. Thus, the EIR should consider factors beyond the County’s and FTA noise standards and develop a more “site sensitive” threshold for analyzing construction noise. (*Berkley Jets, supra*, 91 Cal.App.4th, at 380.) Specifically, the DEIR should develop this

**O5.28**

threshold considering nearby sensitive land uses from homes and schools to public parks to ensure that noise levels during construction and operation are sufficiently mitigated. The failure to consider this, particularly when there are two nearby schools and many identified nearby homes, does not satisfy CEQA's mandate.

**O5.28**  
**cont.**

**B. Project Design Feature NOI-1 is a mitigation measure that requires a proper mitigation analysis**

Project Design Feature NOI-1 (PDF NOI-1) is a mitigation measure and should be analyzed as such. (DEIR at 1-50.) Mitigation measures cannot be disguised as "project design features" when the purpose of such features is to minimize significant impacts of the Project. Actions taken to avoid, minimize, rectify, or reduce significant impacts constitute mitigation measures, which "are not part of the project." (14 CCR §15370; *Lotus v. Department of Transportation* (2014) 223 Cal.App.4th 645, 656 [hereinafter "*Lotus*"].)

**O5.29**

PDF NOI-1 is a mitigation measure because it proposes certain construction techniques for reducing noise impacts, such as using mufflers and designated delivery truck routes, and placing equipment toward the center of the project site, away from noise receptors. (DEIR at 5.12-54.) The purpose of these measures is only to reduce the Project's otherwise significant noise impacts, which is separate from the Project itself.

***i. Project Design Feature NOI-1 is not an adequate mitigation measure***

Under CEQA, mitigation measures must be enforceable to minimize or reduce impacts to a less than significant level. (Pub. Res. Code § 21081.6; 14 CCR §§ 15126.4(a)(2); 15126.4(a)(1).) However, merely "stating that there will be no significant impacts because a project incorporates 'special construction techniques' is not adequate or permissible." (*Lotus, supra*, 223 Cal.App.4th, at 657.) Additionally, the measures proposed in the PDF are not all enforceable. To reduce the noise from delivery trucks, PDF NOI-1 requires that "delivery trucks/haul trucks use designated truck route(s) if possible." (DEIR at 5.12-55.) When contractors can use their discretion in deciding whether to use designated truck routes, this mitigation measure becomes unenforceable and affects the reduction of noise from this noise source. To adequately mitigate construction related noise impacts, the EIR must incorporate mitigation measures that go beyond changes in construction techniques and are enforceable. The failure to incorporate specific mitigation measures violates the above-discussed rule against deferring the formulation of mitigation measures and assessing their feasibility in the DEIR. (CEQA Guidelines § 15126.4(a)(1)(B).) A lead agency may only defer mitigation measure formulation when it can show practical concerns prevent it from doing so in the EIR: The County has not shown consideration of these measures was not practical here. (*Id.*)

**O5.30**

***ii. The DEIR impermissibly combines the construction noise impacts analysis and mitigation measure analysis***

Due to the County's failure to treat PDF NOI-1 as a mitigation measure, the DEIR impact analysis for construction related noise is also inadequate. CEQA requires an EIR to provide separate discussions on significant environmental effects of the Project and mitigation measures. (14 CCR §15126.) The Draft EIR reaches the conclusion that "with the inclusion of PDF NOI-1,

**O5.31**

Dec. 15, 2021  
Page 19

impacts related to construction noise would be less than significant”, without first identifying the level of significance the impacts would have absent the project design feature. (DEIR at 5.12-27. See 14 CCR Appendix G [“lead agency . . . must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant.”].) This approach “compress[es] the analysis of impacts and mitigation measures into a single issue”, thereby “disregard[ing] the requirements of CEQA.” (*Lotus*, 223 Cal.App.4th, at 656.) The lack of an initial significance finding regarding construction impacts on ambient noise levels makes “it is impossible to determine whether mitigation measures are required or to evaluate whether other more effective measures than those proposed should be considered.” (*Id.*)

By compressing the analysis of the construction noise impacts and mitigation measures, the significance of the impacts is obscured from the public and decision makers. When the CEQA analysis is not clear, this undermines the one of the basic purposes of CEQA, which is to “inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.” (14 CCR §15002(a)(1).) A proper analysis would have distinguished between the construction impacts before and after the incorporation of PDF NOI-1. By separating the impacts analysis from the mitigation measure analysis, the reduction of noise impacts after implementing the mitigation measures would be quantified and clearly conveyed to the public. Ultimately, the County’s mischaracterization of the construction noise mitigation measure as a project design feature violates CEQA’s requirements and runs contrary to its basic purpose.

## VI. CONCLUSION

Thank you for the opportunity to submit comments on the Draft Environmental Impact Report for the Bloomington Business Park Specific Plan.

Given the possibility that the Center will be required to pursue legal remedies in order to ensure that the County complies with its legal obligations including those arising under CEQA, we would like to remind the County of its statutory duty to maintain and preserve all documents and communications that may constitute part of the “administrative record” of this proceeding. (§ 21167.6(e); *Golden Door Properties, LLC v. Superior Court* (July 30, 2020, Nos. D076605, D076924, D076993) \_\_\_ Cal.App.5th \_\_\_ [2020 Cal. App. LEXIS 710.]) The administrative record encompasses any and all documents and communications that relate to any and all actions taken by the County with respect to the Project, and includes “pretty much everything that ever came near a proposed [project] or [] the agency’s compliance with CEQA . . . .” (*County of Orange v. Superior Court* (2003) 113 Cal.App.4th 1, 8.) The administrative record further includes all correspondence, emails, and text messages sent to or received by the County’s representatives or employees, that relate to the Project, including any correspondence, emails, and text messages sent between the County’s representatives or employees and the Applicant’s representatives or employees. Maintenance and preservation of the administrative record requires that, *inter alia*, the County (1) suspend all data destruction policies; and (2) preserve all relevant hardware unless an exact replica of each file is made.

**O5.31**  
**cont.**

**O5.32**

Please add the Center to your notice list for all future updates to the Project and do not hesitate to contact the Center with any questions at the number or email listed below.

**O5.33**

Sincerely,

A handwritten signature in black ink, appearing to read "Mary Rassenfoss". The signature is fluid and cursive, with a long horizontal stroke at the end.

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Dec. 15, 2021  
Page 21



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December 15, 2021

*Via E-Mail*

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**RE: Bloomington Business Park Specific Plan (PROJ-2020-00204)**

Dear Mr. Liang:

We respectfully submit the following comments to the Draft Environmental Impact Report (“DEIR”) for the Bloomington Business Park Specific Plan (“BBPSP” or “Project”) on behalf of the People’s Collective For Environmental Justice (“PC4EJ”). PC4EJ is membership-based organizations whose members reside in and around the proposed site and in the region. As such, they have a direct interest in San Bernardino County’s (“County”) and specifically in the County Planning Department’s careful analysis regarding the implications of this project on the residents of Bloomington and its surrounding areas.

This proposal asks the County of San Bernardino (“County”) to zone land near residences and several schools to accommodate a large warehouse operations and other development. Unfortunately, the DEIR fails in its duty to comply with the California Environmental Quality Act (“CEQA”). As such, the County cannot rely on the document as a form of environmental impact review for the purpose of Project approval, and must engage in a new Draft Environmental Impact Report (“DEIR”) to allow the public and decision-makers an opportunity for meaningful review of the Project’s impacts.

**O6.1**

Attached to these comments is a technical report from Dr. Ron Sahu that identifies flaws with this DEIR. Please includes these comments as part of the record and as specific comments on the DEIR.

**I. The DEIR Is Inadequate as an Informational Document and Precludes Meaningful Public Review.**

There are myriad problems with the DEIR. Importantly, the County recognized the need to provide notice in Spanish of the DEIR, but it failed to translate any portion of the DEIR into Spanish. A large portion of residents in the impacted area includes primary Spanish speakers. And while Spanish speakers had notice that a DEIR had been produced, they do not have any of the documents actually translated into Spanish. If the County wants to provide meaningful

**O6.2**

opportunities to review the DEIR, it should translate the DEIR and the technical reports into Spanish. Once the translated documents are released, the County should provide a 60 day comment period for review and comments.

**O6.2**  
**cont**

## **II. The DEIR Fails to Comply with CEQA.**

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 Cal. Code Regs. (“CEQA Guidelines”) § 15002(a)(1). The EIR is the “heart” of this requirement. *See No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 84. The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.” *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.

**O6.3**

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. *See* CEQA Guidelines § 15002(a)(2) and (3). *See also* *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1988) 47 Cal.3d 376, 400.

Unfortunately, the DEIR fails in both regards to these critical components of CEQA.

### **A. The DEIR’s Impacts and Mitigation Analyses are Based on an Improper Project Description.**

“[A]n accurate, stable and finite project description is the sine qua non” of a legally sufficient EIR, and “the defined project and not some different project must be the EIR’s bona fide subject.” *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 199. The County states that the purpose of the Project “is to accomplish the orderly development of an industrial business park,” and it lays out several objectives through which it intends to achieve this purpose. DEIR at 22. However, these self-referential objectives are overly narrow and thus inevitably exclude a host of feasible alternatives to the Project.

Under CEQA, the County is required “to consider alternatives to proposed actions affecting the environment.” *North Coast Rivers Alliance v. Kawamura* (2015) 243 Cal.App.4th 647, 666 [196 Cal.Rptr.3d 559, 573] (hereafter *Kawamura*) (citing Pub. Resources Code, § 21001(g)) (internal quotations omitted). The County cannot “approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” *Id.* “The process of selecting the alternatives to be included in the EIR begins with the establishment of project objectives by the lead agency.” *Id.*; *see also* Cal. Code Regs. tit. 14, § 15124(b) (hereafter *Guidelines*) (stating an EIR requires a statement of the objectives sought by the proposed project). The DEIR must include “[a] clearly written statement of objectives,” as this will guide the County in developing a reasonable range of alternatives. *Guidelines*, § 15124(b).

**O6.4**

By referencing the Specific Plan in its objectives, the County demonstrates that it intends to focus its reasonable range of alternatives analysis on alternatives that will still entail building out the Project as planned, albeit to varying degrees. For example, the Project’s objectives include “[c]reat[ing] a comprehensive master plan for the Specific Plan area to provide a mix of industrial and business park uses with supporting infrastructure facilities”; “[i]dentify[ing] and provid[ing] for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan area”; and “[p]rovid[ing] guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development.” DEIR at 676. These narrow objectives limit the available alternatives the County will consider. Indeed, Alternative 2 still involves the Specific Plan area being fully built out but based on the existing underlying zoning, and Alternative 3 entails the majority of the intended Specific Plan being built out but as an individual project. DEIR at 677–78.

**O6.4  
cont.**

While there is a “rule of reason” that governs the County’s consideration of alternatives, and the DEIR need “set forth only those alternatives necessary to permit a reasoned choice,” the County’s narrow objectives prevent it from discussing alternatives “in a manner to foster meaningful public participation and informed decision making.” *Kawamura, supra*, 243 Cal.App.4th at 667 (citing Guidelines, § 15126.6, subd. (f)). This ultimately taints the entire analysis, and accordingly, violates CEQA.

## **B. The DEIR Fails to Consider a Reasonable Range of Alternatives.**

Even with unlawful Project Objectives, the Draft Report must consider a reasonable range of alternatives. Alternatives are central to an EIR, and their assessment is a major function of the EIR. *Laurel Heights Improvement Ass’n v. Regents of the Univ. of California*, 47 Cal.3d 376, 400 (1988). The purpose of the requirement to contemplate alternatives is to identify ways to mitigate or avoid the significant effects of a project. Cal. Pub. Res. Code § 21002.1. “[A]n agency may not approve a proposed project if feasible alternatives exist that would substantially lessen its significant environmental effects.” *Save Panoche Valley v. San Benito Cnty.*, 217 Cal. App. 4th 503, 520 (2013) (citations omitted); *See also* Cal. Pub. Res. Code § 21081(a); 14 Cal. Code Regs. § 15091(a)(3); *California Native Plant Soc. v. City of Santa Cruz*, 177 Cal. App. 4th 957, 1002 (2009). The alternatives discussion must be “meaningful” and must “contain analysis sufficient to allow informed decision making.” *Laurel Heights*, 47 Cal.3d at 403-4.

**O6.5**

Importantly, the DEIR does not look at several alternatives that would allow for a more full consideration of this Project. Importantly, this Project is very close to sensitive land uses. DEIR at 5.3-37 (noting that the closest sensitive receptor is “59 feet from the Opening Year Development area boundary and 19 feet from the Future Development area boundary.”) This incredibly close proximity to sensitive land uses should be addressed in additional alternatives.

**O6.6**

For example, the Attorney General of California put out an advisory noting that good neighbor policies should be adopted: [Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act](#). That guidance notes the following:

- “Per CARB guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.”
- “For example, the Western Riverside Council of Governments policy sets a minimum buffer zone of 300 meters between warehouses and sensitive receptors, and it requires a number of design features to reduce truck impacts on nearby sensitive receptors.”

**O6.6  
cont.**

These are just two examples of a recognition of the need for larger buffers between warehouse projects and sensitive sites. Thus, the EIR should include alternatives that provide greater buffers than the less than a dozen or so feet provided now to protect communities from this development. Moreover, the EIR should examine alternatives that decrease the intensity of this project. The lack of alternatives that reduce the intensity of the development and provide greater buffers for sensitive sites renders the analysis unlawful under CEQA.

**C. The DEIR Violates CEQA Because it Fails to Address Environmental Justice Impacts, Which Renders it Inconsistent with San Bernardino County’s General Plan.**

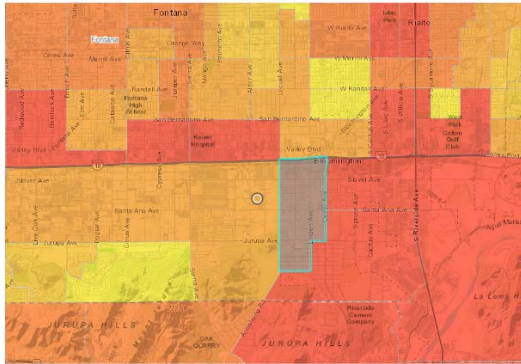
The DEIR fails to address the significant environmental justice concerns the Project presents for Bloomington residents. The South Coast Air Basin (“South Coast”) is among nation’s most polluted regions, and Bloomington in particular is amongst the most polluted cities in the South Coast. As demonstrated in the images on the following pages,<sup>1</sup> residents in the Project’s specific census tracts endure a pollution burden heavier than most of the State of California.

**O6.7**

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<sup>1</sup> California Environmental Protection Agency, *CalEnviroScreen 4.0* (last updated Oct. 20, 2021), available at <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

Bloomington Specific Plan



#### Legend

##### CalEnviroScreen 4.0 Results



##### CalEnviroScreen 4.0 High Pollution, Low Population



#### Census Tract: 6071004001 (Population: 4,366)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6071004001 relative to other census tracts.

##### Overall Percentiles

CalEnviroScreen 4.0 Percentile	94
Pollution Burden Percentile	88
Population Characteristics Percentile	89

##### Exposures

Ozone	97
Particulate Matter 2.5	91
Diesel Particulate Matter	80
Toxic Releases	68
Traffic	83
Pesticides	31
Drinking Water	94
Lead from Housing	62

##### Environmental Effects

Cleanup Sites	0
Groundwater Threats	26
Hazardous Waste	36
Impaired Waters	0
Solid Waste	53

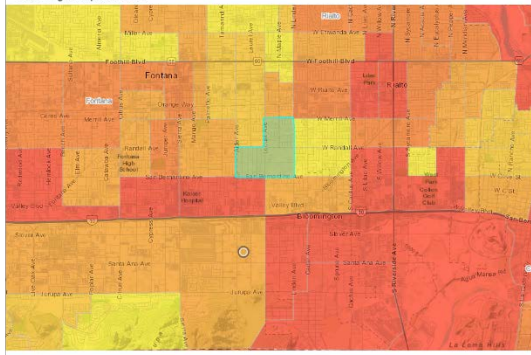
##### Sensitive Populations

Asthma	83
Low Birth Weight	69
Cardiovascular Disease	90

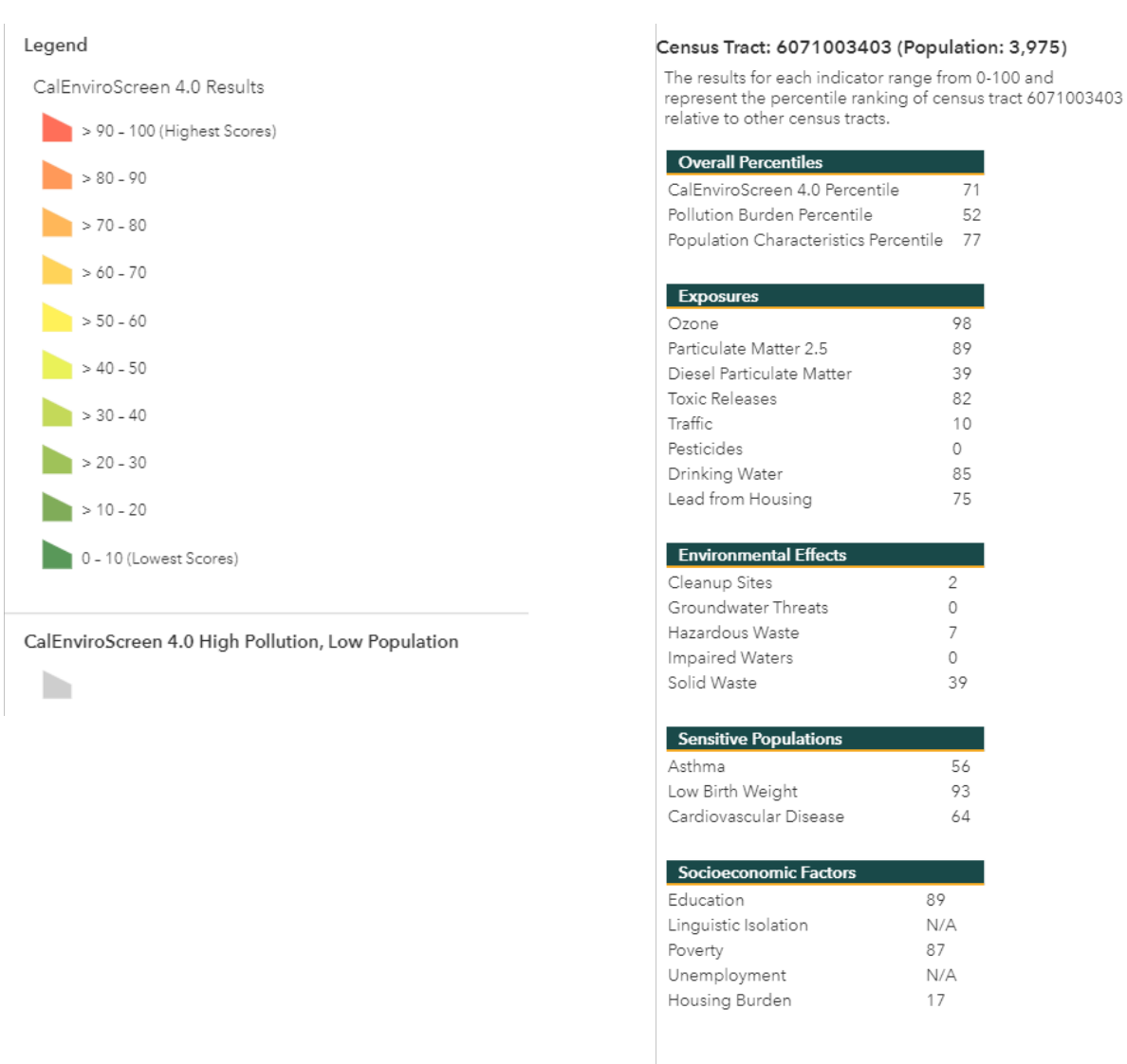
##### Socioeconomic Factors

Education	90
Linguistic Isolation	85
Poverty	78
Unemployment	81
Housing Burden	32

Bloomington Upzone Site



**O6.7  
cont.**



**O6.7  
cont.**

Importantly, within the Specific Plan census tract—which is where most of the Project’s emissions will occur—residents are exposed to more PM 2.5 than 91 percent of census tracts in California, more diesel particulate matter than 80 percent of census tracts, and more traffic than 83 percent of census tracts. Their overall pollution burden is heavier than 94 percent of the state. This heavy burden is unsurprising given the large influx of industrial projects in Bloomington,



many of which are sited near homes and schools. This phenomenon has resulted in Bloomington being labeled a “diesel death zone.”<sup>2</sup>

**O6.7**  
**cont.**

Despite the closest residence to the Project being located *only 11 feet north of the area*, the DEIR fails to analyze and mitigate the environmental justice impacts of these large warehouse operations. *See* DEIR at 272. The Specific Plan area is surrounded by sensitive receptors, including Bloomington High School, single-family residences, a church, Walter Zimmerman Elementary School, Kessler Park, and Ruth Harris Middle School. *Id.* at 185 “The Upzone is surrounded by single-family residential uses to the north, Mary Lewis Elementary School northwest of the San Bernardino Avenue/Locust Avenue intersection, single-family residences southwest of Hawthorne Avenue at Locust Avenue, and single-family residences to the south and east.” *Id.* Even with the paltry and ineffective mitigation measures, the Project will expose sensitive receptors to substantial pollutant concentrations.

**O6.8**

Moreover, this failure to acknowledge the Bloomington residents’ environmental justice concerns renders the Project inconsistent with San Bernardino County’s general plan. “An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.” *Pfeiffer v. City of Sunnyvale City Council* (2011) 200 Cal.App.4th 1552, 1562–63, 135 Cal.Rptr.3d 380, 389. “It is enough that the proposed project will be compatible with the objectives, policies, general land uses and programs specified in the applicable plan.” *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1511, 19 Cal.Rptr.3d 1. San Bernardino County incorporated environmental justice policies into various elements through its general plan, the County Policy Plan,<sup>3</sup> in accordance with Senate Bill 1000. *See* Gov. Code § 65302, subd. (h)(1). Of relevance, Policy HZ-3.18 (Application Requirements) states that

**O6.9**

In order for a Planning Project Application . . . to be deemed complete, we require applicants to indicate whether the project is within, adjacent to, or nearby an unincorporated environmental justice focus area and, if so, to:

- document to the County’s satisfaction how an applicant will address environmental justice concerns potentially created by the project; and
- present a plan to conduct at least two public meetings for nearby residents, businesses, and property owners to obtain public input for applications involving a change in zoning or

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<sup>2</sup> Megan Jamerson, *Community Members Distribute Petition to Stop Approval of a New Bloomington Warehouse District*, KVCN News (Feb. 3, 2021), available at <https://www.kvcnnews.org/local-news/2021-02-03/community-members-distribute-petition-to-stop-approval-of-a-new-bloomington-warehouse-district>; *see also* Ivette Torres et al., *Warehouses, Pollution, and Social Disparities* (Apr. 2021), available at [https://earthjustice.org/sites/default/files/files/warehouse\\_research\\_report\\_4.15.2021.pdf](https://earthjustice.org/sites/default/files/files/warehouse_research_report_4.15.2021.pdf).

<sup>3</sup> San Bernardino County, *County Policy Plan* (Oct. 2020), available at [http://countywideplan.com/wp-content/uploads/2021/01/CWP\\_PolicyPlan\\_HardCopy\\_MainText\\_Tables\\_20201027\\_adopted.pdf](http://countywideplan.com/wp-content/uploads/2021/01/CWP_PolicyPlan_HardCopy_MainText_Tables_20201027_adopted.pdf).

the Policy Plan. The County will require additional public outreach if the proposed project changes substantively in use, scale, or intensity.

The DEIR is inconsistent with Policy HZ-3.18 for both procedural and substantive reasons. As an initial matter, the DEIR incorrectly states that the policy requires at least one public meeting when it actually requires at least *two*. DEIR at 528. The DEIR then affirms consistency with the general plan because “[a] public meeting will be conducted for nearby residents, businesses, and property owners to obtain public input and address environmental justice concerns.” *Id.* We are unsurprised by this inconsistency, given that the County has already denied Bloomington residents a meaningful opportunity to participate in this decision making at least once.<sup>4</sup> In light of this, we note that the County must ensure this public meeting requirement is procedurally satisfied with sufficient accommodations to ensure due process for non-English speaking community members. This is essential, given that 66.5 percent of Bloomington residents speak a language other than English at home.<sup>5</sup>

**O6.9  
cont.**

Moreover, the DEIR is inconsistent with the general plan because it does not document any methods through which it will address environmental justice concerns potentially created by the Project. The DEIR merely states that the County will hold the singular public meeting “to obtain public input *and address environmental justice concerns*.” DEIR at 528 (emphasis added). Folding this into the public meeting require is insufficient, because addressing environmental justice concerns is its own separate requirement. The County also cannot plausibly argue that it must first hold this meeting to receive initial input and then address concerns, because many of those concerns were submitted to the County in response to the notice of preparation. *See, e.g.*, DEIR at 81–82, 83–85, 89–90. Notably, these comments were completely unaddressed in the DEIR. The County even categorized one comment, wherein “[t]he commenter wanted to learn about the Project’s outreach effort because many in the community are opposed to the Project and they need to communicate that opinion in public meetings”—as not being relevant to any DEIR section. *Id.* at 89. Beyond these comment letters, news outlets have covered residents’

**O6.10**

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<sup>4</sup> According to numerous Bloomington residents, the Project applicants, Howard Industrial Partners, presented on the Bloomington Business Park and addressed the public in English at a Bloomington Municipal Advisory Council meeting on October 6, 2021. It was stated that Spanish translation would be provided, but the translation equipment was never provided by Howard Industrial Partners. Instead, translation equipment was made available by Inland Coalition for Immigrant Justice and Warehouse Worker Resource Center. Additionally, Bloomington residents reported that Bloomington Municipal Advisory Councilmember Dianne Mendez-Cantu, who presided over the meeting, stated she was not aware of rules for non-English speakers during public comment. This lack of understanding resulted in a Spanish speaker to be interrupted during public comment by Ms. Mendez-Cantu. Finally, while simultaneous English translation was provided during the meeting via audio equipment, consecutive English translations for Spanish speakers at the podium were not provided for Spanish speakers.

<sup>5</sup> *See* United States Census Bureau, *QuickFacts Bloomington CDP, California; Palermo CDP, California; Ontario city, California; Eureka city, California; Pinole city, California; Arden-Arcade CDP, California*, (July 1, 2019), available at <https://www.census.gov/quickfacts/fact/table/bloomingtoncdpcalifornia,palermocdpcalifornia,ontariocitycalifornia,eurekacitycalifornia,pinolecitycalifornia,ardenarcadecdpcalifornia/PST045219>.

concerns.<sup>6</sup> The DEIR’s failure to acknowledge and blatant disregard of these concerns is inconsistent with the general plan, and therefore a clear violation of CEQA.

**O6.10**  
**cont.**

Finally, the DEIR baldly asserts that this Project complies with the Countywide Environmental Justice goals and policies by “construct[ing] frontage improvements, including sidewalks, which would encourage walking in the Project area.” DEIR at 5.11-9. The DEIR does not provide substantial evidence how simply installing some sidewalks addresses the environmental justice concerns of adding more diesel truck traffic, air pollution, noise and other impacts to a community already overburdened by air pollution. Being able to walk outside on a sidewalk in an area some people call a “diesel death zone” that is made more harmful by attracting more diesel trucks does not address environmental justice impacts. And, this statement in the DEIR underscores the lack of understanding of the harm being imposed on the community by this large development. The DEIR must be revised for a full and fair analysis of the environmental justice impacts of this Project.

**O6.11**

#### **D. The Traffic Analysis Fails to disclose and Mitigate Significant Traffic Impacts.**

A proper traffic analysis is critical to understanding the impacts of any project. Here, the traffic analysis is very faulty, which taints many sections of the DEIR analysis.

**O6.12**

##### **i. The DEIR Underestimate the Traffic Impacts Associated with this Project.**

The DEIR underestimates traffic impacts in a number of material ways. This section will focus on two ways – truck share and trip length.

**O6.13**

##### *Truck Share*

Establishing a proper truck share is vital to understanding the impacts of this Project. In particular, the DEIR assumes a low number of trucks as a share of total trips related to this project. Appendix A identifies this critical flaw that the DEIR assumes these overly rosy assumptions on the number of trucks visiting this Project. Notably, the DEIR deviates from

**O6.14**

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<sup>6</sup> See Justine Calma, *Black Friday is Causing Toxic Traffic Jams at Us Ports and Warehouses*, The Verge (Nov. 24, 2021), available at <https://www.theverge.com/22800410/black-friday-holiday-shopping-supply-chain-pollution-ports-warehouses-california> (A resident expressed that he “is now worried about pollution from” the Project, which will “be built about two blocks from his home. Bloomington, a majority-Hispanic community, already has a higher burden of smog and fine particulate pollution than 95 percent of census tracts in the nation.”); Orlando Mayorquin, *How a warehouse boom is impacting minority, low-income residents*, ABC 10 (Feb. 12, 2021), available at <https://www.abc10.com/article/news/local/california/when-a-package-at-the-front-door-means-a-warehouse-next-door/103-a150ef51-3c94-4502-8f7e-a0329ba32ea2> (“[R]ecent proposals have called for rezoning residential land for industrial use, instilling fear among residents that their communities are being razed right before their eyes in the name of economic development. In one case, the county is planning to ‘upzone’ entire blocks of Bloomington, leaving nothing but a business park between a middle school and an elementary school.”).

recommendations made by the South Coast Air Quality Management District, which are designed to ensure that an EIR portrays a “worst case” scenario to comply with CEQA. See SCAQMD, Warehouse Truck Trip Study Data Results and Usage, *available at* <http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/finaltrucktripstudymisc072514.pdf?sfvrsn=2>. While the EIR uses a relatively recent version of the ITE trip generation manual, it bases truck share for several components of the development on the 2003 Fontana Truck Study. The DEIR, including the traffic study, VMT analysis, and other studies, do not provide substantial evidence that this close to 20 year old analysis represents a clear picture of how many trucks will be attracted to this site. In fact, the South Coast AQMD has cautioned against using the 2003 Fontana Trucks Study in an instance like the current project. Here is a slide from the 2014 presentation from South Coast AQMD:

## Staff Response

- Can support use of ITE truck trip rate as current default
- SCAQMD Study results with peaking factor are not inconsistent with ITE
- Fontana Truck Trip Study limited applicability
  - Overall trip rate based on 4 warehouses – includes 2 warehouses with zeros
  - No 24-hour truck trip rates reported
  - Truck trip rates using Fontana study are calculated based on 20% truck fleet mix
  - Fontana Study, by itself, is not characteristic of high cube warehouses

**O6.14**  
**cont.**

The AQMD concluded that Fontana Study, by itself, is not characteristic of high cube warehouses, which comprise a large portion of this proposed project. The DEIR provides no evidence why it could go against AQMD’s recommendation for the high cube warehouse portion of the Project.

In fact, SCAQMD recommends using a truck share percentage of 40 for projects like this that have unidentified future tenants. See CalEEMOD Guidance Appendix E, *available at* <http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendix.pdf?sfvrsn=2>. Here, the Project assumes far fewer trucks.

The inadequacy of the 2003 Fontana Trip Study for High Cube Warehouses was further confirmed by the Riverside County Transportation Commission in a 2017 study at this link: [Microsoft Word - RCTCLogisticsFeeExisting&FutureConditionsReport\(171030\).docx](#).

**Table 20. Summary of Uses Related to Warehouse Activities and Trip Generation Methodologies**

Land use Category with Significant Warehouse Activity		Trip Generation Reference				SCAG Future Forecast (2040)
		Fontana Study	SCAG RTP (2012 Base Year)	SCAQMD	ITE	
Primary Warehouse Activity	High-cube transload / short-term warehouse			✓	✓	✓
	High-cube fulfillment center			✓	✓	
	High-cube cold storage			✓	✓	
	High-cube parcel hub			✓	✓	
	Light warehouse *	✓	✓		✓	✓
	Heavy warehouse **	✓	✓			
Secondary Warehouse Activity	Industrial park*	✓			✓	
	Light industry (manufacturing)	✓	✓		✓	✓
	Heavy industry (manufacturing)	✓				
	Wholesale		✓		✓	✓

✓ = available but not suitable for primary study use

✓ = available and suitable for supplemental reference

✓ = available and preferred for primary study use

\*: Light warehouse also includes "low-cube" as defined by SCAG but not the Fontana Study

\*\*: Heavy warehouse includes "high-cube" as defined by SCAG but not the Fontana Study

This failure to justify the use of an approach with substantially fewer trucks than will likely visit the site violates CEQA.

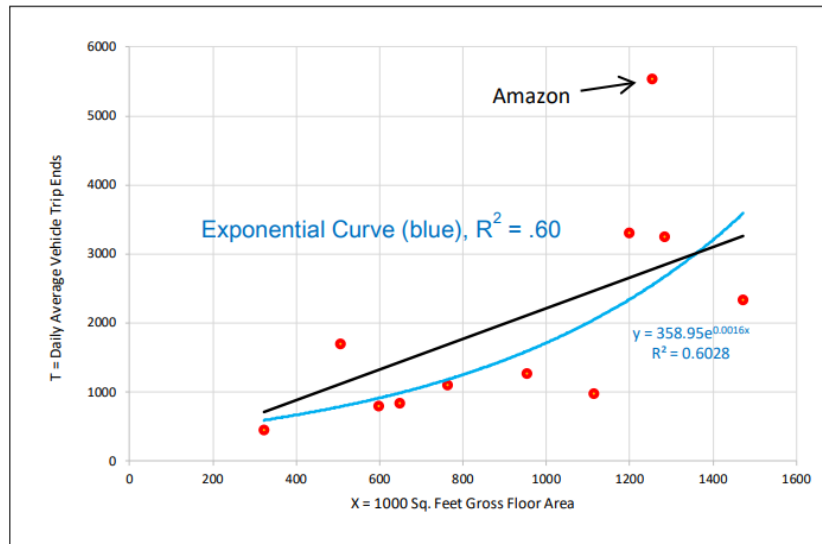
### *Truck Length*

The DEIR also underestimates a range of impacts by picking an arbitrary trip length for trucks. The DEIR provides no information on where these trips will be coming from and what growth at the facilities within 40 miles justify this development. The DEIR does not explain how the basinwide assumption for the 2016 AQMP is relevant to this project, which is more than 65 miles from the Ports of Los Angeles and Long Beach and similarly far from other transportation hubs.

- ii. **The DEIR does not Protect Against Amazon Fulfillment Center Traffic and Pollution Impacts.**

The DEIR notes that future tenants are not known. But, we do know that some tenants impose more impacts and harm on the community for these large fulfillment center. The trip rates from TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2009 form the basis of data for the fulfillment center in the DEIR.<sup>7</sup> This WSP report shows that Amazon fulfillment centers have dramatically higher trips as exhibited by the chart below.

**Exhibit 1: Data Plot for Daily Total Vehicle Trip Ends against Building Size (Fulfillment Center)**



**O6.16**

Since the WSP study excludes the Amazon numbers in its calculations for fulfillment center, this could make the DEIR even more faulty than it actually is if Amazon is a tenant down the road. The DEIR and Specific Plan should include restrictions on tenants like Amazon, which will add more impacts to the community.

### **iii. The Improper Traffic Analysis Infects the Analysis of Many Other Impacts.**

Given that the DEIR has underestimated the impacts from traffic, the analysis contained in the document, and in the documents relied upon are similarly faulty. These impact areas include, but are not limited to, the Project's impacts on air quality, noise, greenhouse gasses, and energy analysis.

**O6.17**

### **E. The Vehicle Miles Traveled ("VMT") Analysis is Improper Because It Excludes Truck VMT.**

<sup>7</sup> The DEIR lists this as a 2009 study, but commenters believe the EIR is relying on a study that was produced in 2019.

The VMT analysis in the DEIR and technical appendix does not include heavy-duty truck VMT in its calculation. The calculation of VMT should not be limited to miles traveled by only automobiles. The OPR Technical Advisory makes clear that “Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT).” Excluding heavy-duty trucks from the VMT fails to take a hard look at an important environmental impact – which is especially important here because the design of the vast majority of this project is to attract these large trucks. This failure to include heavy-duty truck VMT as part of the VMT analysis violates CEQA.

O6.18

#### **F. The Greenhouse Gas (“GHG”) Emissions Analysis is Patently Unlawful.**

The Sahu Memo identifies several problems with the GHG report. These flaws must be cured in any future EIR. In addition to those flaws, there are problems with the mitigation measures.

O6.19

#### **G. The Air Quality Analysis Suffers Significant Flaws.**

The Air Quality analysis in the DEIR similarly suffers from many flaws, including an underestimation of air pollution associated with the project due to undercounting the number of trucks associated with this project and minimizing the truck trip length associated with them. In addition to the flaws identified in the Sahu Memo, the following problems are present in the DEIR.

O6.20

##### **i. The DEIR Omits a *Friant Ranch*-type Analysis.**

A *Friant Ranch*-type analysis that connects the identified excessive pollution levels with actual human health impacts can and must be done. One of the most important analysis would study the impact of the Project’s NO<sub>x</sub> emissions on ozone formation in the South Coast air basin, and the resulting cumulative impact of these air emissions on human health. The California Supreme Court, in the case *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, at 519-522 (“*Friant Ranch*”) found that CEQA requires just such an analysis correlating increased project air emissions to the probable resulting human health effects.

Several public agencies have already performed a *Friant Ranch*-type analysis, demonstrating that it is technically feasible and can produce information that is useful and appears valid. For example, the Sacramento Metropolitan Air Quality Management District (SMAQMD), which in 2020 produced Guidance to Address The *Friant Ranch* Ruling For CEQA Projects in The Sac Metro Air District (SMAQMD Guidance), available at <http://www.airquality.org/LandUseTransportation/Documents/SMAQMDFriantRanchFinalOct2020.pdf>. The SMAQMD Guidance states:

O6.21

Provides insight on the health effects that may result from a project emitting at the maximum thresholds of significance (TOS) levels in the Five-Air-District Region for oxides of nitrogen (NO<sub>x</sub>), volatile organic compounds (VOCs), and PM, in addition to levels of CO and oxides of sulfur (SO<sub>x</sub>) calculated proportional to



NO<sub>x</sub> (as described in Section 4.1). This information can be used in environmental documents to provide a conservative estimate of the health effects of criteria pollutant emissions at the significance thresholds or below.

(SMAQMD Guidance, p. 2.)

SMAQMD performed photochemical grid modeling, looking at over 40 locations in its jurisdiction where new projects could be sited (based on General Plan classification and zoning, among other factors), and then estimated generic emissions from such new projects, and calculated the amount by which ambient air concentrations of pollutants would change when those emissions were added to the mix.

The District then ran a health impacts model using those ambient concentrations predictions as inputs to the model (SMAQMD used the Benefits Mapping and Analysis Program [BenMAP] used by U.S. EPA [SMAQMD Guidance, pp. 4-5]), enabling it to predict resulting health hazards, e.g., predicting rates of increases in asthma attacks based on increased ozone concentrations when a new project's emissions were added to the region's inventory, or increased incidences of myocardial infarctions when PM<sub>2.5</sub> emissions rose. (SMAQMD Guidance, pp. 6-7.)

Moreover Cal State University Dominguez Hills ("CSUDH") completed an EIR and described its modeling in this way:

An analysis of the potential health effects of the project's criteria pollutant emissions was prepared by Ramboll US Corporation. (See EIR Appdx. B.4, which contains detailed information regarding the methodology, input parameters, limitations and uncertainties associated with this analysis.) The analysis focuses on health effects attributable to ozone and particulate matter, as those are the criteria pollutants considered by the USEPA in its Benefits Mapping and Analysis Program (BenMAP), the analytical model it relies on and publicly distributes for use in estimating the health effects of air pollution. A photochemical grid model (CAMx) was used to estimate the incremental increase in ambient air quality concentrations as a result of project-related emissions.

(California State University Dominguez Hills Campus Master Plan EIR, p. 3.2-2, available at <https://www.csudh.edu/Assets/csudh-sites/fpcm/docs/campus-master-plan/2019-09-11-FEIR.pdf>;) )

Comparison to the CSUDH EIR is appropriate because of its regional proximity and recent preparation. In preparing the Final EIR for its campus master plan, CSUDH was prompted by a comment letter that complained of the lack of an analysis responding to the *Friant Ranch* opinion to hire an additional air quality consultant (Ramboll) to perform computerized modeling of the master plan's expected air pollutant emissions over the entire South Coast Air Basin, and to identify health impacts that might be caused by these emissions.

**O6.21**  
**cont.**



To create a worst-case analysis, the VOC emissions from the year of project construction with the highest VOC use (principally from architectural coatings) were added to the full build-out operational emissions of all other criteria pollutants from both stationary and mobile (vehicle) sources. (CSUDH FEIR, Appdx. B4, p. 4.) Annual emissions were distributed in a grid model used by the SCAQMD to represent the South Coast Air Basin, appropriately allocated over time, and the model estimated the change in concentrations of ozone and PM2.5 that would result from the addition of the master plan's emissions. (*Id.*) Those results were then evaluated using BenMAP, a health-effects prediction model used by USEPA in its evaluation of the health impacts of potential air pollution control strategies. The FEIR reported the results of the modeling for ozone and PM2.5, because those are the pollutants for which USEPA generally uses BenMAP, and because those pollutants have the most serious health impacts. (*Id.*, p. 2.)<sup>8</sup>

The CSUDH's FEIR reported the following results at FEIR, p. RTC-31:

Based on the Ramboll analysis, PM2.5-related health effects attributed to the project include asthma-related emergency room visits (4.38 incidences per year), asthma-related hospital admissions (0.38 incidences per year), cardiovascular-related hospital admissions (excepting myocardial infarctions) (1.05 incidences per year), respiratory-related hospital admissions (2.44 incidences per year), mortality (10.31 incidences per year), and nonacute myocardial infarctions (less than 0.53 incidences per year). Ozone-related health effects attributed to the project include respiratory-related hospital admissions (0.67 incidences per year), mortality (0.28 incidences per year), and asthma-related emergency room visits (lower than 3.38 incidences per year.)

**O6.21**  
**cont.**

The CSUDH FEIR noted that these results were conservatively estimated, but acknowledged "regulatory agencies, including the USEPA, have judged that, even so, the results supply sufficient information to the public to allow them to understand the health effects of increases or decreases in air pollution." (*Id.*)

The CSUDH FEIR demonstrates that a *Friant Ranch* analysis can be done. It is both appropriate and necessary to do such an analysis here, given that .... emissions of ozone precursors (VOC and NOx) and fine particulates are very high for this project.

It is also inappropriate for the DEIR to wrongly claim the following:

The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently

**O6.22**

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<sup>8</sup> This process is very similar to the use of CAMx and BenMAP by SMAQMD. See also 2020 Mineta San Jose International Airport Master Plan Amendment Integrated EIR, Supplemental Air Quality Analysis, at Introduction, p. 2, available at <https://www.sanjoseca.gov/Home/ShowDocument?id=61650>.

possible and not likely to yield substantive information that promotes informed decision making.

DEIR at 5.3-35. In fact, the South Coast AQMD has recently commented on another EIR where it asked for the exact analysis this EIR claims the agency mentions as impossible. In relevant part, the South Coast AQMD wrote this:

*The Revised Draft EIR Did Not Conduct the Required Health Impact Assessment*

In December 2018, the California Supreme Court ruled in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502 that projects with significant air quality impacts are required to relate the expected adverse air quality impacts to likely health consequences or explain why it is not feasible at the time of drafting to provide such an analysis, so that the public may make informed decisions regarding the costs and benefits of the project. Although the SCIG project would result significant localized and regional air quality impacts, the Revised Draft EIR fails to conduct the required health impact assessment. Specifically, the Revised Draft EIR claims there are no accepted methodologies for conducting a health impact assessment that could accurately quantify local health effects. This is unsupported. According to the U.S. EPA, BenMAP-CE is a proven computer program that estimates changes in the number of adverse health effects associated with a change in exposure to air pollution, specifically ground-level ozone and fine particles. In other words, BenMAP-CE can be used to estimate the resulting health impacts from change in ambient air pollutant concentrations for related health endpoints such as premature mortality, hospital admissions, and emergency room visits, and it can be used for both local- and regional-scale analyses. Concentrations at a project-level can be estimated by air dispersion model (e.g., AERMOD). The Revised Draft EIR has NO<sub>2</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> concentrations, although underestimated, and these concentrations can be input into BenMAP-CE to estimate health effects. Both BenMap-CE and AERMOD are available for download on the U.S. EPA's website, and can be used to estimate the SCIG project's likely health consequences. Therefore, the Revised Draft EIR must be revised and recirculated to provide the necessary health impact assessment, or alternatively include a discussion to explain why the use of AERMOD and BenMap-CE models is not appropriate to provide such an analysis. LAHD, SCIG Recirculated Draft EIR (September 2012), pgs. 2-7 analysis.

**O6.22**  
**cont.**

South Coast AQMD, Southern California International Gateway Comments, (August 25, 2021), available at [LAC210519-01 RDEIR Southern California International Gateway \(SCIG\) Project \(scaqmd.gov\)](#) (footnotes omitted). It is misleading for the DEIR to claim with absolutely no cites to actual evidence that the South Coast AQMD thinks this DEIR's approach of excluding a *Friant*-type analysis is appropriate. This failure to do an analysis clearly required by CEQA is a fatal flaw in the DEIR.

**i. The DEIR's Measures for Mitigating Air Quality Impacts Are Insufficient and Unenforceable.**

It is incumbent upon the County to provide more stringent mitigation measures for air quality impact that are more clearly enforceable. We reiterate our concern that the air quality section severely underestimates emissions from the Project. Even still, the DEIR notes that “with compliance with existing rules, and implementation of the mitigation measures, emissions would continue to exceed regional thresholds of significance established by the SCAQMD for emissions of VOC and NO<sub>x</sub>.” DEIR at 290. While the DEIR concludes that this is unavoidable, these emissions must be mitigated to the maximum extent possible.

**O6.23**

First, as described in the attached Sahu Memo, we note that the substantial reductions assumed by using MM AQ-1 (Super-Compliant Low VOC) and MM AQ-2 (Tier 4) should not be assumed. Given that accurately disclosing air quality impacts is crucial to the County's ability to fulfill its legal obligations under CEQA, the County must resolve these issues in subsequent versions of the DEIR. Additionally, neither MM AQ-1 nor MM AQ-2 has any clear method of enforcement. MM AQ-1 states that “[t]he construction plans and specifications shall state that the Project shall utilize ‘Super- Compliant’ low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces.” DEIR at 24. Although the DEIR does quantify what constitutes super-compliant low VOC paints, the DEIR does not provide or cite to any authority or permit that will ensure oversight by a regulatory or similar body. Moreover, we support MM AQ-2's inclusion of an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts, but there is no specification as to when these inspections will occur, how often they will occur, and what the consequences are for noncompliance. MM AQ-2 should also state that trucks hauling dirt or other materials must be always covered during transit to and from the site.

**O6.24**

We generally agree with MM AQ-3's (Idling Regulations) approach but believe this measure should be stricter. Specifically, the measure must include language regarding enforcement of the idling rules. In conjunction with recordkeeping and enforcement, this measure should also include a 30-minute limit on truck turnaround time. Although the measure states that signs will include the telephone numbers for the building facilities manager and CARB to report violations, we suggest making it clear that either the building facilities manager or at least one other full time staff person is designated to proactively ensure that idling rules are followed and that trucks are moving through the Project site as efficiently as possible. Whistleblowing will not be a sufficient deterrent to violations. This measure should also include idling limits for yard tractors, which would save fuel and cut pollution and reduce a significant source of worker exposure. Idling limits for captive fleets such as these should be easy to enforce.

**O6.25**

As with most of the other mitigation measures, MM AQ-4 (Energy Efficient Vendor Trucks) lacks enforceability. We agree that the Project plans and specifications should call for vendor trucks to include energy efficiency improvement features to reduce fuel consumption. However, the DEIR is unclear regarding whether Carl Moyer grant funding has already been awarded. If grant funding has not been secured, the measure should include “or similar funding

**O6.26**

programs” and specify that the Project should still include the Carl Moyer Program requirements, such as truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires.

**O6.26  
cont.**

For both MM AQ-5 (Electric Vehicle Charging Stations and Carpool Parking) and MM AQ-6 (Electric Interior Vehicles), we suggest strengthening these measures by electrifying operations to the maximum extent possible. Where access to the power grid is not possible, on-site generators should meet the equivalent current off-road standards for NOx and be equipped with Best Available Control Technology (BACT) for emissions reductions of PM. Where access to the power grid is possible, these measures should be established instead of using stationary or mobile power generators. All cranes, forklifts and equipment that can be electrified, should be. We also suggest MM AQ-6 quantify its requirements for infrastructure, much like MM AQ-5 says “at a minimum of 5 carpool parking spaces.”

**O6.27**

Finally, we applaud the inclusion MM AQ-7 (Transportation Management), but the DEIR should be clearer regarding what incentive programs will be offered and how the Project will proactively encourage participation. MM AQ-7 also states that “[t]he Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling,” but does not clarify what requirements would be necessary in a “similar mechanism.” DEIR at 25. The County should also set compliance dates for this measure, including by when the Project plans must incorporate its transportation management program. The measure should include recordkeeping provisions.

**O6.28**

#### **H. The DEIR Fails to Adequately Analyze and Mitigate Impacts to Energy Resources.**

The DEIR misreads the requirements of Appendix F of CEQA. With barebones analysis, the DEIR claims “[t]his use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.” DEIR, at 5.6-14. This violates CEQA for several reasons.

**O6.29**

First, neither the DEIR nor any of the technical appendices identify what is a normal energy footprint for an “urban development.” Thus, this standard is meaningless. It also misses that normality is not what the Legislature directed in requiring an energy analysis. The Legislature wanted agencies to figure out how to reduce fossil fuel use and maximize energy efficiency. Second, the DEIR seems to argue that a significance standard is “extraordinary” energy consumption. That standard is not founded in Appendix F or the caselaw, and makes no sense.

**O6.30**

Overall, the DEIR misreads the contours of Appendix F of CEQA. Appendix F clearly states its goals as follows:

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) decreasing overall per capita energy consumption,
- (2) decreasing reliance on fossil fuels such as coal, natural gas and oil, and

(3) increasing reliance on renewable energy sources.

The Energy Analysis required under CEQA provides a good opportunity for Projects to evaluate the consequences of their decisions. Even if this standard of consistency with “urban development” were a relevant and quantifiable metric, this DEIR misses the point of these provisions, which are there to have developers think about whether to power their buildings with natural gas or whether to install solar panels to reduce impacts. Finally, as stated before, the Energy Analysis is incorrect because the traffic inputs were wrong. The faulty approach taken in the DEIR and the energy technical appendix violate CEQA.

**O6.30**  
**cont.**

**I. Requiring the Usage of Zero-Emission Class 7 and 8 trucks at the Project Site is an Effective Mitigation Measure under CEQA for the Project’s Significant GHG, Air Quality, Noise, and Energy Impacts.**

Under CEQA, potential mitigation measures cannot be properly labelled mitigation measures unless they are at least partially effective in reducing the significance of the impacts at issue.<sup>9</sup> Here, the Project’s relevant impacts are GHG, air quality, noise, and energy impacts, due largely to the increased amount of diesel-fueled semi-truck trips associated with the Project. The DEIR indicates that the air quality impacts associated with the construction and operation of the Project will not be mitigated to a level of insignificance. The DEIR’s claims that the Project’s GHG impacts will be reduced to a level of insignificance. This finding is deeply flawed, as is discussed in length elsewhere in myriad other comments. Thus, the Project as currently constructed has both significant GHG, air quality and energy impacts. Requiring the usage of zero-emission Class 7 and 8 semi-trucks in lieu of diesel semi-trucks is therefore an effective mitigation measure under CEQA because these vehicles have no tailpipe emissions, and much lower life-cycle GHG emissions.

**O6.31**

According to the Union of Concerned Scientists, battery-electric Class 7 and 8 trucks have lower life cycle GHG emissions than diesel trucks no matter the operating characteristics of the vehicle or the electric grid.<sup>10</sup> While battery-electric vehicles do not have tailpipe GHG emissions like diesel vehicles, there are still GHG emissions associated with the generation of the electricity used to power the vehicle. With the current mix of electricity generation sources in the United States, the Union of Concerned Scientists found that a battery-electric semi-truck operating locally offers 65% life cycle GHG reductions compared its diesel counterpart.<sup>11</sup> Battery-electric semi-trucks operating on highways offer 50% GHG reductions compared to diesel semi-trucks.<sup>12</sup> These reductions are likely even higher in California, since California has a

<sup>9</sup> *Sierra Club v. County of Fresno*, 431 P.3d 1151, 1166 (Cal. 2018).

<sup>10</sup> Union of Concerned Citizens, *Ready for Work: Now is the Time for Heavy Duty Electric Vehicles*, at 6 (Dec. 11, 2019) <https://www.ucsusa.org/sites/default/files/2019-12/ReadyforWorkFullReport.pdf>.

<sup>11</sup> *Id.* at 7.

<sup>12</sup> *Id.*

larger proportion of renewable electricity generation sources than the national average.<sup>13</sup> Further, the GHG reductions associated with operating battery-electric semi-trucks will only increase as California moves closer to its goal of ending its dependence on fossil fuels for electricity generation. Thus, requiring battery-electric Class 7 and 8 semi-trucks in lieu of semi-trucks fueled by diesel would significantly reduce the amount of GHG emissions associated with the Project, making it effective mitigation under CEQA for the Project’s significant GHG impacts.

Zero-emission vehicles, including Class 7 and 8 battery-electric semi-trucks, also cause significantly less air pollution than diesel semi-trucks. Diesel semi-trucks are a major source of both Particulate Matter 2.5, and well as Nitrogen Oxides (“NO<sub>x</sub>”), a precursor for ozone.<sup>14</sup> These air pollutants have serious health consequences, as exposure to them is associated with asthma, bronchitis, increased cancer risk, increased hospitalization, and even premature death.<sup>15</sup> Battery-electric semi-trucks have no tailpipe emissions.<sup>16</sup> The only significant air pollutant associated with the operation of battery-electric semi-trucks is the Particulate Matter emitted from brake wear.<sup>17</sup> However, according to CARB, zero emission vehicles produce 50% less Particulate Matter from brake wear when compared to diesel vehicles.<sup>18</sup> This is because zero emission vehicles utilize “regenerative braking”, which reduces brake usage.<sup>19</sup> Thus, requiring zero emission Class 7 and 8 semi-trucks in lieu of diesel semi-trucks would greatly reduce the significant air quality impacts associated with the Project, and is therefore effective mitigation under CEQA.

**O6.31  
cont.**

**i. Requiring the Usage of Class 7 and 8 Zero-Emission Trucks at the Project Site is a Feasible Mitigation Measure under CEQA**

Under CEQA, a public agency cannot approve a project as proposed if there are “feasible mitigation measures which substantially lessen the significant environmental effects” of the project.<sup>20</sup> Feasibility is defined under CEQA as, “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors”.<sup>21</sup> The CEQA Guidelines add “legal” factors to this definition.<sup>22</sup> Public agencies have the power and duty to assess the adequacy of mitigation measures, subject

**O6.32**

<sup>13</sup> Nuclear Energy Institute, *State Electricity Generation Fuel Shares*  
<https://www.nei.org/resources/statistics/state-electricity-generation-fuel-shares>.

<sup>14</sup> Union of Concerned Scientists, *supra* note 14 at 2.

<sup>15</sup> *Id.*

<sup>16</sup> California Air Resources Board, *Updated Costs and Benefits Analysis for the Proposed Advanced Clean Truck Regulation*, at 3 (April 28, 2020)  
<https://ww3.arb.ca.gov/regact/2019/act2019/30dayattc.pdf>.

<sup>17</sup> *Id.*

<sup>18</sup> *Id.*

<sup>19</sup> *Id.*

<sup>20</sup> CAL. PUB. RES. CODE § 21002 (West. 2020).

<sup>21</sup> CAL. PUB. RES. CODE § 2106.1 (West. 2020)

<sup>22</sup> CAL. CODE REGS. tit. 14, § 15364 (2020).

only to judicial review for abuse of discretion.<sup>23</sup> A determination on the feasibility of a particular mitigation measure will be upheld by a reviewing court if a “fair argument” can be made to support the public agency’s conclusion.<sup>24</sup>

Requiring the usage of Class 7 and 8 battery-electric site at the Project site is a feasible mitigation measure under CEQA for a multitude of factors. First, numerous studies show that the current total cost of ownership for a large battery-electric semi-truck is less than a diesel equivalent. As the decade progresses, the cost of battery-electric semi-trucks will drop even lower, whereas diesel trucks are expected to increase in cost, or remain stagnant. Second, the two largest technological barriers to widespread usage of battery-electric semi-trucks, which are the existence of cheap batteries that can sustain long range freight movement, and sufficient charging infrastructure to support battery-electric semi-trucks, have been overcome with immense public and private investment. Third, there are currently numerous Class 7 and 8 battery-electric truck models available for purchase, and many freight facilities have already committed to utilizing these trucks. Finally, government agencies in California are aggressively pushing for widespread usage of large battery-electric semi-trucks, through regulatory mandates, grant programs, and financial incentives.

O6.32  
cont.

i. *The Current Total Cost of Ownership of Battery-Electric Semi-Trucks is Less than Diesel Semi-Trucks*

Numerous studies have compared battery-electric semi-trucks with their diesel and natural gas counterparts using a Total Cost of Ownership (“TCO”) analysis. A TCO analysis attempts to capture the total cost of purchasing and operating a vehicle throughout its entire life. While each study has slightly varied methodology, each TCO analysis generally consists of vehicle purchase cost, lifetime fuel and maintenance costs, and necessary infrastructure costs. Some studies analyze additional factors, including California’s available financial incentives, the charging infrastructure investments made by California’s utilities, and the environmental externalities associated with Class 7 and 8 semi-trucks. Multiple comprehensive studies show that, with financial incentives, electric semi-trucks currently have a lower, TCO than both diesel and natural gas semi-trucks. Further, these studies indicate that the cost of battery-electric Class 7 and 8 semi-trucks will continue to decrease as the 2020s progress, whereas the cost of diesel trucks will either increase or remain stagnant.

CARB undertook a TCO analysis that compared battery-electric and diesel Class 8 Day Cab semi-trucks.<sup>25</sup> Day Cabs are a type of truck generally used for day trips less than 250 miles, and are also known as regional-haul or short-haul trucks. The study compared the TCO of this type of semi-truck in three different scenarios: if the vehicle is purchased in 2018, 2024, and

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<sup>23</sup> City of Marina v. Board of Trustees of California State University, 138 P.3d 692, 705 (Cal. 2006).

<sup>24</sup> CAL. CODE REGS. tit. 14, § 15384 (2020).

<sup>25</sup> California Air Resources Board, *Draft Advanced Clean Trucks Total Cost of Ownership Discussion Document* (Oct. 22, 2019) <https://ww3.arb.ca.gov/regact/2019/act2019/apph.pdf>.



2030.<sup>26</sup> The study concluded that the TCO for a battery-electric Class 8 Day Cab purchased in 2018 is about \$200,000 more than its diesel counterpart.<sup>27</sup> The TCO for a battery-electric truck purchased in 2024 is about \$100,000 less than a diesel truck.<sup>28</sup> For 2030, the TCO is about \$150,000 less than a diesel truck.<sup>29</sup>

A study done by the International Council on Clean Transportation (“ICCT”) has similar results.<sup>30</sup> The ICCT study compares the TCO of Class 8 long-haul battery-electric and diesel semi-trucks in three scenarios: if the vehicle is purchased in 2020, 2025, and 2030.<sup>31</sup> In 2020, the study indicates the TCO of a battery-electric long-haul truck is about \$150,000 more than a diesel equivalent.<sup>32</sup> In 2025, the TCO for a battery-electric truck is about \$50,000 more than a diesel truck; in 2030, battery-electric trucks have a favorable TCO, which is about \$20,000 less than a diesel truck.<sup>33</sup>

**O6.32**  
**cont.**

Both of these studies indicate the current TCO of a battery electric semi-truck is significantly more than a diesel equivalent, but that battery-electric semi-trucks will have a favorable TCO sometime within the next decade. However, these conclusions are misleading. The ICCT study does not take into account the financial incentives available in California, and the CARB study only considers the Low Carbon Fuel Standard. California has many more incentives available, with the most prominent being the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (“HVIP”).<sup>34</sup> For certain Class 7 battery-electric trucks, this HVIP program provides \$95,000 as a voucher to offset some of the purchase price.<sup>35</sup> For certain Class 8 battery-electric trucks, the voucher amount is \$150,000.<sup>36</sup> Further, in their respective analyses of charging infrastructure costs, neither study incorporates the hundreds of millions of dollars which California utilities have already committed to support the development heavy-duty charging infrastructure.<sup>37</sup>

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<sup>26</sup> *Id.* at 1.

<sup>27</sup> *Id.* at 2.

<sup>28</sup> *Id.*

<sup>29</sup> *Id.*

<sup>30</sup> The International Council on Clean Transportation, *Estimating the Infrastructure Needs and Costs for the Launch of Zero-Emission Trucks* (Aug. 9, 2019) [https://theicct.org/sites/default/files/publications/ICCT\\_EV\\_HDVs\\_Infrastructure\\_20190809.pdf](https://theicct.org/sites/default/files/publications/ICCT_EV_HDVs_Infrastructure_20190809.pdf)

<sup>31</sup> *Id.* at 20.

<sup>32</sup> *Id.*

<sup>33</sup> *Id.*

<sup>34</sup> California Hybrid and Zero-Emission Truck and Bus Voucher Program <https://www.californiahvip.org/>.

<sup>35</sup> See generally, California HVIP Eligible Vehicle Catalog <https://www.californiahvip.org/how-to-participate/#Eligible-Vehicle-Catalog>.

<sup>36</sup> *Id.*

<sup>37</sup> California Public Utilities Commission, *Transportation Electrification Activities Pursuant to Senate Bill 350* <https://www.cpuc.ca.gov/sb350te/>.



A study conducted by ICF finds that, when the HVIP program and the utilities' charging infrastructure investments are incorporated into a TCO analysis, battery-electric semi-trucks currently have a favorable TCO compared to diesel.<sup>38</sup> ICF's study compares the TCO of battery-electric and diesel Class 8 short-haul semi-trucks and Class 8 long-haul semi-trucks purchased in 2019 and 2030.<sup>39</sup> For battery-electric short-haul trucks purchased in 2019, the TCO is about \$150,000 less than a diesel equivalent.<sup>40</sup> For battery-electric short-haul trucks purchased in 2030, the TCO is about \$200,000 less than a diesel equivalent.<sup>41</sup> For battery-electric long-haul trucks purchased in 2019, the TCO is about \$200,000 less than a diesel truck.<sup>42</sup> For battery-electric trucks purchased in 2030, the TCO is about \$300,000 less than an equivalent diesel truck.<sup>43</sup> This study finds that, when HVIP incentives, and the cumulative hundreds of millions California utilities have invested to build charging infrastructure are included in a TCO analysis, large battery-electric semi-trucks currently have a favorable TCO compared to diesel. Further, consistent with the findings of CARB and ICCT, ICF indicates that battery-electric trucks should be able to compete without HVIP incentives on a TCO basis by 2030.<sup>44</sup>

In addition to financial incentives and utility charging infrastructure investment, when the environmental externalities of air pollution and GHG emissions are monetized and incorporated into a TCO analysis, battery-electric trucks are even cheaper compared to diesel. A study done by the Lawrence Berkeley National Laboratory ("LBNL") monetizes the reductions in GHG emissions and air pollution associated with battery-electric trucking in three different scenarios: when electricity comes from 90% renewable sources and 10% gas, when it comes from 100% gas, and when it comes from 100% coal.<sup>45</sup> The study found that, when battery-electric trucks are fueled by electricity generated with 90% renewables and 10% gas, these trucks save \$0.28 per mile compared to diesel.<sup>46</sup> When battery-electric trucks are powered by electricity generated with 100% gas, these trucks save \$0.20 per mile compared to diesel.<sup>47</sup> California's electricity generation mix is somewhere in between these two extremes of 100% gas and 90% renewable.<sup>48</sup> Therefore, battery-electric trucks operating within California would likely save somewhere between \$0.20 and \$0.28 per mile in GHG and air pollution costs compared to a diesel truck operating in California. Further, even without the monetization of environmental externalities,

**O6.32**  
**cont.**

<sup>38</sup> ICF, *Comparison of Medium and Heavy-Duty Technologies in California, Part Two: Total Cost of Ownership Analysis* (December 2019) [https://caletc.com/wp-content/uploads/2019/12/ICF-Truck-Report\\_Final\\_December-2019.pdf](https://caletc.com/wp-content/uploads/2019/12/ICF-Truck-Report_Final_December-2019.pdf).

<sup>39</sup> *Id.* at

<sup>40</sup> *Id.* at 20.

<sup>41</sup> *Id.*

<sup>42</sup> *Id.* at 19.

<sup>43</sup> *Id.*

<sup>44</sup> *Id.* at 32.

<sup>45</sup> Lawrence Berkeley National Laboratory, *Long-Haul Battery Electric Trucks are Technically Feasible and Economically Compelling*, at 10 [https://eta-publications.lbl.gov/sites/default/files/working\\_paper\\_005\\_battery\\_electric\\_trucks\\_906\\_0.pdf](https://eta-publications.lbl.gov/sites/default/files/working_paper_005_battery_electric_trucks_906_0.pdf).

<sup>46</sup> *Id.*

<sup>47</sup> *Id.*

<sup>48</sup> Nuclear Energy Institute, *supra* note 17.

the LBNL study concludes that the current TCO of a Class 8 semi-truck with a 400-mile range is about 20% less than a diesel equivalent.<sup>49</sup>

When analyzed cumulatively, these studies show that battery-electric Class 7 and 8 semi-trucks are *currently* an economically feasible alternative to diesel and natural gas semi-trucks. If incentive programs like the HVIP and LCFS, as well as the significant investment made by California utilities in charging infrastructure are incorporated into a TCO analysis, battery-electric trucks are currently cheaper than diesel equivalents. As the 2020s progress, battery-electric trucks will become even cheaper, as diesel trucks become more expensive. Further, by 2030, battery-electric semi-trucks are expected to compete with diesel semi-trucks on a TCO basis without any financial incentives.

**O6.32  
cont.**

**ii. The Most Significant Technological Barriers to Widespread Usage of Battery-Electric Semi-Trucks Have Been Overcome with Immense Public and Private Investment**

**a. Battery Pack Prices are Expected to Continue Declining Significantly, and Battery Technology has Advanced to Support Long Range Freight Movement**

According to CARB, the cost of battery packs is the most important factor in the price of a battery-electric semi-truck.<sup>50</sup> The price of battery packs for semi-trucks, and all heavy-duty vehicles, has significantly declined over the past decade, and is expected to continue declining over the next decade. Between 2010 and 2018, battery pack prices declined approximately 80 percent.<sup>51</sup> A report conducted by the Rocky Mountain Institute indicates that the cost of manufacturing battery capacity will drop 50% between 2018 and 2023.<sup>52</sup> This unexpected, rapid scaling of battery manufacturing is due largely to the fact that “total manufacturing investment, both previous and planned until 2023, represents about \$150 billion dollars.”<sup>53</sup> As battery prices continue to decline, battery-electric trucks will become an even more favorable option when compared to diesel or natural gas trucks.

**O6.33**

Not only are battery prices falling significantly, but battery technology is progressing to such an extent that it is technologically feasible for battery-electric semi-trucks to operate effectively over the long ranges necessary for some kinds of freight movement. The LBNL study referenced above found that “recent technological developments indicate that electric trucks, like electric cars, can be fully charged in thirty minutes.”<sup>54</sup> This is consistent with claims by Tesla

<sup>49</sup> Lawrence Berkeley, *supra* note 49 at 3.

<sup>50</sup> California Air Resources Board, *Clean Truck Total Cost of Ownership Discussion*, *supra* note 17 at 6.

<sup>51</sup> *Id.*

<sup>52</sup> Rocky Mountain Institute, *Breakthrough Batteries*, at 14 (2019)

<https://rmi.org/insight/breakthrough-batteries>.

<sup>53</sup> *Id.* at 7.

<sup>54</sup> Lawrence Berkeley, *supra* note 49 at 4.

that its Tesla Semi can be fully charged in under thirty minutes.<sup>55</sup> Fast-charging is crucial for freight movement, as approximately 40% of large semi-trucks travel 500 miles or more per trip.<sup>56</sup> Each thirty-minute charging session is estimated to provide 4-6 hours of driving time, allowing long-haul battery-electric truck operators to effectively compete with operators using diesel and/or natural gas trucks.<sup>57</sup> The ICCT study referenced above found that with fast charging, a battery-electric semi-truck operator would spend approximately two hours charging on a trip between Los Angeles and Chicago.<sup>58</sup> Although two hours is more time than a diesel or natural gas semi-truck operator would spend refueling, ICCT concludes this time “does not significantly affect total daily driving time within legal limits.”<sup>59</sup> Therefore, not only are battery prices falling dramatically, but battery technology is advancing exponentially, making it technologically feasible for battery-electric trucks to operate over both short and long ranges.

**O6.33**  
**cont.**

b. California’s Electric Utilities Have Committed Hundreds of Millions of Dollars to Build Medium and Heavy-Duty Charging Infrastructure

While it has been shown that battery prices are falling significantly, and battery technology is increasing rapidly, this means little if there is insufficient charging infrastructure. According to CARB, charging infrastructure has emerged as the largest current issue preventing the widespread usage of heavy-duty battery-electric trucks.<sup>60</sup> Fortunately, there has been significant investment by California public utilities in medium and heavy-duty charging infrastructure. Further, the cost of charging infrastructure per vehicle diminishes significantly as the volume of vehicles increases. Therefore, the utilities’ investment allows the battery-electric semi-truck market to circumvent the high costs currently associated with early charging infrastructure development, and helps to create economies of scale for future buyers.

**O6.34**

The California Public Utilities Commission (“CPUC”) has approved significant investments proposed by California’s major public utilities in medium and heavy-duty charging infrastructure.<sup>61</sup> For example, in 2018, the CPUC approved Pacific Gas & Electric’s (“PG&E”) proposed investment of \$236 million to support medium and heavy-duty charging infrastructure installations across their service territory.<sup>62</sup> The CPUC in 2018 also approved Southern California Edison’s (“SCE”) proposed investment of \$343 million to support medium and heavy-

<sup>55</sup> *Id.*

<sup>56</sup> Shashank Sripad and Vekatasubramanian Viswanathan, *Quantifying the Economic Case for Electric Semi-Trucks*, at 149 (available at <https://pubs.acs.org/doi/pdf/10.1021/acsenergylett.8b02146>).

<sup>57</sup> Lawrence Berkeley, *supra* note 37 at 4.

<sup>58</sup> The International Council on Clean Transportation, *supra* note 4 at 17.

<sup>59</sup> *Id.*

<sup>60</sup> California Air Resources Board, *Heavy-Duty Investment Strategy*, at D-41 (Sep. 20, 2019) <https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan-appd.pdf>.

<sup>61</sup> In Concordance with SB 350 (De Leon, Chapter 547, Statutes of 2015), <https://www.cpuc.ca.gov/sb350te/>.

<sup>62</sup> *Id.*

duty charging infrastructure installations in its service territory.<sup>63</sup> In 2019, the CPUC approved a similar program proposed by the San Diego Gas and Electric (“SDG&E”), although the exact dollar amount is unclear at this point.<sup>64</sup> Altogether, these investments will support the development of charging infrastructure for *at least* 18,000 trucks and busses. Therefore, although charging infrastructure is a significant barrier to widespread usage of heavy-duty vehicles, the almost \$1 billion dollars already committed to building this infrastructure by California’s utilities is a huge step in overcoming this barrier.

This investment by California’s utilities is vital because it has been shown that the cost of charging infrastructure per truck diminishes significantly as the amount of infrastructure installations increases. In the ICCT study referenced above, the ICCT calculates the expected cost of charging infrastructure per Class 8 long-haul battery-electric truck. With 100 trucks and 150 charging installations, the cost of infrastructure per vehicle is \$189,000.<sup>65</sup> With 1,000 trucks and 1,200 installations, the cost drops to \$114,000 per truck; with 10,000 trucks and 9,700 installations, the cost drops even further to \$71,000 per truck.<sup>66</sup> The economies of scale associated with charging infrastructure shows why the utilities’ investments are so crucial in ensuring the technological feasibility of battery-electric semi-trucks. The utilities’ committed investment will help early battery-electric truck purchasers avoid the high costs currently associated with charging infrastructure. Further, the investment will aid the battery-electric market generally, as these hundreds of millions of dollars will create the economies of scale needed to significantly lower the cost of charging infrastructure for future buyers. This is partly why, as the ICF study shows, when these utility investments are incorporated into a TCO analysis, large battery-electric semi-trucks currently have a favorable TCO when compared to diesel. Thus, with these investments, the cost of charging infrastructure is no longer an obstacle to the widespread usage of Class 7 and 8 battery-electric semi-trucks at freight facilities.

O6.35

*c. Class 7 and Class 8 Battery-Electric Semi-Truck Models are Available for Purchase, and Many Freight Facilities are Have Committed to Utilizing these Trucks*

There are numerous models of Class 7 and 8 Battery-Electric semi-trucks that are currently available for purchase, and are already in operation across the nation. Based on company announcements, there are at least ten Class 7 or 8 models with ranges up to 550 miles that are slated for commercial deployment by 2021.<sup>67</sup> As early as January of 2018, 19 companies had already ordered 375 Tesla Semis, with UPS ordering 125 and PepsiCo ordering 100.<sup>68</sup> BYD, a Chinese zero-emission vehicle manufacturer, announced in January 2020 that it had delivered its 100<sup>th</sup> battery-electric truck within the United States, which was a second generation Class 8

O6.36

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<sup>63</sup> *Id.*

<sup>64</sup> *Id.*

<sup>65</sup> The International Council on Clean Transportation, *supra* note 4 at i.

<sup>66</sup> *Id.*

<sup>67</sup> *Id.* at 2.

<sup>68</sup> Business Insider, *Companies that Have Ordered Tesla Semis* (April 25, 2018), <https://www.businessinsider.com/companies-that-ordered-tesla-semi-2017-12>.

semi-truck.<sup>69</sup> The German company Daimler announced it delivered its first battery-electric semi-truck in 2019, and had delivered five more by early 2020.<sup>70</sup> Daimler is planning on significantly increasing the volume of its battery-electric semi-trucks on the road in 2021.<sup>71</sup>

Not only are there multiple Class 7 and 8 battery-electric semi-truck models available for purchase and currently on the road, but many freight facilities have already committed to incorporating these trucks into their fleets. Walmart announced that it will be opening a fulfillment center in British Columbia in 2022 which will feature a *fully electric* fleet.<sup>72</sup> Anheuser-Busch announced in 2018 that it had ordered 800 electric and hydrogen semi-trucks.<sup>73</sup> Frito-Lay is currently working on upgrading an existing freight facility, which will include use of 15 Tesla Semis and a 1 Megawatt photovoltaic array with charging infrastructure.<sup>74</sup> Loblaw, a Canadian supermarket company, has committed to fully transforming its fleet to zero emission vehicles by 2030, and had already ordered 25 Tesla Semis by late 2017.<sup>75</sup> Further, the Port of Los Angeles has committed to deploying ten Kenworth and Toyota Class 8 fuel cell trucks, and two battery-electric yard tractors.<sup>76</sup> The South Coast Air Quality Management District has committed to deploying 23 Class 8 Volvo battery-electric trucks to move freight across the Inland Empire.<sup>77</sup>

O6.36  
cont.

In addition to multiple studies demonstrating that battery-electric semi-trucks are cheaper on a lifetime basis than diesel semi-trucks, these examples of semi-trucks currently available for purchase, and facilities committed to transforming their fleets, indicate that widespread usage of Class 7 and 8 battery-electric trucks at freight facilities is currently feasible.

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<sup>69</sup> BYD, *BYD Delivers its 100<sup>th</sup> Battery-Electric Truck in the United States* (Jan. 8, 2020), <https://en.byd.com/news-posts/byd-delivers-100th-battery-electric-truck-in-the-united-states/>.

<sup>70</sup> Electrek, *Daimler Delivers More Electric Freightliner eCascadia Semi-Trucks* (Mar. 4, 2020), <https://electrek.co/2020/03/04/daimler-electric-freightliner-semi-trucks-ecascadia/>.

<sup>71</sup> *Id.*

<sup>72</sup> CleanTechnica, *Walmart Orders 30 More Tesla Semi Electric Trucks* (Sep. 7, 2018), <https://cleantechnica.com/2018/09/07/walmart-orders-30-more-tesla-semi-electric-trucks/>.

<sup>73</sup> Transport Topics, *Anheuser-Busch, Nikola, BYD Complete First Zero-Emission Run* (Nov. 21, 2019), <https://www.ttnews.com/articles/anheuser-busch-nikola-byd-complete-first-zero-emission-beer-run>.

<sup>74</sup> Frito-Lay, *Frito-Lay Transforms California Production Site into First-of-its-Kind Showcase for Sustainability* (Oct. 3, 2019), <https://www.fritolay.com/news/frito-lay-transforms-california-production-site-into-first-of-its-kind-showcase-for-sustainability>.

<sup>75</sup> Financial Post, *Loblaw Says it Ordered 25 Tesla Semis, Wants Fully Electric Fleet by 2030* (Nov. 17, 2017), <https://business.financialpost.com/news/retail-marketing/loblaw-says-it-ordered-25-tesla-electric-trucks-wants-fully-electric-fleet-by-2030>.

<sup>76</sup> California Air Resources Board, *CARB Announces More than \$200 Million in New Funding for Clean Freight Transportation* (Sep. 26, 2018), <https://ww2.arb.ca.gov/news/carb-announces-more-200-million-new-funding-clean-freight-transportation>.

<sup>77</sup> *Id.*

*d. California Regulatory Agencies are Aggressively Pushing for Increased Utilization of Battery-Electric Semi-Trucks*

Multiple government agencies within California are attempting to increase the number of battery-electric semi-trucks on the road, through regulatory mandates, grant programs, and incentive programs. These are in addition to the Low Carbon Fuel Standard, the HVIP program, and the utility investments in charging infrastructure referenced above. In addition to the favorable TCO of battery-electric semi-trucks, these various agency actions increase the feasibility of widespread usage of these types of trucks at freight facilities.

The South Coast Air Quality Management District (“SCAQMD”) has recently approved an Indirect Source Rule that would apply to freight facilities within the South Coast region, where the Project is located.<sup>78</sup> Under this rule, freight facilities above 100,000 square feet would be required to accumulate a certain number of Warehouse Actions and Investments to Reduce Emissions (“WAIRE”) points per year.<sup>79</sup> WAIRE points can be generated through the purchase and usage of zero-emission and near zero-emission equipment, including vehicles and charging infrastructure.<sup>80</sup> Zero-emissions and near-zero-emission truck trips also generate WAIRE points. The most points that can be allocated for a singular action is for the purchase and usage of Class 8 battery-electric or fuel cell trucks.<sup>81</sup>

SCAQMD cites the commercial availability of battery electric Class 7 and 8 trucks in the technical document supplementing the regulatory language.<sup>82</sup> While the specific acquisition and usage of Class 7 and Class 8 zero-emission trucks is not *per se* required, this rule would strongly incentivize, if not force, many freight facilities to acquire these types of trucks and/or ensure that a certain number of truck trips made to their warehouse each year are by these trucks. With the proposal of this rule, SCAQMD indicates that increased usage of Class 7 and 8 battery electric trucks is feasible, and seeks to ensure more of these trucks are on the road.

SCAQMD is not the only California agency attempting to increase the usage of battery-electric trucks in the state. CARB has proposed an update to its Advanced Clean Truck rule, which will increase the number of zero-emission vehicles that medium-duty and heavy-duty manufacturers are required to sell into California.<sup>83</sup> Further, CARB oversees an over \$200

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<sup>78</sup> South Coast Air Quality Management District, Proposed Rule 2305: Warehouse Indirect Source Rule (Nov. 10, 2019), [http://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/warehouse-isr\\_prelim-1st-draft.pdf?sfvrsn=6](http://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/warehouse-isr_prelim-1st-draft.pdf?sfvrsn=6).

<sup>79</sup> *Id.* at 2305-3.

<sup>80</sup> South Coast Air Quality Management District, *Draft WAIRE Menu Technical Report at 1* (Mar. 3, 2020), [http://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/waire-menu-technical-report\\_draft\\_3-3-20.pdf?sfvrsn=6](http://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/waire-menu-technical-report_draft_3-3-20.pdf?sfvrsn=6) (Attached as Exhibit C).

<sup>81</sup> *Id.* at 2.

<sup>82</sup> *Id.* at 4.

<sup>83</sup> See generally California Air Resources Board, *Advanced Clean Trucks Regulation*, <https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks>.



million program designed to facilitate the transition to zero-emission freight fleets.<sup>84</sup> This amount has grown much larger as a result of the 2021 California Budget. This CARB program funded the deployment of zero-emission semi-trucks done by the Port of Los Angeles and the SCAQMD, referenced above. CARB also oversees a grant program called the Carl Moyer Memorial Air Quality Standards Attainment Program.<sup>85</sup> This program provides funding to vehicles that have less particulate matter and NO<sub>x</sub> emissions than is currently required by state and federal law. In addition, CARB oversees the Air Quality Improvement Program (“AQIP”), which is almost exclusively used to provide financing for small fleet owners to purchase clean fleets.<sup>86</sup>

**O6.37**  
**cont.**

This is certainly not an exhaustive list of the grant programs and incentives available in California. Altogether, CARB indicates that more than a dozen California agencies issue hundreds of millions of dollars annually to support the deployment of heavy-duty vehicles.<sup>87</sup> These grant programs, regulations, and incentives further illustrate the feasibility of widespread usage of battery-electric semi-trucks at freight facilities. None of the TCO studies analyzed above incorporate these programs and regulations into their calculation. Even without considering any of these, the TCO of a battery-electric semi-truck is currently less than a diesel equivalent. When these programs, regulations, and incentives are also considered, the case for the feasibility of requiring Class 7 and 8 battery-electric semi-trucks at freight facilities becomes even stronger.

**iii. There are Multiple Co-Benefits Associated with the Widespread Usage of Class 7 and 8 Zero-Emission Semi-Trucks at the Project site**

*Requiring the Usage of Class 7 and 8 Battery-Electric Semi-Trucks will Reduce Local Air Pollution*

The operation of Class 7 and 8 diesel semi-trucks within and around communities has devastating, sometimes deadly, air quality impacts. As mentioned above, diesel semi-trucks are significant sources of particulate matter and NO<sub>x</sub> pollution. The impacts of these pollutants are so severe that the International Agency for Research on Cancer, which is part of the World

**O6.38**

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<sup>84</sup> California Air Resources Board, *CARB Announces More than \$200 Million in New Funding for Clean Freight Transportation* (Sep. 26, 2018), <https://ww2.arb.ca.gov/news/carb-announces-more-200-million-new-funding-clean-freight-transportation>.

<sup>85</sup> California Air Resources Board, *Carl Moyer Air Quality Standards Attainment Program*, <https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program>.

<sup>86</sup> California Air Resources Board, *AQIP Formal Regulatory Documents*, <https://ww2.arb.ca.gov/resources/documents/aqip-formal-regulatory-documents>.

<sup>87</sup> California Air Resources Board, *Heavy-Duty Investment Strategy*, at D-90 (Sep. 20, 2019) <https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan-appd.pdf>.

Health Organization, has classified diesel exhaust as carcinogenic to humans.<sup>88</sup> According to the California Office of Environmental Health Hazard Assessment (“OEHHA”), particulate matter pollution is linked to increased hospital visits, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory illnesses.<sup>89</sup> Children are especially susceptible to this harmful pollution, as their lungs and respiratory systems are still developing.<sup>90</sup> NO<sub>x</sub> emissions are also quite harmful, and can damage lung tissue, lower the body’s resistance to respiratory infection, and worsen chronic lung diseases. Further, NO<sub>x</sub> reacts with other pollutants in the atmosphere to form ozone, a precursor to smog.<sup>91</sup>

Class 7 and 8 zero-emission semi-trucks almost fully eliminate the creation of these potentially deadly pollutants. As referenced above, zero-emission vehicles, including battery-electric trucks, have no tailpipe emissions. The only significant air pollutant associated with these semi-trucks is the particulate matter caused by braking. However, according to CARB, battery-electric trucks emit about 50% less particulate matter from braking than diesel semi-trucks, through the use of “regenerative braking”. Therefore, requiring the usage of Class 7 and 8 zero-emission semi-trucks is not only economically and technologically feasible, but will provide significant health benefits to the people of Bloomington and surrounding areas. Thus, requiring the usage of these trucks is not only required under CEQA as a feasible mitigation measure, but is a moral imperative. No person within the community should be subjected to asthma, lung cancer, or worse, when it is clearly possible to avoid this.

**O6.38  
cont.**

*Requiring Usage of Class 7 and 8 Battery-Electric Semi-Trucks will Aid California in Reaching its GHG and Air Pollution Reduction Goals*

California has multiple stringent GHG and air pollution reduction goals, and electrification of freight fleets is a vital component to achieving these goals. California is mandated under the federal Clean Air Act to reduce its air pollution consistent with the National Ambient Air Quality Standards (“NAAQS”).<sup>92</sup> Currently, the South Coast and Valley Air Districts are out of compliance with the eight-hour and twenty-four-hour ozone standard.<sup>93</sup> According to CARB, an 80% reduction in truck and bus NO<sub>x</sub> tailpipe emissions is required by 2031 from 2019 levels to meet the NAAQS for the South Coast region.<sup>94</sup> As mentioned above, diesel semi-trucks are a significant source of NO<sub>x</sub> tailpipe emissions, whereas battery-electric

**O6.39**

<sup>88</sup> American Cancer Society, *Diesel Exhaust and Cancer*, <https://www.cancer.org/cancer/cancer-causes/diesel-exhaust-and-cancer.html#:~:text=The%20EPA%20classifies%20diesel%20exhaust,a%20%E2%80%9Cpotential%20occupational%20carcinogen.%E2%80%9D>.

<sup>89</sup> California Office of Health Hazard Assessment, *Health Effects of Diesel Exhaust* (May 21, 2001), <https://oehha.ca.gov/air/health-effects-diesel-exhaust>.

<sup>90</sup> *Id.*

<sup>91</sup> *Id.*

<sup>92</sup> ICF, *supra* note 42 at 3.

<sup>93</sup> *Id.*

<sup>94</sup> *Id.*



semi-trucks have zero tailpipe emissions. Thus, requiring the usage of these vehicles at the Project site will aid California in achieving compliance with the federal NAAQS.

California also has aggressive GHG reduction goals. State Bill 32 mandates that GHG emissions be reduced 40% below 1990 levels by 2030. Executive Order S-3-05 mandates that GHG emissions be reduced 80% below 1990 levels by 2050. Executive Order B-55-18 mandates that California achieve economy-wide carbon neutrality by 2045. According to a report by the Energy Futures Initiative, meeting the goals for 2045 and 2050 will be “extremely challenging.”<sup>95</sup> According to the ICF study mentioned above, deployment of 100,000 electric medium and heavy-duty vehicles is necessary to achieve both the 2030 and 2050 GHG reduction goals.<sup>96</sup> Heavy-duty vehicles, including diesel semi-trucks, are a significant source of GHG emissions. According to the Union of Concerned Scientists, heavy-duty vehicles constitute 10% of vehicles in the United States, but emit 28% of vehicle-related GHG emissions.<sup>97</sup> Battery-electric trucks, as shown above, have significantly less life cycle GHG emissions than diesel semi-trucks, and the GHG emissions from battery-electric trucks will continue to decrease as California increases the proportion of electricity generated by renewable sources. Thus, requiring usage of battery-electric semi-trucks at the Project site will aid California in meeting its aspirational GHG emissions reduction goals.

**O6.39**  
**cont.**

#### **iv. Electrification of Freight Fleets has Positive Economic Impacts for California**

In addition to the TCO calculation, the ICF study referenced above also analyzes the economic impacts associated with electrification of freight fleets in the state of California. The report concluded that widespread electrification has multiple positive economic impacts. For one, transitioning from petroleum fuels to electricity allows funds that would otherwise flow out of California’s economy to be retained within the state.<sup>98</sup> Further, investment in battery-electric vehicles results in greater net employment, Gross Regional Product, and industrial activity per dollar invested, when compared to investment in natural gas vehicles.<sup>99</sup> Also, investment in the electrification of freight fleets results in a doubling of jobs in the medium and heavy-duty sectors relative to investment in natural gas and diesel vehicles.<sup>100</sup> These economic benefits are consistent with the findings of the LBNL. In a letter to CARB regarding its Advanced Clean Truck Rule, LBNL indicates that a mandate that manufacturers must sell 100% zero-emission vehicles across all truck classes would result in \$49 billion in savings to the state economy

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<sup>95</sup> Energy Futures Initiative, *Optionality, Flexibility, and Innovation: Pathways for Deep Decarbonization in California* at x (April 2019), <https://static1.squarespace.com/static/58ec123cb3db2bd94e057628/t/5cadebd04cd61c00017a563b/1554901977873/EFI+California+Summary+DE+PM.pdf>.

<sup>96</sup> ICF, *supra* note 42 at 28.

<sup>97</sup> Union of Concerned Scientists, *supra* note 14 at 2.

<sup>98</sup> ICF, *supra* note 42 at 6.

<sup>99</sup> *Id.*

<sup>100</sup> *Id.*

compared when to a “business-as-usual” scenario.<sup>101</sup> This failure to include all feasible mitigation violates CEQA.

**O6.39**  
**cont.**

## **Conclusion**

There are myriad flaws with this DEIR. They must be fixed if the County wants to proceed with this Project. We appreciate your consideration of these comments. Please do not hesitate to contact us at [amartinez@earthjustice.org](mailto:amartinez@earthjustice.org) or [cyoungblood@earthjustice.org](mailto:cyoungblood@earthjustice.org) if you have questions about this comment letter.

**O6.40**

Sincerely,

Adrian Martinez  
Candice Youngblood  
Attorneys for Earthjustice

*Counsel for PC4EJ*

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<sup>101</sup> Lawrence Berkeley National Laboratory, *Letter to CARB Regarding Proposed Amendments to the ACT Standard Yield \$11 Billion in Savings and 50% Emissions Reductions over Original Standards* (May 20, 2020), <https://www.arb.ca.gov/lists/com-attach/4122-act2019-AWBdOAZzAzMKYwFs.pdf>.

## APPENDIX A

### Comments on Selected Aspects of the

#### **Bloomington Business Park Specific Plan Draft Environmental Impact Report (DEIR) County of San Bernardino, California State Clearinghouse No. 2020120545 September 2021**

by

**Dr. Ranajit (Ron) Sahu, Consultant<sup>1</sup>**

#### **A. Introduction**

This comment letter addresses the air quality, greenhouse gas, traffic, and health risk assessment aspects of the DEIR for this proposed project which are discussed in Appendix C1 (Air Quality); Appendix C3 (Greenhouse Gases); Appendix K1 (Traffic Impact); Appendix K2 (Vehicle Miles Traveled, VMT); and Appendix C2 (Health Risk Assessment) of the DEIR. In addition, which it is surprisingly not addressed in the project description section of the DEIR, I have also reviewed Appendix C5 which addresses the substantial additional air quality and greenhouse gas emissions impacts of a substantial residential Upzone project in the vicinity of the Bloomington Business Park.

**O6.41**

#### **B. Project Description**

The proposed Bloomington Business Park Project (“Project”) as described in the DEIR represents the redevelopment of approximately 213 acres for around 3,235,836 square feet (sf) of industrial uses. The DEIR analyzes three scenarios described as follows:

- (i) Specific Plan Development Plan (Opening Year Development Option 1 “OYD1”) which would include sites 1, 2, 3, and 4 and consist of up to 383,000 sf of fulfillment center (Site 1), 1,251,640 sf of high-cube warehouse (Site 2), 479,000 sf of fulfillment center (Site 3), and an ancillary truck parking area (Site 4).
- (ii) Specific Plan Development Plan (Opening Year Development Option 2 “OYD2”) which would include sites 1, 2, 3, and 4 and consist of up to 710,400 sf of fulfillment center (Site 1), 1,251,640 sf of high-cube warehouse (Site 2), 750,000 sf of fulfillment center (Site 3), and an ancillary truck parking area (Site 4).
- (iii) Specific Plan Buildout (SP) which would consist of the full buildout of the Project, which includes the development of up to 598,400 sf of fulfillment center and 523,796 sf of industrial park uses.

**O6.42**

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<sup>1</sup> Resume provided in Attachment A.

Note that in OYD1 and OYD2 the largest portion of the Project would consist of high-cube warehouse use. In the interest of space and brevity, I am not enclosing the figures showing the referenced Sites in the description above, which are provided throughout in the DEIR and the Appendices.

**O6.42**  
**cont.**

In these comments I will occasionally provide examples of deficiencies using either OYD1 or OYD2 or SP scenarios. Unless otherwise stated, these deficiencies apply to all scenarios and not just the scenario used as an example.

### **C. Site Location**

As noted in the DEIR, the proposed Project is located south of Santa Ana Avenue, west of Linden Avenue, north of Jurupa Avenue, and east of Alder Avenue in the unincorporated area of Bloomington in the County of San Bernardino. Location figures of the proposed development, south of I-10 and north of I-60 are provided in the DEIR and the various Appendices and are therefore not repeated in these comments except to illustrate technical issues later. Importantly, while the Project area consists of lower density, large lot residential uses, commercial nurseries, trucking operations, and vacant and undeveloped parcels, there are residential uses, churches, and schools as well as at least one park (Kessler Park) in the general vicinity.

**O6.43**

### **D. General Comments**

#### ***D1. Lack of Clarity on the Interrelated Nature of the Impacts Analyses***

While specific impacts, by subject, are discussed in the various Appendices, the DEIR does not make clear the inter-relationships and dependencies of the various analyses and does not discuss how assumptions underlying one set of analyses (for example traffic) carry over to other analyses (for example air quality, greenhouse gas emissions, VMT analysis and the health risk assessment). It is clear that from an operational standpoint a significant activity that will be associated with this Project is the movement of both passenger cars, and importantly, heavy duty trucks into and out of the development as a whole, including the fulfillment centers and the high-cube warehouse. Thus, each of the assumptions underlying the activity levels of goods and people movement into and out of the Project – such as the numbers of passenger cars and their types and miles travelled to and from the Project, the numbers and types of heavy duty trucks and their miles travelled to and from the Project, and the manner in which these trips are distributed along the major arterials in the vicinity of the Project – will substantially affect not only the traffic congestion analysis but also the air quality, greenhouse gas emissions, VMT and health risk impacts as well. Yet, in spite of this interconnectedness the DEIR fails in properly communicating the dependencies of inputs and assumptions of one set of analyses on other analyses. That is a major failing of the DEIR, one of whose primary purposes is to serve as a clear communication tool regarding impacts of the Project.

**O6.44**

#### ***D2. Lack of Clarity on Critical Inputs and Assumptions***

As written, it is almost impossible to identify the major or critical assumptions and inputs that affect the findings and conclusions of a particular analysis. That is, in part, because there is no

**O6.45**

way to properly locate, much less understand all of the critical assumptions and inputs, some of which are haphazardly discussed in various locations of this multi-1000 page DEIR while others are buried deep in the technical attachments such as the model outputs used for traffic, air quality, and health risk assessments. Thus, as written, the DEIR fails to provide the clarity required of a CEQA document. Instead, it successfully obscures critical assumptions and inputs and makes the analysis and its findings opaque.

I recommend that all critical inputs and assumptions associated with each analysis be clearly enumerated in the summary section for that analysis in the final EIR along with each related Appendix. This should be done in tabular form so that the reader can, at a glance, understand each of the critical inputs and assumptions associated with each respective analysis. Where a specific input or assumption is a numerical quantity, the choice of value for that quantity should be explained and supported along with the impact associated with uncertainties in that choice (see the next comment). Where an assumption is qualitative and not numerical, the basis for that qualitative choice should also be described and supported.

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**cont.**

### ***D3. Lack of Sensitivity Analysis***

In almost all cases the results of the DEIR's analyses are provided as single-point values. This includes emissions estimates for various air pollutants, including greenhouse gases, the congestion parameters associated with traffic impacts, the results of the VMT analyses, and finally the results of the incremental cancer and non-cancer risks to specific receptors as a result of the Project. Often these results are stated to high levels of precision such as the number of significant digits, falsely indicating the level of confidence in the analyses.

In reality, there is significant uncertainty in almost every step of every analysis. Other than precision in the square footage of the various portions of the development and its location, almost everything else that any analysis relies upon is uncertain. In some cases the DEIR admits that much is unknown at the present time such as specific future tenants and uses of the fulfillment center or the warehouse. However, in most other instances, the DEIR's analyses simply make single-point assumptions – such as the number of cars or trucks; the trip generation values; the trip distribution values on the surrounding roadways; the emissions associated with these vehicles, including when they are idling; the VMT associated with the project; the VMT associated with the arbitrarily chosen regional area for comparison; the choice of meteorological data used in the air quality and health risk assessments; and the many assumptions inherent in the health risk assessment itself. These are merely examples. The point is that the results of any analysis presented in the DEIR rely on a large set of inputs, almost all of which are not firm but are, in fact, the results of assumptions and choices. Even when the analysis relies on authoritative references, such as the ITE manual for trip generation, as example, the inputs are not firm and fixed and the uncertainty associated with them is often clear when reviewing the source documents. In the case of the ITE trip generation estimates, they are based on data collected by ITE for “similar” applications and there is significant scatter in the data for trip generation associated with any specific land use. Yet, by using just a mean or average value, the analysis effectively pretends that the underlying data have no uncertainty, and that is simply false.

**O6.46**

Instead, a proper analysis should include the uncertainties associated with critical (if not all) input values for each analysis and present the results as a range, along with a confidence interval.

**O6.46  
cont.**

Consider as an example, the excess cancer risk at OYD2-R7, a residence located just 154 feet southeast of the vast Project site, which is stated to be precisely 5.78 in a million in the health risk assessment (and noted, therefore, as being below the 10 per million threshold, and therefore acceptable). This is a ludicrous level of false precision given the large number of inputs and assumptions that went into its determination including, critically, that: (i) no truck will idle for longer than 15 minutes, a clearly unenforceable assumption; (ii) that each truck will have specific emission rates of diesel particulate matter (DPM) at not only idle but also at 5 mph and 25 mph speeds, also unverifiable and unenforceable; (iii) that these DPM emissions would be emitted at the very precisely modeled volume sources with “release height of 3.49 meters, and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters”; (iv) that the site meteorology is the same as that in Fontana, regardless of the topographical differences of Bloomington versus Fontana; and (v) that there are zero emissions of other known carcinogens from trucks and vehicles such as benzene and formaldehyde, etc.<sup>2</sup>

**O6.47**

Clearly, given these and many other assumptions, the excess cancer risk is unlikely to be precisely 5.78 in a million as estimated in the health risk assessment. Instead it is more likely to be a range, for example anywhere from, say, 2-25 in a million with a confidence level of, say, 80%. Thus, if such a range was presented, a reader would be in a better position to understand the uncertainties in the inputs and assumptions and their impacts on the results. The contributions of specific inputs to this range could and should also be discussed. For example, it could be that the single largest determinant of this excess cancer risk could be the idling emissions of trucks; or it could be the meteorological data used, etc. That would provide useful information to the decision maker and the public.

Yet, there is simply no discussion of uncertainty – and therefore no ability to understand the meaning of the highly precise results for most of the analyses, such as the cancer risk estimate noted above as an example. The DEIR is grossly misleading as a result.

## **E. Specific Comments**

In addition to the general comments noted above, in this section I discuss specific comments for the selected analysis I have reviewed.

**O6.48**

### ***E1. Unsupported and Underestimated Truck Share (i.e., 20%) Assumed***

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<sup>2</sup> This last factor alone is a significant omission since diesel organic emissions such as benzene and formaldehyde, both known human carcinogens, can and are emitted from diesel engines. Their contributions to excess cancer have not been accounted for since these are volatile organic compounds and not particulate matter and thus not included in DPM.

See

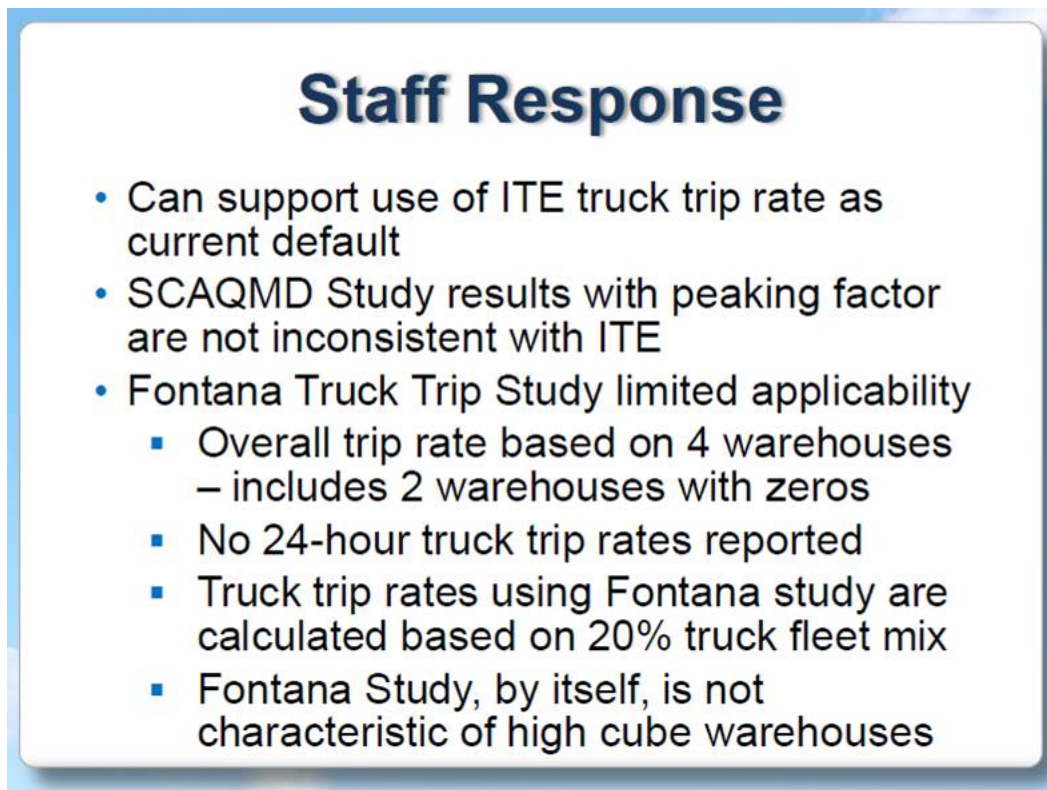
[https://www.fhwa.dot.gov/ENVIRonment/air\\_quality/air\\_toxics/research\\_and\\_analysis/us\\_95\\_nevada\\_case\\_study/us95nv02.cfm](https://www.fhwa.dot.gov/ENVIRonment/air_quality/air_toxics/research_and_analysis/us_95_nevada_case_study/us95nv02.cfm)

The DEIR underestimates traffic impacts in a number of material ways. I discuss a specific example, namely the choice of the truck share as a result of the Project assumed in the analysis.

Establishing a proper truck share is vital to understanding the impacts of this Project, especially in view of the interconnectedness of the traffic analysis and how it is foundational to subsequent analyses such as air quality, VMT, and health risk assessment. Specifically, the DEIR assumes a low number of trucks as a share of total trips related to this Project. In doing so, it deviates from recommendations made by the South Coast Air Quality Management District (SCAQMD), which are designed to ensure that the DEIR portrays a “worst case” scenario to comply with CEQA.<sup>3</sup> While the DEIR uses a recent version of the ITE trip generation manual for trip generation (improperly neglecting any uncertainty analysis even from this document as noted previously), it bases the truck share assumption on an almost 20-year old 2003 Fontana Truck Study. The DEIR provides no justification anywhere as to why this almost 20-year old analysis provides a representative picture of how many additional trucks will be attracted to this site. Since emissions from operation and idling of trucks is a significant driver of the air quality and health risk assessment impacts, this is not a trivial assumption.

**O6.49**

Further, the authors of the DEIR’s analyses are likely aware that the SCAQMD has cautioned against using this 2003 Fontana Trucks Study. Shown below is a slide from a 2014 presentation from the SCAQMD:



### Staff Response

- Can support use of ITE truck trip rate as current default
- SCAQMD Study results with peaking factor are not inconsistent with ITE
- Fontana Truck Trip Study limited applicability
  - Overall trip rate based on 4 warehouses – includes 2 warehouses with zeros
  - No 24-hour truck trip rates reported
  - Truck trip rates using Fontana study are calculated based on 20% truck fleet mix
  - Fontana Study, by itself, is not characteristic of high cube warehouses

**O6.50**

<sup>3</sup> See SCAQMD, Warehouse Truck Trip Study Data Results and Usage, available at <http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/finaltrucktripstudymisc072514.pdf?sfvrsn=2>.



As confirmed, the SCAQMD concluded 7 years ago that the Fontana Study which uses a 20% truck fleet mix “is not characteristic of high cube warehouses,” which comprise the single largest portion of this proposed Project as I have pointed out previously. Thus, the use of the 20% truck fleet mix is improper and serves to underestimate not only traffic impacts but also all subsequent impacts such as air quality, greenhouse gas emissions, and the health risk assessment. Moreover, the DEIR does not provide sufficient evidence why the Fontana Report-based truck share percentage is appropriate for the “industrial park” portion of the development.

Instead, the SCAQMD recommends using a truck share percentage of 40 for projects like this that have unidentified future tenants.<sup>4</sup> The inadequacy of the 2003 Fontana Trip Study is also further confirmed by the Riverside County Transportation Commission in a 2017 study<sup>5</sup> which specifically omits the use of the 2003 Fontana Trip Study for high-cube warehouses.

Table 20. Summary of Uses Related to Warehouse Activities and Trip Generation Methodologies

Land use Category with Significant Warehouse Activity		Trip Generation Reference				SCAG Future Forecast (2040)
		Fontana Study	SCAG RTP (2012 Base Year)	SCAQMD	ITE	
Primary Warehouse Activity	High-cube transload / short-term warehouse			✓	✓	
	High-cube fulfillment center			✓	✓	✓
	High-cube cold storage			✓	✓	
	High-cube parcel hub			✓	✓	
	Light warehouse *	✓	✓			
	Heavy warehouse **	✓	✓		✓	✓
Secondary Warehouse Activity	Industrial park*	✓			✓	
	Light industry (manufacturing)	✓	✓		✓	✓
	Heavy industry (manufacturing)	✓				
	Wholesale		✓		✓	✓

✓ = available but not suitable for primary study use

✓ = available and suitable for supplemental reference

✓ = available and preferred for primary study use

\*: Light warehouse also includes “low-cube” as defined by SCAG but not the Fontana Study

\*\*: Heavy warehouse includes “high-cube” as defined by SCAG but not the Fontana Study

O6.50  
cont.

I should note that the truck share assumption is not the only wrong assumption in the traffic analysis. There is no justification provided or discussed for the assumed trip lengths and the trip distributions to and from the Project as used in the analysis. While these may not be known with certainty and assumptions may be unavoidable, the sensitivity of these assumptions (i.e., effects of these assumptions if they were to be different than what is assumed) can and should be done and presented.

O6.51

## E2. Unenforceable Mitigation Measures for Reducing Significant Construction Air Quality Impacts

<sup>4</sup> See CalEEMOD Guidance Appendix E, available at <http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendix.pdf?sfvrsn=2>. ....

<sup>5</sup> [Microsoft Word - RCTCLogisticsFeeExisting&FutureConditionsReport\(171030\).docx](#).



The table below shows the summary of various air quality impacts as assessed in the DEIR – i.e., including the underestimated truck share and other unsupported traffic assumptions noted previously.

**TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS**

Analysis	Scenario	Report Section	Significance Findings	
			Unmitigated	Mitigated
Regional Construction Emissions	OYD1	5.1	<i>Potentially Significant</i>	<i>Less Than Significant</i>
	OYD2	6.1	<i>Potentially Significant</i>	<i>Less Than Significant</i>
	Specific Plan Buildout	7.1	<i>Potentially Significant</i>	<i>Less Than Significant</i>
Localized Construction Emissions	OYD1	5.4	<i>Less Than Significant</i>	<i>n/a</i>
	OYD2	6.4	<i>Less Than Significant</i>	<i>n/a</i>
	Specific Plan Buildout	7.4	<i>Potentially Significant</i>	<i>Less Than Significant</i>
Regional Operational Emissions	OYD1	5.2	<i>Potentially Significant</i>	<i>Significant and Unavoidable</i>
	OYD2	6.2	<i>Potentially Significant</i>	<i>Significant and Unavoidable</i>
	Specific Plan Buildout	7.2	<i>Potentially Significant</i>	<i>Significant and Unavoidable</i>
Localized Operational Emissions	OYD1	5.5	<i>Less Than Significant</i>	<i>n/a</i>
	OYD2	6.5	<i>Less Than Significant</i>	<i>n/a</i>
	Specific Plan Buildout	7.5	<i>Less Than Significant</i>	<i>n/a</i>
CO “Hot Spot” Analysis		8	<i>Less Than Significant</i>	<i>n/a</i>
Air Quality Management Plan		9	<i>Potentially Significant</i>	<i>Significant and Unavoidable</i>
Sensitive Receptors		10	<i>Less Than Significant</i>	<i>n/a</i>
Odors		11	<i>Less Than Significant</i>	<i>n/a</i>
Cumulative Impacts		12	<i>Potentially Significant</i>	<i>Significant and Unavoidable</i>

**O6.52**

While the DEIR admits that some of the significant impacts are unavoidable, for others it states that they can be mitigated to become less than significant. I have carefully reviewed each of the proposed mitigation measures for both construction (MM AQ-1 and MM AQ-2 as discussed in ES.3.1 of the Air Quality impacts discussion) and operations (MM AQ-3 through MM AQ-7 as discussed in ES.3.2 of the Air Quality discussion) and it is clear that not one of these mitigation measures is enforceable as a practical matter.

Consider MM AQ-1, which states that “[T]he Project shall utilize “Super-Compliant” low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces.” Yet, there is no discussion of how this will be achieved and ensured – i.e., made enforceable. There is no authority or permit that is cited which will ensure oversight by a regulatory or similar body. As such this is a promise which may or may not be kept.

**O6.53**

Similarly MM AQ-2 states that “[T]he Construction Contractor shall ensure that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 off-road emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained

**O6.54**

in accordance with the manufacturer’s specifications.” Again, who will verify that this is actually going to occur and be documented as such for each such piece of equipment? It is nothing more than an aspirational goal, unlikely to be implemented as used in the analysis, which takes credit for its implementation.

**O6.54  
cont.**

For the operational emissions, the DEIR at least admits that there is no way to quantify if the proposed measures MM AQ-3 through MM AQ-7 will actually ensure any reductions, so I do not discuss them further.

**O6.55**

But the substantial reductions assumed by using MM AQ-1 and MM AQ-2, which are unenforceable, should not be assumed at all. Construction emissions are therefore likely to be significantly greater than estimated and the results of these greater construction emissions have not therefore been properly assessed in the health risk analysis – which therefore underestimates the health impacts from the construction emissions.

**O6.56**

### ***E3. Unenforceable Construction Equipment Assumptions***

As example, the excerpted tables below show for OYD1 the types, numbers, and usage rates of various construction equipment that will be used in the Project. These are the basis for construction air quality emissions estimates and their impacts, as well as impacts such as health risk due to construction. There are similar assumptions for the other Project scenarios.

Yet, like the mitigation measures discussed above, these assumptions are simply not enforceable.

**TABLE 5-3: OYD1 CONSTRUCTION EQUIPMENT ASSUMPTIONS (1 OF 2)**

Development Area	Phase Name	Equipment	Amount	Hours Per Day
OYD1	Demolition	Concrete/Industrial Saws	2	8
		Excavators	6	8
		Rubber Tired Dozers	4	8
	Site Preparation	Crawler Tractors	7	8
		Rubber Tired Dozers	5	8

**O6.57**

**TABLE 5-3: OYD1 CONSTRUCTION EQUIPMENT ASSUMPTIONS (2 OF 2)**

Development Area	Phase Name	Equipment	Amount	Hours Per Day
OYD1	Grading	Crawler Tractors	4	8
		Excavators	4	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	4	8
	Building Construction	Cranes	2	8
		Crawler Tractors	6	8
		Forklifts	6	8
		Generator Sets	2	8
		Welders	2	8
	Paving	Pavers	4	8
		Paving Equipment	4	8
		Rollers	4	8
	Architectural Coating	Air Compressors	2	8

**O6.57  
cont.**

For example, if the Project was to use not 2 but 4 graders during the grading phase of OYD1, how is that tracked and checked against this assumption used in the DEIR? Same for every other equipment type. And, if a specific equipment is used not for 8 hours but 10 or 12, how is that barred as a practical matter?

In fact, these assumptions are simply unenforceable and are therefore only used in the “paper exercise” that constitutes the entirety of this DEIR.

***E4. The VMT Analyses Use Numerous Unsupported Assumptions and Are Therefore Unreliable***

As a basic methodology, the VMT analysis relies on a comparison of Project VMT on an employee/person as compared to the existing VMT per employee/person for the “unincorporated County.” In doing this analysis, the analysis used the VMT/employee metric for “only home-based-work” trip purposes. This VMT was obtained from the SBTAM for the Project site and divided by the number of employees estimated to obtain the metric. Similarly, the HBW VMT from SBTAM for all of the unincorporated County was obtained and was divided by the total number of employees in the entire unincorporated portion of the County (itself developed from socioeconomic data) to obtain the baseline VMT/employee metric. The Project metric was then compared to the baseline metric. A similar analysis was conducted for the Upzone residential site. The analysis was done for 2016 and 2040, and the 2021 metric was interpolated.

**O6.58**

It is clear from the description that the entire analysis rests on assumption stacked on top of unsupported assumption. I start with the fact that San Bernardino County is the largest County in the US. It is not clear how the TAM for the County estimates both the HBW VMT and/or the number of employees in the entire unincorporated portion of this County with any sort of precision. There is no discussion of how any of these inputs are valid or what their degree of imprecision is. This is critical because the Project and Upzone metrics are compared to the baseline metrics and are assessed as to whether they are within 4% of each other – i.e., that the Project/Upzone metrics are lower than 95% of the baseline metrics – which is a very small margin. It is simply ridiculous to presume that, given the undoubtedly wide assumptions made in this analysis, that comparing the two metrics and determining if one is lower than 96% of the other is meaningless. It would be meaningful if the uncertainties in the metrics were also discussed. Otherwise this “difference” has no statistical significance at all.

**O6.58**  
**cont.**

Thus, the VMT analyses and their conclusions are meaningless and unreliable.

#### ***E5. The Air Quality Impacts of the Upzone Projects Are Considerable***

The table below summarizes the Upzone project’s air quality impacts as presented in Appendix C5.

**TABLE 3: EXISTING ZONING VS. PROPOSED ZONING OPERATIONAL EMISSIONS SUMMARY**

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
Existing Zoning	24.05	5.29	18.72	0.05	3.77	1.12
Proposed Zoning	34.03	48.78	172.76	0.46	34.75	10.33
<b>Net Change (Proposed – Existing)</b>	<b>9.98</b>	<b>43.50</b>	<b>154.05</b>	<b>0.41</b>	<b>30.99</b>	<b>9.21</b>
SCAQMD Regional Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Winter						
Area Source	23.97	5.42	17.05	0.05	3.76	1.12
Energy Source	33.30	50.00	157.38	0.44	34.74	10.33
<b>Net Change (Proposed – Existing)</b>	<b>9.33</b>	<b>44.58</b>	<b>140.33</b>	<b>0.39</b>	<b>30.97</b>	<b>9.21</b>
SCAQMD Regional Thresholds	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

**O6.59**

I would like to draw attention to the estimated NO<sub>x</sub> impacts, which are 43.5 lb/day and 44.58 lb/day for summer and winter, respectively. The corresponding significance threshold is 55 lb/day. It is my opinion that given the numerous assumptions inherent in the emissions estimates for these operation emissions, including uncertainties in emissions factors and emissions estimation methods, without strict enforceability and actual verifiability of each of the inputs used in arriving at the summer and winter lb/day estimates the threshold of 55 lb/day is at risk of being exceeded. As it is the summer and winter estimates for NO<sub>x</sub> are around 80% of the threshold. This is not a significant and robust margin for compliance. Therefore, the DEIR should discuss how the NO<sub>x</sub> estimate inputs

and assumptions can be made verifiable and enforceable such that the 55 lb/day threshold will not be exceeded in practice.

**O6.59**  
**cont.**

## **E6. Deficiencies in the GHG Analysis**

### **E6.1 It is Not Clear Which Global Warming Potential (GWP) Values Are Used in the GHG Analysis**

The table excerpted below provides, correctly the GWP values for selected greenhouse gases (GHG) from an earlier Intergovernmental Panel on Climate Change (IPCC) 2<sup>nd</sup> Assessment Report as well as a more recent 5<sup>th</sup> Assessment Report.

**TABLE 2-2: GWP AND ATMOSPHERIC LIFETIME OF SELECT GHGS**

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)	
		2 <sup>nd</sup> Assessment Report	5 <sup>th</sup> Assessment Report
CO <sub>2</sub>	See*	1	1
CH <sub>4</sub>	12 .4	21	28
N <sub>2</sub> O	121	310	265
HFC-23	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF <sub>6</sub>	3,200	23,900	23,500

\*As per Appendix 8.A. of IPCC's 5th Assessment Report, no single lifetime can be given.

Source: Table 2.14 of the IPCC Fourth Assessment Report, 2007

However, it is not clear which of these two sets of GWP values was used in the DEIR's GHG estimates. The DEIR should have used the more recent GWP values.

**O6.60**

### **E6.2 The Basis for the Methane and Nitrous Oxide Emission Factors is Not Clear**

As the table above shows, two of the more important GHG gases that are or can be emitted from combustion equipment are methane and nitrous oxide (N<sub>2</sub>O). However, the DEIR does not discuss the basis for the emission factors for these two pollutants which are used in the calculations for the specific equipment engine types considered. The DEIR should provide a more thorough discussion of these emission factors.

**O6.61**

### **E6.3 The Enforceability of the San Bernardino County GHG Approach to Mitigating Significant GHG Emissions is Not Clear**

The DEIR states that San Bernardino County includes a GHG Development Review Process that specifies a two-step approach in quantifying and then mitigating GHG emissions. First, a screening threshold of 3,000 million tons CO<sub>2</sub>e/year is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO<sub>2</sub>e/year, such as certain scenarios in this Project, are then required to either "achieve a minimum 100 points" per certain tables in San Bernardino guidelines

**O6.62**

in order to be determined to have a less than significant impact for GHGs. However, there is scant discussion of the 100-point requirement and also how any commitments associated with these point determinations are made enforceable in the DEIR. This should be discussed more thoroughly.

**O6.62**  
**cont.**

# Attachment A

**RANAJIT (RON) SAHU, Ph.D, QEP, CEM (Nevada)**

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## **EXPERIENCE SUMMARY**

Dr. Sahu has over thirty one years of experience in the fields of environmental, mechanical, and chemical engineering including: program and project management services; design and specification of pollution control equipment for a wide range of emissions sources including stationary and mobile sources; soils and groundwater remediation including landfills as remedy; combustion engineering evaluations; energy studies; multimedia environmental regulatory compliance (involving statutes and regulations such as the Federal CAA and its Amendments, Clean Water Act, TSCA, RCRA, CERCLA, SARA, OSHA, NEPA as well as various related state statutes); transportation air quality impact analysis; multimedia compliance audits; multimedia permitting (including air quality NSR/PSD permitting, Title V permitting, NPDES permitting for industrial and storm water discharges, RCRA permitting, etc.), multimedia/multi-pathway human health risk assessments for toxics; air dispersion modeling; and regulatory strategy development and support including negotiation of consent agreements and orders.

He has over twenty eight years of project management experience and has successfully managed and executed numerous projects in this time period. This includes basic and applied research projects, design projects, regulatory compliance projects, permitting projects, energy studies, risk assessment projects, and projects involving the communication of environmental data and information to the public.

He has provided consulting services to numerous private sector, public sector and public interest group clients. His major clients over the past twenty six years include various trade associations as well as individual companies such as steel mills, petroleum refineries, chemical plants, cement manufacturers, aerospace companies, power generation facilities, lawn and garden equipment manufacturers, spa manufacturers, chemical distribution facilities, land development companies, and various entities in the public sector including EPA, the US Dept. of Justice, several states (including Oregon, New Mexico, Pennsylvania, and others), various agencies such as the California DTSC, and various municipalities. Dr. Sahu has performed projects in all 50 states, numerous local jurisdictions and internationally.

In addition to consulting, for approximately twenty years, Dr. Sahu taught numerous courses in several Southern California universities including UCLA (air pollution), UC Riverside (air pollution, process hazard analysis), and Loyola Marymount University (air pollution, risk assessment, hazardous waste management). He also taught at Caltech, his alma mater (various engineering courses), at the University of Southern California (air pollution controls) and at California State University, Fullerton (transportation and air quality).

Dr. Sahu has and continues to provide expert witness services in a number of environmental areas discussed above in both state and Federal courts as well as before administrative bodies (please see Annex A).

## **EXPERIENCE RECORD**

2000-present **Independent Consultant.** Providing a variety of private sector (industrial companies, land development companies, law firms, etc.), public sector (such as the US Department of Justice), and

public interest group clients with project management, environmental consulting, project management, as well as regulatory and engineering support consulting services.

- 1995-2000 Parsons ES, **Associate, Senior Project Manager and Department Manager for Air Quality/Geosciences/Hazardous Waste Groups**, Pasadena. Responsible for the management of a group of approximately 24 air quality and environmental professionals, 15 geoscience, and 10 hazardous waste professionals providing full-service consulting, project management, regulatory compliance and A/E design assistance in all areas.
- Parsons ES, **Manager for Air Source Testing Services**. Responsible for the management of 8 individuals in the area of air source testing and air regulatory permitting projects located in Bakersfield, California.
- 1992-1995 Engineering-Science, Inc. **Principal Engineer and Senior Project Manager** in the air quality department. Responsibilities included multimedia regulatory compliance and permitting (including hazardous and nuclear materials), air pollution engineering (emissions from stationary and mobile sources, control of criteria and air toxics, dispersion modeling, risk assessment, visibility analysis, odor analysis), supervisory functions and project management.
- 1990-1992 Engineering-Science, Inc. **Principal Engineer and Project Manager** in the air quality department. Responsibilities included permitting, tracking regulatory issues, technical analysis, and supervisory functions on numerous air, water, and hazardous waste projects. Responsibilities also include client and agency interfacing, project cost and schedule control, and reporting to internal and external upper management regarding project status.
- 1989-1990 Kinetics Technology International, Corp. **Development Engineer**. Involved in thermal engineering R&D and project work related to low-NO<sub>x</sub> ceramic radiant burners, fired heater NO<sub>x</sub> reduction, SCR design, and fired heater retrofitting.
- 1988-1989 Heat Transfer Research, Inc. **Research Engineer**. Involved in the design of fired heaters, heat exchangers, air coolers, and other non-fired equipment. Also did research in the area of heat exchanger tube vibrations.

## **EDUCATION**

- 1984-1988 Ph.D., Mechanical Engineering, California Institute of Technology (Caltech), Pasadena, CA.
- 1984 M. S., Mechanical Engineering, California Institute of Technology (Caltech), Pasadena, CA.
- 1978-1983 B. Tech (Honors), Mechanical Engineering, Indian Institute of Technology (IIT) Kharagpur, India

## **TEACHING EXPERIENCE**

### **Caltech**

"Thermodynamics," Teaching Assistant, California Institute of Technology, 1983, 1987.

"Air Pollution Control," Teaching Assistant, California Institute of Technology, 1985.

"Caltech Secondary and High School Saturday Program," - taught various mathematics (algebra through calculus) and science (physics and chemistry) courses to high school students, 1983-1989.

"Heat Transfer," - taught this course in the Fall and Winter terms of 1994-1995 in the Division of Engineering and Applied Science.

"Thermodynamics and Heat Transfer," Fall and Winter Terms of 1996-1997.

### **U.C. Riverside, Extension**

"Toxic and Hazardous Air Contaminants," University of California Extension Program, Riverside, California. Various years since 1992.



"Prevention and Management of Accidental Air Emissions," University of California Extension Program, Riverside, California. Various years since 1992.

"Air Pollution Control Systems and Strategies," University of California Extension Program, Riverside, California, Summer 1992-93, Summer 1993-1994.

"Air Pollution Calculations," University of California Extension Program, Riverside, California, Fall 1993-94, Winter 1993-94, Fall 1994-95.

"Process Safety Management," University of California Extension Program, Riverside, California. Various years since 1992-2010.

"Process Safety Management," University of California Extension Program, Riverside, California, at SCAQMD, Spring 1993-94.

"Advanced Hazard Analysis - A Special Course for LEPCs," University of California Extension Program, Riverside, California, taught at San Diego, California, Spring 1993-1994.

"Advanced Hazardous Waste Management" University of California Extension Program, Riverside, California. 2005.

#### Loyola Marymount University

"Fundamentals of Air Pollution - Regulations, Controls and Engineering," Loyola Marymount University, Dept. of Civil Engineering. Various years since 1993.

"Air Pollution Control," Loyola Marymount University, Dept. of Civil Engineering, Fall 1994.

"Environmental Risk Assessment," Loyola Marymount University, Dept. of Civil Engineering. Various years since 1998.

"Hazardous Waste Remediation" Loyola Marymount University, Dept. of Civil Engineering. Various years since 2006.

#### University of Southern California

"Air Pollution Controls," University of Southern California, Dept. of Civil Engineering, Fall 1993, Fall 1994.

"Air Pollution Fundamentals," University of Southern California, Dept. of Civil Engineering, Winter 1994.

#### University of California, Los Angeles

"Air Pollution Fundamentals," University of California, Los Angeles, Dept. of Civil and Environmental Engineering, Spring 1994, Spring 1999, Spring 2000, Spring 2003, Spring 2006, Spring 2007, Spring 2008, Spring 2009.

#### International Programs

"Environmental Planning and Management," 5 week program for visiting Chinese delegation, 1994.

"Environmental Planning and Management," 1 day program for visiting Russian delegation, 1995.

"Air Pollution Planning and Management," IEP, UCR, Spring 1996.

"Environmental Issues and Air Pollution," IEP, UCR, October 1996.

#### **PROFESSIONAL AFFILIATIONS AND HONORS**

President of India Gold Medal, IIT Kharagpur, India, 1983.

Member of the Alternatives Assessment Committee of the Grand Canyon Visibility Transport Commission, established by the Clean Air Act Amendments of 1990, 1992.

American Society of Mechanical Engineers: Los Angeles Section Executive Committee, Heat Transfer Division, and Fuels and Combustion Technology Division, 1987-mid-1990s.

Air and Waste Management Association, West Coast Section, 1989-mid-2000s.

#### **PROFESSIONAL CERTIFICATIONS**

EIT, California (#XE088305), 1993.

REA I, California (#07438), 2000.

Certified Permitting Professional, South Coast AQMD (#C8320), since 1993.

QEP, Institute of Professional Environmental Practice, since 2000.

CEM, State of Nevada (#EM-1699). Expiration 10/07/2021.

#### **PUBLICATIONS (PARTIAL LIST)**

"Physical Properties and Oxidation Rates of Chars from Bituminous Coals," with Y.A. Levendis, R.C. Flagan and G.R. Gavalas, *Fuel*, **67**, 275-283 (1988).

"Char Combustion: Measurement and Analysis of Particle Temperature Histories," with R.C. Flagan, G.R. Gavalas and P.S. Northrop, *Comb. Sci. Tech.* **60**, 215-230 (1988).

"On the Combustion of Bituminous Coal Chars," PhD Thesis, California Institute of Technology (1988).

"Optical Pyrometry: A Powerful Tool for Coal Combustion Diagnostics," *J. Coal Quality*, **8**, 17-22 (1989).

"Post-Ignition Transients in the Combustion of Single Char Particles," with Y.A. Levendis, R.C. Flagan and G.R. Gavalas, *Fuel*, **68**, 849-855 (1989).

"A Model for Single Particle Combustion of Bituminous Coal Char." Proc. ASME National Heat Transfer Conference, Philadelphia, **HTD-Vol. 106**, 505-513 (1989).

"Discrete Simulation of Cenospheric Coal-Char Combustion," with R.C. Flagan and G.R. Gavalas, *Combust. Flame*, **77**, 337-346 (1989).

"Particle Measurements in Coal Combustion," with R.C. Flagan, in "**Combustion Measurements**" (ed. N. Chigier), Hemisphere Publishing Corp. (1991).

"Cross Linking in Pore Structures and Its Effect on Reactivity," with G.R. Gavalas in preparation.

"Natural Frequencies and Mode Shapes of Straight Tubes," Proprietary Report for Heat Transfer Research Institute, Alhambra, CA (1990).

"Optimal Tube Layouts for Kamui SL-Series Exchangers," with K. Ishihara, Proprietary Report for Kamui Company Limited, Tokyo, Japan (1990).

"HTRI Process Heater Conceptual Design," Proprietary Report for Heat Transfer Research Institute, Alhambra, CA (1990).

"Asymptotic Theory of Transonic Wind Tunnel Wall Interference," with N.D. Malmuth and others, Arnold Engineering Development Center, Air Force Systems Command, USAF (1990).

"Gas Radiation in a Fired Heater Convection Section," Proprietary Report for Heat Transfer Research Institute, College Station, TX (1990).

"Heat Transfer and Pressure Drop in NTIW Heat Exchangers," Proprietary Report for Heat Transfer Research Institute, College Station, TX (1991).

"NO<sub>x</sub> Control and Thermal Design," Thermal Engineering Tech Briefs, (1994).

"From Purchase of Landmark Environmental Insurance to Remediation: Case Study in Henderson, Nevada," with Robin E. Bain and Jill Quillin, presented at the AQMA Annual Meeting, Florida, 2001.

"The Jones Act Contribution to Global Warming, Acid Rain and Toxic Air Contaminants," with Charles W. Botsford, presented at the AQMA Annual Meeting, Florida, 2001.

**PRESENTATIONS (PARTIAL LIST)**

"Pore Structure and Combustion Kinetics - Interpretation of Single Particle Temperature-Time Histories," with P.S. Northrop, R.C. Flagan and G.R. Gavalas, presented at the AIChE Annual Meeting, New York (1987).

"Measurement of Temperature-Time Histories of Burning Single Coal Char Particles," with R.C. Flagan, presented at the American Flame Research Committee Fall International Symposium, Pittsburgh, (1988).

"Physical Characterization of a Cenospheric Coal Char Burned at High Temperatures," with R.C. Flagan and G.R. Gavalas, presented at the Fall Meeting of the Western States Section of the Combustion Institute, Laguna Beach, California (1988).

"Control of Nitrogen Oxide Emissions in Gas Fired Heaters - The Retrofit Experience," with G. P. Croce and R. Patel, presented at the International Conference on Environmental Control of Combustion Processes (Jointly sponsored by the American Flame Research Committee and the Japan Flame Research Committee), Honolulu, Hawaii (1991).

"Air Toxics - Past, Present and the Future," presented at the Joint AIChE/AAEE Breakfast Meeting at the AIChE 1991 Annual Meeting, Los Angeles, California, November 17-22 (1991).

"Air Toxics Emissions and Risk Impacts from Automobiles Using Reformulated Gasolines," presented at the Third Annual Current Issues in Air Toxics Conference, Sacramento, California, November 9-10 (1992).

"Air Toxics from Mobile Sources," presented at the Environmental Health Sciences (ESE) Seminar Series, UCLA, Los Angeles, California, November 12, (1992).

"Kilns, Ovens, and Dryers - Present and Future," presented at the Gas Company Air Quality Permit Assistance Seminar, Industry Hills Sheraton, California, November 20, (1992).

"The Design and Implementation of Vehicle Scrapping Programs," presented at the 86th Annual Meeting of the Air and Waste Management Association, Denver, Colorado, June 12, 1993.

"Air Quality Planning and Control in Beijing, China," presented at the 87th Annual Meeting of the Air and Waste Management Association, Cincinnati, Ohio, June 19-24, 1994.

## Annex A

### Expert Litigation Support

#### A. Occasions where Dr. Sahu has provided Written or Oral testimony before Congress:

1. In July 2012, provided expert written and oral testimony to the House Subcommittee on Energy and the Environment, Committee on Science, Space, and Technology at a Hearing entitled “Hitting the Ethanol Blend Wall – Examining the Science on E15.”

#### B. Matters for which Dr. Sahu has provided affidavits and expert reports include:

2. Affidavit for Rocky Mountain Steel Mills, Inc. located in Pueblo Colorado – dealing with the technical uncertainties associated with night-time opacity measurements in general and at this steel mini-mill.
3. Expert reports and depositions (2/28/2002 and 3/1/2002; 12/2/2003 and 12/3/2003; 5/24/2004) on behalf of the United States in connection with the Ohio Edison NSR Cases. *United States, et al. v. Ohio Edison Co., et al.*, C2-99-1181 (Southern District of Ohio).
4. Expert reports and depositions (5/23/2002 and 5/24/2002) on behalf of the United States in connection with the Illinois Power NSR Case. *United States v. Illinois Power Co., et al.*, 99-833-MJR (Southern District of Illinois).
5. Expert reports and depositions (11/25/2002 and 11/26/2002) on behalf of the United States in connection with the Duke Power NSR Case. *United States, et al. v. Duke Energy Corp.*, 1:00-CV-1262 (Middle District of North Carolina).
6. Expert reports and depositions (10/6/2004 and 10/7/2004; 7/10/2006) on behalf of the United States in connection with the American Electric Power NSR Cases. *United States, et al. v. American Electric Power Service Corp., et al.*, C2-99-1182, C2-99-1250 (Southern District of Ohio).
7. Affidavit (March 2005) on behalf of the Minnesota Center for Environmental Advocacy and others in the matter of the Application of Heron Lake BioEnergy LLC to construct and operate an ethanol production facility – submitted to the Minnesota Pollution Control Agency.
8. Expert Report and Deposition (10/31/2005 and 11/1/2005) on behalf of the United States in connection with the East Kentucky Power Cooperative NSR Case. *United States v. East Kentucky Power Cooperative, Inc.*, 5:04-cv-00034-KSF (Eastern District of Kentucky).
9. Affidavits and deposition on behalf of Basic Management Inc. (BMI) Companies in connection with the BMI vs. USA remediation cost recovery Case.
10. Expert Report on behalf of Penn Future and others in the Cambria Coke plant permit challenge in Pennsylvania.
11. Expert Report on behalf of the Appalachian Center for the Economy and the Environment and others in the Western Greenbrier permit challenge in West Virginia.
12. Expert Report, deposition (via telephone on January 26, 2007) on behalf of various Montana petitioners (Citizens Awareness Network (CAN), Women’s Voices for the Earth (WVE) and the Clark Fork Coalition (CFC)) in the Thompson River Cogeneration LLC Permit No. 3175-04 challenge.
13. Expert Report and deposition (2/2/07) on behalf of the Texas Clean Air Cities Coalition at the Texas State Office of Administrative Hearings (SOAH) in the matter of the permit challenges to TXU Project Apollo’s eight new proposed PRB-fired PC boilers located at seven TX sites.
14. Expert Testimony (July 2007) on behalf of the Izaak Walton League of America and others in connection with the acquisition of power by Xcel Energy from the proposed Gascoyne Power Plant – at the State of

- Minnesota, Office of Administrative Hearings for the Minnesota PUC (MPUC No. E002/CN-06-1518; OAH No. 12-2500-17857-2).
15. Affidavit (July 2007) Comments on the Big Cajun I Draft Permit on behalf of the Sierra Club – submitted to the Louisiana DEQ.
  16. Expert Report and Deposition (12/13/2007) on behalf of Commonwealth of Pennsylvania – Dept. of Environmental Protection, State of Connecticut, State of New York, and State of New Jersey (Plaintiffs) in connection with the Allegheny Energy NSR Case. *Plaintiffs v. Allegheny Energy Inc., et al.*, 2:05cv0885 (Western District of Pennsylvania).
  17. Expert Reports and Pre-filed Testimony before the Utah Air Quality Board on behalf of Sierra Club in the Sevier Power Plant permit challenge.
  18. Expert Report and Deposition (October 2007) on behalf of MTD Products Inc., in connection with *General Power Products, LLC v MTD Products Inc.*, 1:06 CVA 0143 (Southern District of Ohio, Western Division) .
  19. Expert Report and Deposition (June 2008) on behalf of Sierra Club and others in the matter of permit challenges (Title V: 28.0801-29 and PSD: 28.0803-PSD) for the Big Stone II unit, proposed to be located near Milbank, South Dakota.
  20. Expert Reports, Affidavit, and Deposition (August 15, 2008) on behalf of Earthjustice in the matter of air permit challenge (CT-4631) for the Basin Electric Dry Fork station, under construction near Gillette, Wyoming before the Environmental Quality Council of the State of Wyoming.
  21. Affidavits (May 2010/June 2010 in the Office of Administrative Hearings)/Declaration and Expert Report (November 2009 in the Office of Administrative Hearings) on behalf of NRDC and the Southern Environmental Law Center in the matter of the air permit challenge for Duke Cliffside Unit 6. Office of Administrative Hearing Matters 08 EHR 0771, 0835 and 0836 and 09 HER 3102, 3174, and 3176 (consolidated).
  22. Declaration (August 2008), Expert Report (January 2009), and Declaration (May 2009) on behalf of Southern Alliance for Clean Energy in the matter of the air permit challenge for Duke Cliffside Unit 6. *Southern Alliance for Clean Energy et al., v. Duke Energy Carolinas, LLC*, Case No. 1:08-cv-00318-LHT-DLH (Western District of North Carolina, Asheville Division).
  23. Declaration (August 2008) on behalf of the Sierra Club in the matter of Dominion Wise County plant MACT.us
  24. Expert Report (June 2008) on behalf of Sierra Club for the Green Energy Resource Recovery Project, MACT Analysis.
  25. Expert Report (February 2009) on behalf of Sierra Club and the Environmental Integrity Project in the matter of the air permit challenge for NRG Limestone’s proposed Unit 3 in Texas.
  26. Expert Report (June 2009) on behalf of MTD Products, Inc., in the matter of *Alice Holmes and Vernon Holmes v. Home Depot USA, Inc., et al.*
  27. Expert Report (August 2009) on behalf of Sierra Club and the Southern Environmental Law Center in the matter of the air permit challenge for Santee Cooper’s proposed Pee Dee plant in South Carolina).
  28. Statements (May 2008 and September 2009) on behalf of the Minnesota Center for Environmental Advocacy to the Minnesota Pollution Control Agency in the matter of the Minnesota Haze State Implementation Plans.
  29. Expert Report (August 2009) on behalf of Environmental Defense, in the matter of permit challenges to the proposed Las Brisas coal fired power plant project at the Texas State Office of Administrative Hearings (SOAH).
  30. Expert Report and Rebuttal Report (September 2009) on behalf of the Sierra Club, in the matter of challenges to the proposed Medicine Bow Fuel and Power IGL plant in Cheyenne, Wyoming.
  31. Expert Report (December 2009) and Rebuttal reports (May 2010 and June 2010) on behalf of the United States in connection with the Alabama Power Company NSR Case. *United States v. Alabama Power Company*, CV-01-HS-152-S (Northern District of Alabama, Southern Division).

32. Pre-filed Testimony (October 2009) on behalf of Environmental Defense and others, in the matter of challenges to the proposed White Stallion Energy Center coal fired power plant project at the Texas State Office of Administrative Hearings (SOAH).
33. Pre-filed Testimony (July 2010) and Written Rebuttal Testimony (August 2010) on behalf of the State of New Mexico Environment Department in the matter of Proposed Regulation 20.2.350 NMAC – *Greenhouse Gas Cap and Trade Provisions*, No. EIB 10-04 (R), to the State of New Mexico, Environmental Improvement Board.
34. Expert Report (August 2010) and Rebuttal Expert Report (October 2010) on behalf of the United States in connection with the Louisiana Generating NSR Case. *United States v. Louisiana Generating, LLC*, 09-CV100-RET-CN (Middle District of Louisiana) – Liability Phase.
35. Declaration (August 2010), Reply Declaration (November 2010), Expert Report (April 2011), Supplemental and Rebuttal Expert Report (July 2011) on behalf of the United States in the matter of DTE Energy Company and Detroit Edison Company (Monroe Unit 2). *United States of America v. DTE Energy Company and Detroit Edison Company*, Civil Action No. 2:10-cv-13101-BAF-RSW (Eastern District of Michigan).
36. Expert Report and Deposition (August 2010) as well as Affidavit (September 2010) on behalf of Kentucky Waterways Alliance, Sierra Club, and Valley Watch in the matter of challenges to the NPDES permit issued for the Trimble County power plant by the Kentucky Energy and Environment Cabinet to Louisville Gas and Electric, File No. DOW-41106-047.
37. Expert Report (August 2010), Rebuttal Expert Report (September 2010), Supplemental Expert Report (September 2011), and Declaration (November 2011) on behalf of Wild Earth Guardians in the matter of opacity exceedances and monitor downtime at the Public Service Company of Colorado (Xcel)’s Cherokee power plant. No. 09-cv-1862 (District of Colorado).
38. Written Direct Expert Testimony (August 2010) and Affidavit (February 2012) on behalf of Fall-Line Alliance for a Clean Environment and others in the matter of the PSD Air Permit for Plant Washington issued by Georgia DNR at the Office of State Administrative Hearing, State of Georgia (OSAH-BNR-AQ-1031707-98-WALKER).
39. Deposition (August 2010) on behalf of Environmental Defense, in the matter of the remanded permit challenge to the proposed Las Brisas coal fired power plant project at the Texas State Office of Administrative Hearings (SOAH).
40. Expert Report, Supplemental/Rebuttal Expert Report, and Declarations (October 2010, November 2010, September 2012) on behalf of New Mexico Environment Department (Plaintiff-Intervenor), Grand Canyon Trust and Sierra Club (Plaintiffs) in the matter of *Plaintiffs v. Public Service Company of New Mexico* (PNM), Civil No. 1:02-CV-0552 BB/ATC (ACE) (District of New Mexico).
41. Expert Report (October 2010) and Rebuttal Expert Report (November 2010) (BART Determinations for PSCo Hayden and CSU Martin Drake units) to the Colorado Air Quality Commission on behalf of Coalition of Environmental Organizations.
42. Expert Report (November 2010) (BART Determinations for TriState Craig Units, CSU Nixon Unit, and PRPA Rawhide Unit) to the Colorado Air Quality Commission on behalf of Coalition of Environmental Organizations.
43. Declaration (November 2010) on behalf of the Sierra Club in connection with the Martin Lake Station Units 1, 2, and 3. *Sierra Club v. Energy Future Holdings Corporation and Luminant Generation Company LLC*, Case No. 5:10-cv-00156-DF-CMC (Eastern District of Texas, Texarkana Division).
44. Pre-Filed Testimony (January 2011) and Declaration (February 2011) to the Georgia Office of State Administrative Hearings (OSAH) in the matter of Minor Source HAPs status for the proposed Longleaf Energy Associates power plant (OSAH-BNR-AQ-1115157-60-HOWELLS) on behalf of the Friends of the Chattahoochee and the Sierra Club).
45. Declaration (February 2011) in the matter of the Draft Title V Permit for RRI Energy MidAtlantic Power Holdings LLC Shawville Generating Station (Pennsylvania), ID No. 17-00001 on behalf of the Sierra Club.

46. Expert Report (March 2011), Rebuttal Expert Report (June 2011) on behalf of the United States in *United States of America v. Cemex, Inc.*, Civil Action No. 09-cv-00019-MSK-MEH (District of Colorado).
47. Declaration (April 2011) and Expert Report (July 16, 2012) in the matter of the Lower Colorado River Authority (LCRA)'s Fayette (Sam Seymour) Power Plant on behalf of the Texas Campaign for the Environment. *Texas Campaign for the Environment v. Lower Colorado River Authority*, Civil Action No. 4:11-cv-00791 (Southern District of Texas, Houston Division).
48. Declaration (June 2011) on behalf of the Plaintiffs MYTAPN in the matter of Microsoft-Yes, Toxic Air Pollution-No (MYTAPN) v. State of Washington, Department of Ecology and Microsoft Corporation Columbia Data Center to the Pollution Control Hearings Board, State of Washington, Matter No. PCHB No. 10-162.
49. Expert Report (June 2011) on behalf of the New Hampshire Sierra Club at the State of New Hampshire Public Utilities Commission, Docket No. 10-261 – the 2010 Least Cost Integrated Resource Plan (LCIRP) submitted by the Public Service Company of New Hampshire (re. Merrimack Station Units 1 and 2).
50. Declaration (August 2011) in the matter of the Sandy Creek Energy Associates L.P. Sandy Creek Power Plant on behalf of Sierra Club and Public Citizen. *Sierra Club, Inc. and Public Citizen, Inc. v. Sandy Creek Energy Associates, L.P.*, Civil Action No. A-08-CA-648-LY (Western District of Texas, Austin Division).
51. Expert Report (October 2011) on behalf of the Defendants in the matter of *John Quiles and Jeanette Quiles et al. v. Bradford-White Corporation, MTD Products, Inc., Kohler Co., et al.*, Case No. 3:10-cv-747 (TJM/DEP) (Northern District of New York).
52. Declaration (October 2011) on behalf of the Plaintiffs in the matter of *American Nurses Association et al. (Plaintiffs), v. US EPA (Defendant)*, Case No. 1:08-cv-02198-RMC (US District Court for the District of Columbia).
53. Declaration (February 2012) and Second Declaration (February 2012) in the matter of *Washington Environmental Council and Sierra Club Washington State Chapter v. Washington State Department of Ecology and Western States Petroleum Association*, Case No. 11-417-MJP (Western District of Washington).
54. Expert Report (March 2012) and Supplemental Expert Report (November 2013) in the matter of *Environment Texas Citizen Lobby, Inc and Sierra Club v. ExxonMobil Corporation et al.*, Civil Action No. 4:10-cv-4969 (Southern District of Texas, Houston Division).
55. Declaration (March 2012) in the matter of *Center for Biological Diversity, et al. v. United States Environmental Protection Agency*, Case No. 11-1101 (consolidated with 11-1285, 11-1328 and 11-1336) (US Court of Appeals for the District of Columbia Circuit).
56. Declaration (March 2012) in the matter of *Sierra Club v. The Kansas Department of Health and Environment*, Case No. 11-105,493-AS (Holcomb power plant) (Supreme Court of the State of Kansas).
57. Declaration (March 2012) in the matter of the Las Brisas Energy Center *Environmental Defense Fund et al., v. Texas Commission on Environmental Quality*, Cause No. D-1-GN-11-001364 (District Court of Travis County, Texas, 261<sup>st</sup> Judicial District).
58. Expert Report (April 2012), Supplemental and Rebuttal Expert Report (July 2012), and Supplemental Rebuttal Expert Report (August 2012) on behalf of the states of New Jersey and Connecticut in the matter of the Portland Power plant *State of New Jersey and State of Connecticut (Intervenor-Plaintiff) v. RRI Energy Mid-Atlantic Power Holdings et al.*, Civil Action No. 07-CV-5298 (JKG) (Eastern District of Pennsylvania).
59. Declaration (April 2012) in the matter of the EPA's EGU MATS Rule, on behalf of the Environmental Integrity Project.
60. Expert Report (August 2012) on behalf of the United States in connection with the Louisiana Generating NSR Case. *United States v. Louisiana Generating, LLC*, 09-CV100-RET-CN (Middle District of Louisiana) – Harm Phase.
61. Declaration (September 2012) in the Matter of the Application of *Energy Answers Incinerator, Inc.* for a Certificate of Public Convenience and Necessity to Construct a 120 MW Generating Facility in Baltimore City, Maryland, before the Public Service Commission of Maryland, Case No. 9199.

62. Expert Report (October 2012) on behalf of the Appellants (Robert Concilus and Leah Humes) in the matter of Robert Concilus and Leah Humes v. Commonwealth of Pennsylvania Department of Environmental Protection and Crawford Renewable Energy, before the Commonwealth of Pennsylvania Environmental Hearing Board, Docket No. 2011-167-R.
63. Expert Report (October 2012), Supplemental Expert Report (January 2013), and Affidavit (June 2013) in the matter of various Environmental Petitioners v. North Carolina DENR/DAQ and Carolinas Cement Company, before the Office of Administrative Hearings, State of North Carolina.
64. Pre-filed Testimony (October 2012) on behalf of No-Sag in the matter of the North Springfield Sustainable Energy Project before the State of Vermont, Public Service Board.
65. Pre-filed Testimony (November 2012) on behalf of Clean Wisconsin in the matter of Application of Wisconsin Public Service Corporation for Authority to Construct and Place in Operation a New Multi-Pollutant Control Technology System (ReACT) for Unit 3 of the Weston Generating Station, before the Public Service Commission of Wisconsin, Docket No. 6690-CE-197.
66. Expert Report (February 2013) on behalf of Petitioners in the matter of Credence Crematory, Cause No. 12-A-J-4538 before the Indiana Office of Environmental Adjudication.
67. Expert Report (April 2013), Rebuttal report (July 2013), and Declarations (October 2013, November 2013) on behalf of the Sierra Club in connection with the Luminant Big Brown Case. *Sierra Club v. Energy Future Holdings Corporation and Luminant Generation Company LLC*, Civil Action No. 6:12-cv-00108-WSS (Western District of Texas, Waco Division).
68. Declaration (April 2013) on behalf of Petitioners in the matter of *Sierra Club, et al., (Petitioners) v. Environmental Protection Agency et al. (Respondents)*, Case No., 13-1112, (Court of Appeals, District of Columbia Circuit).
69. Expert Report (May 2013) and Rebuttal Expert Report (July 2013) on behalf of the Sierra Club in connection with the Luminant Martin Lake Case. *Sierra Club v. Energy Future Holdings Corporation and Luminant Generation Company LLC*, Civil Action No. 5:10-cv-0156-MHS-CMC (Eastern District of Texas, Texarkana Division).
70. Declaration (August 2013) on behalf of A. J. Acosta Company, Inc., in the matter of *A. J. Acosta Company, Inc., v. County of San Bernardino*, Case No. CIVSS803651.
71. Comments (October 2013) on behalf of the Washington Environmental Council and the Sierra Club in the matter of the Washington State Oil Refinery RACT (for Greenhouse Gases), submitted to the Washington State Department of Ecology, the Northwest Clean Air Agency, and the Puget Sound Clean Air Agency.
72. Statement (November 2013) on behalf of various Environmental Organizations in the matter of the Boswell Energy Center (BEC) Unit 4 Environmental Retrofit Project, to the Minnesota Public Utilities Commission, Docket No. E-015/M-12-920.
73. Expert Report (December 2013) on behalf of the United States in *United States of America v. Ameren Missouri*, Civil Action No. 4:11-cv-00077-RWS (Eastern District of Missouri, Eastern Division).
74. Expert Testimony (December 2013) on behalf of the Sierra Club in the matter of Public Service Company of New Hampshire Merrimack Station Scrubber Project and Cost Recovery, Docket No. DE 11-250, to the State of New Hampshire Public Utilities Commission.
75. Expert Report (January 2014) on behalf of Baja, Inc., in *Baja, Inc., v. Automotive Testing and Development Services, Inc. et. al*, Civil Action No. 8:13-CV-02057-GRA (District of South Carolina, Anderson/Greenwood Division).
76. Declaration (March 2014) on behalf of the Center for International Environmental Law, Chesapeake Climate Action Network, Friends of the Earth, Pacific Environment, and the Sierra Club (Plaintiffs) in the matter of *Plaintiffs v. the Export-Import Bank (Ex-Im Bank) of the United States*, Civil Action No. 13-1820 RC (District Court for the District of Columbia).



77. Declaration (April 2014) on behalf of Respondent-Intervenors in the matter of *Mexichem Specialty Resins Inc., et al., (Petitioners) v Environmental Protection Agency et al.*, Case No., 12-1260 (and Consolidated Case Nos. 12-1263, 12-1265, 12-1266, and 12-1267), (Court of Appeals, District of Columbia Circuit).
78. Direct Prefiled Testimony (June 2014) on behalf of the Michigan Environmental Council and the Sierra Club in the matter of the Application of DTE Electric Company for Authority to Implement a Power Supply Cost Recovery (PSCR) Plan in its Rate Schedules for 2014 Metered Jurisdictional Sales of Electricity, Case No. U-17319 (Michigan Public Service Commission).
79. Expert Report (June 2014) on behalf of ECM Biofilms in the matter of the US Federal Trade Commission (FTC) v. ECM Biofilms (FTC Docket #9358).
80. Direct Prefiled Testimony (August 2014) on behalf of the Michigan Environmental Council and the Sierra Club in the matter of the Application of Consumers Energy Company for Authority to Implement a Power Supply Cost Recovery (PSCR) Plan in its Rate Schedules for 2014 Metered Jurisdictional Sales of Electricity, Case No. U-17317 (Michigan Public Service Commission).
81. Declaration (July 2014) on behalf of Public Health Intervenors in the matter of *EME Homer City Generation v. US EPA* (Case No. 11-1302 and consolidated cases) relating to the lifting of the stay entered by the Court on December 30, 2011 (US Court of Appeals for the District of Columbia).
82. Expert Report (September 2014), Rebuttal Expert Report (December 2014) and Supplemental Expert Report (March 2015) on behalf of Plaintiffs in the matter of *Sierra Club and Montana Environmental Information Center (Plaintiffs) v. PPL Montana LLC, Avista Corporation, Puget Sound Energy, Portland General Electric Company, Northwestern Corporation, and PacifiCorp (Defendants)*, Civil Action No. CV 13-32-BLG-DLC-JCL (US District Court for the District of Montana, Billings Division).
83. Expert Report (November 2014) on behalf of Niagara County, the Town of Lewiston, and the Villages of Lewiston and Youngstown in the matter of CWM Chemical Services, LLC New York State Department of Environmental Conservation (NYSDEC) Permit Application Nos.: 9-2934-00022/00225, 9-2934-00022/00231, 9-2934-00022/00232, and 9-2934-00022/00249 (pending).
84. *Declaration (January 2015) relating to Startup/Shutdown in the MATS Rule (EPA Docket ID No. EPA-HQ-OAR-2009-0234) on behalf of the Environmental Integrity Project.*
85. Pre-filed Direct Testimony (March 2015), Supplemental Testimony (May 2015), and Surrebuttal Testimony (December 2015) on behalf of Friends of the Columbia Gorge in the matter of the Application for a Site Certificate for the Troutdale Energy Center before the Oregon Energy Facility Siting Council.
86. Brief of Amici Curiae Experts in Air Pollution Control and Air Quality Regulation in Support of the Respondents, On Writs of Certiorari to the US Court of Appeals for the District of Columbia, No. 14-46, 47, 48. *Michigan et. al., (Petitioners) v. EPA et. al., Utility Air Regulatory Group (Petitioners) v. EPA et. al., National Mining Association et. al., (Petitioner) v. EPA et. al.*, (Supreme Court of the United States).
87. Expert Report (March 2015) and Rebuttal Expert Report (January 2016) on behalf of Plaintiffs in the matter of *Conservation Law Foundation v. Broadrock Gas Services LLC, Rhode Island LFG GENCO LLC, and Rhode Island Resource Recovery Corporation (Defendants)*, Civil Action No. 1:13-cv-00777-M-PAS (US District Court for the District of Rhode Island).
88. Declaration (April 2015) relating to various Technical Corrections for the MATS Rule (EPA Docket ID No. EPA-HQ-OAR-2009-0234) on behalf of the Environmental Integrity Project.
89. Direct Prefiled Testimony (May 2015) on behalf of the Michigan Environmental Council, the Natural Resources Defense Council, and the Sierra Club in the matter of the Application of DTE Electric Company for Authority to Increase its Rates, Amend its Rate Schedules and Rules Governing the Distribution and Supply of Electric Energy and for Miscellaneous Accounting Authority, Case No. U-17767 (Michigan Public Service Commission).
90. Expert Report (July 2015) and Rebuttal Expert Report (July 2015) on behalf of Plaintiffs in the matter of *Northwest Environmental Defense Center et. al., v. Cascade Kelly Holdings LLC, d/b/a Columbia Pacific Bio-Refinery, and Global Partners LP (Defendants)*, Civil Action No. 3:14-cv-01059-SI (US District Court for the District of Oregon, Portland Division).

91. Declaration (August 2015, Docket No. 1570376) in support of “Opposition of Respondent-Intervenors American Lung Association, et. al., to Tri-State Generation’s Emergency Motion;” Declaration (September 2015, Docket No. 1574820) in support of “Joint Motion of the State, Local Government, and Public Health Respondent-Intervenors for Remand Without Vacatur;” Declaration (October 2015) in support of “Joint Motion of the State, Local Government, and Public Health Respondent-Intervenors to State and Certain Industry Petitioners’ Motion to Govern, *White Stallion Energy Center, LLC v. US EPA*, Case No. 12-1100 (US Court of Appeals for the District of Columbia).
92. Declaration (September 2015) in support of the Draft Title V Permit for Dickerson Generating Station (Proposed Permit No 24-031-0019) on behalf of the Environmental Integrity Project.
93. Expert Report (Liability Phase) (December 2015) and Rebuttal Expert Report (February 2016) on behalf of Plaintiffs in the matter of *Natural Resources Defense Council, Inc., Sierra Club, Inc., Environmental Law and Policy Center, and Respiratory Health Association v. Illinois Power Resources LLC, and Illinois Power Resources Generating LLC (Defendants)*, Civil Action No. 1:13-cv-01181 (US District Court for the Central District of Illinois, Peoria Division).
94. Declaration (December 2015) in support of the Petition to Object to the Title V Permit for Morgantown Generating Station (Proposed Permit No 24-017-0014) on behalf of the Environmental Integrity Project.
95. Expert Report (November 2015) on behalf of Appellants in the matter of *Sierra Club, et al. v. Craig W. Butler, Director of Ohio Environmental Protection Agency et al.*, ERAC Case No. 14-256814.
96. Affidavit (January 2016) on behalf of Bridgewatch Detroit in the matter of *Bridgewatch Detroit v. Waterfront Petroleum Terminal Co., and Waterfront Terminal Holdings, LLC.*, in the Circuit Court for the County of Wayne, State of Michigan.
97. Expert Report (February 2016) and Rebuttal Expert Report (July 2016) on behalf of the challengers in the matter of the Delaware Riverkeeper Network, Clean Air Council, et. al., vs. Commonwealth of Pennsylvania Department of Environmental Protection and R. E. Gas Development LLC regarding the Geyer well site before the Pennsylvania Environmental Hearing Board.
98. Direct Testimony (May 2016) in the matter of Tesoro Savage LLC Vancouver Energy Distribution Terminal, Case No. 15-001 before the State of Washington Energy Facility Site Evaluation Council.
99. Declaration (June 2016) relating to deficiencies in air quality analysis for the proposed Millenium Bulk Terminal, Port of Longview, Washington.
100. Declaration (December 2016) relating to EPA’s refusal to set limits on PM emissions from coal-fired power plants that reflect pollution reductions achievable with fabric filters on behalf of Environmental Integrity Project, Clean Air Council, Chesapeake Climate Action Network, Downwinders at Risk represented by Earthjustice in the matter of *ARIPPA v EPA, Case No. 15-1180*. (D.C. Circuit Court of Appeals).
101. Expert Report (January 2017) on the Environmental Impacts Analysis associated with the Huntley and Huntley Poseidon Well Pad on behalf citizens in the matter of the special exception use Zoning Hearing Board of Penn Township, Westmoreland County, Pennsylvania.
102. Expert Report (January 2017) on the Environmental Impacts Analysis associated with the Apex Energy Backus Well Pad on behalf citizens in the matter of the special exception use Zoning Hearing Board of Penn Township, Westmoreland County, Pennsylvania.
103. Expert Report (January 2017) on the Environmental Impacts Analysis associated with the Apex Energy Drakulic Well Pad on behalf citizens in the matter of the special exception use Zoning Hearing Board of Penn Township, Westmoreland County, Pennsylvania.
104. Expert Report (January 2017) on the Environmental Impacts Analysis associated with the Apex Energy Deutsch Well Pad on behalf citizens in the matter of the special exception use Zoning Hearing Board of Penn Township, Westmoreland County, Pennsylvania.
105. Affidavit (February 2017) pertaining to deficiencies water discharge compliance issues at the Wood River Refinery in the matter of *People of the State of Illinois (Plaintiff) v. Phillips 66 Company, ConocoPhillips Company, WRB Refining LP (Defendants)*, Case No. 16-CH-656, (Circuit Court for the Third Judicial Circuit, Madison County, Illinois).

106. Expert Report (March 2017) on behalf of the Plaintiff pertaining to non-degradation analysis for waste water discharges from a power plant in the matter of *Sierra Club (Plaintiff) v. Pennsylvania Department of Environmental Protection (PADEP) and Lackawanna Energy Center*, Docket No. 2016-047-L (consolidated), (Pennsylvania Environmental Hearing Board).
107. Expert Report (March 2017) on behalf of the Plaintiff pertaining to air emissions from the Heritage incinerator in East Liverpool, Ohio in the matter of *Save our County (Plaintiff) v. Heritage Thermal Services, Inc. (Defendant)*, Case No. 4:16-CV-1544-BYP, (US District Court for the Northern District of Ohio, Eastern Division).
108. Rebuttal Expert Report (June 2017) on behalf of Plaintiffs in the matter of *Casey Voight and Julie Voight (Plaintiffs) v Coyote Creek Mining Company LLC (Defendant)*, Civil Action No. 1:15-CV-00109 (US District Court for the District of North Dakota, Western Division).
109. Expert Affidavit (August 2017) and Penalty/Remedy Expert Affidavit (October 2017) on behalf of Plaintiff in the matter of *Wildearth Guardians (Plaintiff) v Colorado Springs Utility Board (Defendant)*, Civil Action No. 1:15-cv-00357-CMA-CBS (US District Court for the District of Colorado).
110. Expert Report (August 2017) on behalf of Appellant in the matter of *Patricia Ann Troiano (Appellant) v. Upper Burrell Township Zoning Hearing Board (Appellee)*, Court of Common Pleas of Westmoreland County, Pennsylvania, Civil Division.
111. Expert Report (October 2017), Supplemental Expert Report (October 2017), and Rebuttal Expert Report (November 2017) on behalf of Defendant in the matter of *Oakland Bulk and Oversized Terminal (Plaintiff) v City of Oakland (Defendant)*, Civil Action No. 3:16-cv-07014-VC (US District Court for the Northern District of California, San Francisco Division).
112. Declaration (December 2017) on behalf of the Environmental Integrity Project in the matter of permit issuance for ATI Flat Rolled Products Holdings, Breckenridge, PA to the Allegheny County Health Department.
113. Expert Report (Harm Phase) (January 2018), Rebuttal Expert Report (Harm Phase) (May 2018) and Supplemental Expert Report (Harm Phase) (April 2019) on behalf of Plaintiffs in the matter of *Natural Resources Defense Council, Inc., Sierra Club, Inc., and Respiratory Health Association v. Illinois Power Resources LLC, and Illinois Power Resources Generating LLC (Defendants)*, Civil Action No. 1:13-cv-01181 (US District Court for the Central District of Illinois, Peoria Division).
114. Declaration (February 2018) on behalf of the Chesapeake Bay Foundation, et. al., in the matter of the Section 126 Petition filed by the state of Maryland in *State of Maryland v. Pruitt (Defendant)*, Civil Action No. JKB-17-2939 (Consolidated with No. JKB-17-2873) (US District Court for the District of Maryland).
115. Direct Pre-filed Testimony (March 2018) on behalf of the National Parks Conservation Association (NPCA) in the matter of *NPCA v State of Washington, Department of Ecology and BP West Coast Products, LLC*, PCHB No. 17-055 (Pollution Control Hearings Board for the State of Washington).
116. Expert Affidavit (April 2018) and Second Expert Affidavit (May 2018) on behalf of Petitioners in the matter of *Coosa River Basin Initiative and Sierra Club (Petitioners) v State of Georgia Environmental Protection Division, Georgia Department of Natural Resources (Respondent) and Georgia Power Company (Intervenor/Respondent)*, Docket Nos: 1825406-BNR-WW-57-Howells and 1826761-BNR-WW-57-Howells, Office of State Administrative Hearings, State of Georgia.
117. Direct Pre-filed Testimony and Affidavit (December 2018) on behalf of Sierra Club and Texas Campaign for the Environment (Appellants) in the contested case hearing before the Texas State Office of Administrative Hearings in Docket Nos. 582-18-4846, 582-18-4847 (Application of GCGV Asset Holding, LLC for Air Quality Permit Nos. 146425/PSDTX1518 and 146459/PSDTX1520 in San Patricio County, Texas).
118. Expert Report (February 2019) on behalf of Sierra Club in the State of Florida, Division of Administrative Hearings, Case No. 18-2124EPP, Tampa Electric Company Big Bend Unit 1 Modernization Project Power Plant Siting Application No. PA79-12-A2.
119. Declaration (March 2019) on behalf of Earthjustice in the matter of comments on the renewal of the Title V Federal Operating Permit for Valero Houston refinery.

120. Expert Report (March 2019) on behalf of Plaintiffs for Class Certification in the matter of *Resendez et al v Precision Castparts Corporation* in the Circuit Court for the State of Oregon, County of Multnomah, Case No. 16cv16164.
121. Expert Report (June 2019), Affidavit (July 2019) and Rebuttal Expert Report (September 2019) on behalf of Appellants relating to the NPDES permit for the Cheswick power plant in the matter of *Three Rivers Waterkeeper and Sierra Club (Appellants) v. State of Pennsylvania Department of Environmental Protection (Appellee) and NRG Power Midwest (Permittee)*, before the Commonwealth of Pennsylvania Environmental Hearing Board, EHB Docket No. 2018-088-R.
122. Affidavit/Expert Report (August 2019) relating to the appeal of air permits issued to PTTGCA on behalf of Appellants in the matter of *Sierra Club (Appellants) v. Craig Butler, Director, et. al., Ohio EPA (Appellees)* before the State of Ohio Environmental Review Appeals Commission (ERAC), Case Nos. ERAC-19-6988 through -6991.
123. Expert Report (October 2019) relating to the appeal of air permit (Plan Approval) on behalf of Appellants in the matter of *Clean Air Council and Environmental Integrity Project (Appellants) v. Commonwealth of Pennsylvania Department of Environmental Protection and Sunoco Partners Marketing and Terminals L.P.*, before the Commonwealth of Pennsylvania Environmental Hearing Board, EHB Docket No. 2018-057-L.
124. Expert Report (December 2019), Affidavit (March 2020), Supplemental Expert Report (July 2020), and Declaration (February 2021) on behalf of Earthjustice in the matter of *Objection to the Issuance of PSD/NSR and Title V permits for Riverview Energy Corporation*, Dale, Indiana, before the Indiana Office of Environmental Adjudication, Cause No. 19-A-J-5073.
125. Affidavit (December 2019) on behalf of Plaintiff-Intervenor (Surfrider Foundation) in the matter of *United States and the State of Indiana (Plaintiffs), Surfrider Foundation (Plaintiff-Intervenor), and City of Chicago (Plaintiff-Intervenor) v. United States Steel Corporation (Defendant)*, Civil Action No. 2:18-cv-00127 (US District Court for the Northern District of Indiana, Hammond Division).
126. Declarations (January 2020, February 2020, May 2020, July 2020, and August 2020) and Pre-filed Testimony (April 2021) in support of Petitioner's Motion for Stay of PSCAA NOC Order of Approval No. 11386 in the matter of the *Puyallup Tribe of Indians v. Puget Sound Clean Air Agency (PSCAA) and Puget Sound Energy (PSE)*, before the State of Washington Pollution Control Hearings Board, PCHB No. P19-088.
127. Expert Report (April 2020) on behalf of the plaintiff in the matter of Orion Engineered Carbons, GmbH (Plaintiff) vs. Evonik Operations, GmbH (formerly Evonik Degussa GmbH) (Respondent), before the German Arbitration Institute, Case No. DIS-SV-2019-00216.
128. Expert Independent Evaluation Report (June 2020) for *PacifiCorp's Decommissioning Costs Study Reports dated January 15, 2020 and March 13, 2020 relating to the closures of the Hunter, Huntington, Dave Johnston, Jim Bridger, Naughton, Wyodak, Hayden, and Colstrip (Units 3&4) plants*, prepared for the Oregon Public Utility Commission (Oregon PUC).
129. Direct Pre-filed Testimony (July 2020) on behalf of the Sierra Club in the matter of *the Application of the Ohio State University for a certificate of Environmental Compatibility and Public Need to Construct a Combined Heat and Power Facility in Franklin County, Ohio*, before the Ohio Power Siting Board, Case No. 19-1641-EL-BGN.
130. Expert Report (August 2020) and Rebuttal Expert Report (September 2020) on behalf of WildEarth Guardians (petitioners) in the matter of *the Appeals of the Air Quality Permit No. 7482-M1 Issued to 3 Bear Delaware Operating – NM LLC (EIB No. 20-21(A) and Registrations Nos. 8729, 8730, and 8733 under General Construction Permit for Oil and Gas Facilities (EIB No. 20-33 (A)*, before the State of New Mexico, Environmental Improvement Board.
131. Expert Report (July 2020) on the *Initial Economic Impact Analysis (EIA) for A Proposal To Regulate NOx Emissions from Natural Gas Fired Rich-Burn Natural Gas Reciprocating Internal Combustion Engines (RICE) Greater Than 100 Horsepower* prepared on behalf of Earthjustice and the National Parks Conservation Association in the matter of Regulation Number 7, Alternate Rules before the Colorado Air Quality Control Commission.

132. Expert Report (August 2020) and Supplemental Expert Report (February 2021) on the Potential Remedies to Avoid Adverse Thermal Impacts from the Merrimack Station on behalf of Plaintiffs in the matter of *Sierra Club Inc. and the Conservation Law Foundation (Plaintiffs) v. Granite Shore Power, LLC et. al., (Defendants)*, Civil Action No. 19-cv-216-JL (US District Court for the District of New Hampshire.)
133. Expert Report (August 2020) and Supplemental Expert Report (December 2020) on behalf of Plaintiffs in the matter of *PennEnvironment Inc., and Clean Air Council (Plaintiffs) and Allegheny County Health Department (Plaintiff-Intervenor) v. United States Steel Corporation (Defendant)*, Civil Action No. 2-19-cv-00484-MJH (US District Court for the Western District of Pennsylvania.)
134. Pre-filed Direct Testimony (October 2020) and Sur-rebuttal Testimony (November 2020) on behalf of petitioners (Ten Persons Group, including citizens, the Town of Braintree, the Town of Hingham, and the City of Quincy) in the matter of Algonquin Gas Transmission LLC, Weymouth MA, No. X266786 Air Quality Plan Approval, before the Commonwealth of Massachusetts, Department of Environmental Protection, the Office of Appeals and Dispute Resolution, OADR Docket Nos. 2019-008, 2019-009, 2019010, 2019-011, 2019-012 and 2019-013.
135. Expert Report (November 2020) on behalf of Protect PT in the matter of *Protect PT v. Commonwealth of Pennsylvania Department of Environmental Protection and Apex Energy (PA) LLC*, before the Commonwealth of Pennsylvania Environmental Hearing Board, Docket No. 2018-080-R (consolidated with 2019-101-R)(the “Drakulic Appeal”).
136. Expert Report (December 2020) on behalf of Plaintiffs in the matter of *Sierra Club Inc. (Plaintiff) v. GenOn Power Midwest LP (Defendants)*, Civil Action No. 2-19-cv-01284-WSS (US District Court for the Western District of Pennsylvania.)
137. Pre-filed Testimony (January 2021) on behalf of the Plaintiffs (Shrimpers and Fishermen of the Rio Grande Valley represented by Texas RioGrande Legal Aid, Inc.) in the matter of the Appeal of Texas Commission on Environmental Quality (TCEQ) Permit Nos. 147681, PSDTX1522, GHGPSDTX172 for the Jupiter Brownsville Heavy Condensate Upgrader Facility, Cameron County, before the Texas State Office of Administrative Hearings, SOAH Docket No. 582-21-0111, TCEQ Docket No. 2020-1080-AIR.
138. Expert Report (June 2021) and Declarations (May 2021 and June 2021) on behalf of Plaintiffs in the matter of *Sierra Club (Plaintiff) v. Woodville Pellets, LLC (Defendant)*, Civil Action No. 9:20-cv-00178-MJT (US District Court for the Eastern District of Texas, Lufkin Division.)
139. Declaration (July 2021) on behalf of Plaintiffs in the matter of *Stephanie Mackey and Nick Migliore, on behalf of themselves and all others similarly situated (Plaintiffs) v. Chemtool Inc. and Lubrizol Corporation (Defendants)*, Case No. 2021-L-0000165, State of Illinois, Circuit Court of the 17<sup>th</sup> Judicial Circuit, Winnebago County.
140. Expert Report (April 2021) and Sur-Rebuttal Report (June 2021) on behalf of the Plaintiffs in the matter of *Modern Holdings, LLC, et al. (Plaintiffs) v. Corning Inc., et al. (Defendants)*, Civil Action No. 5:13-cv-00405-GFVT, (US District Court for the Eastern District of Kentucky, Central Division at Lexington).
141. Expert Witness Disclosure (June 2021) on behalf of the Plaintiffs in the matter of *Jay Burdick, et. al., (Plaintiffs) v. Tanoga Inc. (d/b/a Taconic) (Defendant)*, Index No. 253835, (State of New York Supreme Court, County of Rensselaer).
142. Expert Report (June 2021) on behalf of Appellants in the matter of *PennEnvironment and Earthworks (Appellants) v. Commonwealth of Pennsylvania Department of Environmental Protection (Appellee) and MarkWest Liberty Midstream and resource, LLC (Permittee)*, before the Commonwealth of Pennsylvania Environmental Hearing Board, EHB Docket No. 2020-002-R.
143. Expert Reports (March 2021 and May 2021) regarding the Aries Newark LLC Sludge Processing Facility, Application No. CPB 20-74, Central Planning Board, City of Newark, New Jersey.
144. Expert Report (April 2021) for *Charles Johnson Jr. (Plaintiff) v. BP Exploration and Production Inc., et. al. (Defendant)*, Civil Action No. 2:20-CV-01329. (US District Court for the Eastern District of Louisiana, New Orleans Division).

145. Expert Report (April 2021) for *Floyd Ruffin (Plaintiff) v. BP Exploration and Production Inc., et. al. (Defendant)*, Civil Action No. 2:20-cv-00334-CJB-JCW (US District Court for the Eastern District of Louisiana, New Orleans Division).
146. Expert Report (May 2021) for *Clifford Osmer (Plaintiff) v. BP Exploration and Production Inc., et. al., (Defendants)* related to No. 2:19-CV-10331 (US District Court for the Eastern District of Louisiana, New Orleans Division).
147. Expert Report (June 2021) for *Antonia Saavedra-Vargas (Plaintiff) v. BP Exploration and Production Inc., et. al. (Defendant)*, Civil Action No. 2:18-CV-11461 (US District Court for the Eastern District of Louisiana, New Orleans Division).
148. Affidavit (June 2021) for Lourdes Rubi in the matter of *Lourdes Rubi (Plaintiff) v. BP Exploration and Production Inc., et. al., (Defendants)*, related to 12-968 BELO in MDL No. 2179 (US District Court for the Eastern District of Louisiana, New Orleans Division).
149. Expert Report (May 2021) for *James Noel (Plaintiff) v. BP Exploration and Production Inc., et. al. (Defendant)*, Civil Action No. 1:19-CV-00694 (US District Court for the Southern District of Alabama, Mobile Division).
150. Expert Report (June 2021) for *Wallace Smith (Plaintiff) v. BP Exploration and Production Inc., et. al. (Defendant)*, Civil Action No. 2:19-CV-12880 (US District Court for the Eastern District of Louisiana, New Orleans Division).

C. Occasions where Dr. Sahu has provided oral testimony in depositions, at trial or in similar proceedings include the following:

151. Deposition on behalf of Rocky Mountain Steel Mills, Inc. located in Pueblo, Colorado – dealing with the manufacture of steel in mini-mills including methods of air pollution control and BACT in steel mini-mills and opacity issues at this steel mini-mill.
152. Trial Testimony (February 2002) on behalf of Rocky Mountain Steel Mills, Inc. in Denver District Court.
153. Trial Testimony (February 2003) on behalf of the United States in the Ohio Edison NSR Cases, *United States, et al. v. Ohio Edison Co., et al.*, C2-99-1181 (Southern District of Ohio).
154. Trial Testimony (June 2003) on behalf of the United States in the Illinois Power NSR Case, *United States v. Illinois Power Co., et al.*, 99-833-MJR (Southern District of Illinois).
155. Deposition (10/20/2005) on behalf of the United States in connection with the Cinergy NSR Case. *United States, et al. v. Cinergy Corp., et al.*, IP 99-1693-C-M/S (Southern District of Indiana).
156. Oral Testimony (August 2006) on behalf of the Appalachian Center for the Economy and the Environment re. the Western Greenbrier plant, WV before the West Virginia DEP.
157. Oral Testimony (May 2007) on behalf of various Montana petitioners (Citizens Awareness Network (CAN), Women’s Voices for the Earth (WVE) and the Clark Fork Coalition (CFC)) re. the Thompson River Cogeneration plant before the Montana Board of Environmental Review.
158. Oral Testimony (October 2007) on behalf of the Sierra Club re. the Sevier Power Plant before the Utah Air Quality Board.
159. Oral Testimony (August 2008) on behalf of the Sierra Club and Clean Water re. Big Stone Unit II before the South Dakota Board of Minerals and the Environment.
160. Oral Testimony (February 2009) on behalf of the Sierra Club and the Southern Environmental Law Center re. Santee Cooper Pee Dee units before the South Carolina Board of Health and Environmental Control.
161. Oral Testimony (February 2009) on behalf of the Sierra Club and the Environmental Integrity Project re. NRG Limestone Unit 3 before the Texas State Office of Administrative Hearings (SOAH) Administrative Law Judges.

162. Deposition (July 2009) on behalf of MTD Products, Inc., in the matter of *Alice Holmes and Vernon Holmes v. Home Depot USA, Inc., et al.*
163. Deposition (October 2009) on behalf of Environmental Defense and others, in the matter of challenges to the proposed Coletto Creek coal fired power plant project at the Texas State Office of Administrative Hearings (SOAH).
164. Deposition (October 2009) on behalf of Environmental Defense, in the matter of permit challenges to the proposed Las Brisas coal fired power plant project at the Texas State Office of Administrative Hearings (SOAH).
165. Deposition (October 2009) on behalf of the Sierra Club, in the matter of challenges to the proposed Medicine Bow Fuel and Power IGL plant in Cheyenne, Wyoming.
166. Deposition (October 2009) on behalf of Environmental Defense and others, in the matter of challenges to the proposed Tenaska coal fired power plant project at the Texas State Office of Administrative Hearings (SOAH). (April 2010).
167. Oral Testimony (November 2009) on behalf of the Environmental Defense Fund re. the Las Brisas Energy Center before the Texas State Office of Administrative Hearings (SOAH) Administrative Law Judges.
168. Deposition (December 2009) on behalf of Environmental Defense and others, in the matter of challenges to the proposed White Stallion Energy Center coal fired power plant project at the Texas State Office of Administrative Hearings (SOAH).
169. Oral Testimony (February 2010) on behalf of the Environmental Defense Fund re. the White Stallion Energy Center before the Texas State Office of Administrative Hearings (SOAH) Administrative Law Judges.
170. Deposition (June 2010) on behalf of the United States in connection with the Alabama Power Company NSR Case. *United States v. Alabama Power Company*, CV-01-HS-152-S (Northern District of Alabama, Southern Division).
171. Trial Testimony (September 2010) on behalf of Commonwealth of Pennsylvania – Dept. of Environmental Protection, State of Connecticut, State of New York, State of Maryland, and State of New Jersey (Plaintiffs) in connection with the Allegheny Energy NSR Case in US District Court in the Western District of Pennsylvania. *Plaintiffs v. Allegheny Energy Inc., et al.*, 2:05cv0885 (Western District of Pennsylvania).
172. Oral Direct and Rebuttal Testimony (September 2010) on behalf of Fall-Line Alliance for a Clean Environment and others in the matter of the PSD Air Permit for Plant Washington issued by Georgia DNR at the Office of State Administrative Hearing, State of Georgia (OSAH-BNR-AQ-1031707-98-WALKER).
173. Oral Testimony (September 2010) on behalf of the State of New Mexico Environment Department in the matter of Proposed Regulation 20.2.350 NMAC – *Greenhouse Gas Cap and Trade Provisions*, No. EIB 10-04 (R), to the State of New Mexico, Environmental Improvement Board.
174. Oral Testimony (October 2010) on behalf of the Environmental Defense Fund re. the Las Brisas Energy Center before the Texas State Office of Administrative Hearings (SOAH) Administrative Law Judges.
175. Oral Testimony (November 2010) regarding BART for PSCo Hayden, CSU Martin Drake units before the Colorado Air Quality Commission on behalf of the Coalition of Environmental Organizations.
176. Oral Testimony (December 2010) regarding BART for TriState Craig Units, CSU Nixon Unit, and PRPA Rawhide Unit) before the Colorado Air Quality Commission on behalf of the Coalition of Environmental Organizations.
177. Deposition (December 2010) on behalf of the United States in connection with the Louisiana Generating NSR Case. *United States v. Louisiana Generating, LLC*, 09-CV100-RET-CN (Middle District of Louisiana).
178. Deposition (February 2011 and January 2012) on behalf of Wild Earth Guardians in the matter of opacity exceedances and monitor downtime at the Public Service Company of Colorado (Xcel)’s Cherokee power plant. No. 09-cv-1862 (D. Colo.).

179. Oral Testimony (February 2011) to the Georgia Office of State Administrative Hearings (OSAH) in the matter of Minor Source HAPs status for the proposed Longleaf Energy Associates power plant (OSAH-BNR-AQ-1115157-60-HOWELLS) on behalf of the Friends of the Chattahoochee and the Sierra Club).
180. Deposition (August 2011) on behalf of the United States in *United States of America v. Cemex, Inc.*, Civil Action No. 09-cv-00019-MSK-MEH (District of Colorado).
181. Deposition (July 2011) and Oral Testimony at Hearing (February 2012) on behalf of the Plaintiffs MYTAPN in the matter of Microsoft-Yes, Toxic Air Pollution-No (MYTAPN) v. State of Washington, Department of Ecology and Microsoft Corporation Columbia Data Center to the Pollution Control Hearings Board, State of Washington, Matter No. PCHB No. 10-162.
182. Oral Testimony at Hearing (March 2012) on behalf of the United States in connection with the Louisiana Generating NSR Case. *United States v. Louisiana Generating, LLC*, 09-CV100-RET-CN (Middle District of Louisiana).
183. Oral Testimony at Hearing (April 2012) on behalf of the New Hampshire Sierra Club at the State of New Hampshire Public Utilities Commission, Docket No. 10-261 – the 2010 Least Cost Integrated Resource Plan (LCIRP) submitted by the Public Service Company of New Hampshire (re. Merrimack Station Units 1 and 2).
184. Oral Testimony at Hearing (November 2012) on behalf of Clean Wisconsin in the matter of Application of Wisconsin Public Service Corporation for Authority to Construct and Place in Operation a New Multi-Pollutant Control Technology System (ReACT) for Unit 3 of the Weston Generating Station, before the Public Service Commission of Wisconsin, Docket No. 6690-CE-197.
185. Deposition (March 2013) in the matter of various Environmental Petitioners v. North Carolina DENR/DAQ and Carolinas Cement Company, before the Office of Administrative Hearings, State of North Carolina.
186. Deposition (August 2013) on behalf of the Sierra Club in connection with the Luminant Big Brown Case. *Sierra Club v. Energy Future Holdings Corporation and Luminant Generation Company LLC*, Civil Action No. 6:12-cv-00108-WSS (Western District of Texas, Waco Division).
187. Deposition (August 2013) on behalf of the Sierra Club in connection with the Luminant Martin Lake Case. *Sierra Club v. Energy Future Holdings Corporation and Luminant Generation Company LLC*, Civil Action No. 5:10-cv-0156-MHS-CMC (Eastern District of Texas, Texarkana Division).
188. Deposition (February 2014) on behalf of the United States in *United States of America v. Ameren Missouri*, Civil Action No. 4:11-cv-00077-RWS (Eastern District of Missouri, Eastern Division).
189. Trial Testimony (February 2014) in the matter of *Environment Texas Citizen Lobby, Inc and Sierra Club v. ExxonMobil Corporation et al.*, Civil Action No. 4:10-cv-4969 (Southern District of Texas, Houston Division).
190. Trial Testimony (February 2014) on behalf of the Sierra Club in connection with the Luminant Big Brown Case. *Sierra Club v. Energy Future Holdings Corporation and Luminant Generation Company LLC*, Civil Action No. 6:12-cv-00108-WSS (Western District of Texas, Waco Division).
191. Deposition (June 2014) and Trial (August 2014) on behalf of ECM Biofilms in the matter of the *US Federal Trade Commission (FTC) v. ECM Biofilms* (FTC Docket #9358).
192. Deposition (February 2015) on behalf of Plaintiffs in the matter of *Sierra Club and Montana Environmental Information Center (Plaintiffs) v. PPL Montana LLC, Avista Corporation, Puget Sound Energy, Portland General Electric Company, Northwestern Corporation, and PacifiCorp (Defendants)*, Civil Action No. CV 13-32-BLG-DLC-JCL (US District Court for the District of Montana, Billings Division).
193. Oral Testimony at Hearing (April 2015) on behalf of Niagara County, the Town of Lewiston, and the Villages of Lewiston and Youngstown in the matter of CWM Chemical Services, LLC New York State Department of Environmental Conservation (NYSDEC) Permit Application Nos.: 9-2934-00022/00225, 9-2934-00022/00231, 9-2934-00022/00232, and 9-2934-00022/00249 (pending).
194. Deposition (August 2015) on behalf of Plaintiff in the matter of *Conservation Law Foundation (Plaintiff) v. Broadrock Gas Services LLC, Rhode Island LFG GENCO LLC, and Rhode Island Resource Recovery*



- Corporation (Defendants)*, Civil Action No. 1:13-cv-00777-M-PAS (US District Court for the District of Rhode Island).
195. Testimony at Hearing (August 2015) on behalf of the Sierra Club in the matter of *Amendments to 35 Illinois Administrative Code Parts 214, 217, and 225* before the Illinois Pollution Control Board, R15-21.
  196. Deposition (May 2015) on behalf of Plaintiffs in the matter of *Northwest Environmental Defense Center et. al., (Plaintiffs) v. Cascade Kelly Holdings LLC, d/b/a Columbia Pacific Bio-Refinery, and Global Partners LP (Defendants)*, Civil Action No. 3:14-cv-01059-SI (US District Court for the District of Oregon, Portland Division).
  197. Trial Testimony (October 2015) on behalf of Plaintiffs in the matter of *Northwest Environmental Defense Center et. al., (Plaintiffs) v. Cascade Kelly Holdings LLC, d/b/a Columbia Pacific Bio-Refinery, and Global Partners LP (Defendants)*, Civil Action No. 3:14-cv-01059-SI (US District Court for the District of Oregon, Portland Division).
  198. Deposition (April 2016) on behalf of the Plaintiffs in *UNatural Resources Defense Council, Respiratory Health Association, and Sierra Club (Plaintiffs) v. Illinois Power Resources LLC and Illinois Power Resources Generation LLC (Defendants)*, Civil Action No. 1:13-cv-01181 (Central District of Illinois, Peoria Division).
  199. Trial Testimony at Hearing (July 2016) in the matter of Tesoro Savage LLC Vancouver Energy Distribution Terminal, Case No. 15-001 before the State of Washington Energy Facility Site Evaluation Council.
  200. Trial Testimony (December 2016) on behalf of the challengers in the matter of the Delaware Riverkeeper Network, Clean Air Council, et. al., vs. Commonwealth of Pennsylvania Department of Environmental Protection and R. E. Gas Development LLC regarding the Geyer well site before the Pennsylvania Environmental Hearing Board.
  201. Trial Testimony (July-August 2016) on behalf of the United States in *United States of America v. Ameren Missouri*, Civil Action No. 4:11-cv-00077-RWS (Eastern District of Missouri, Eastern Division).
  202. Trial Testimony (January 2017) on the Environmental Impacts Analysis associated with the Huntley and Huntley Poseidon Well Pad Hearing on behalf citizens in the matter of the special exception use Zoning Hearing Board of Penn Township, Westmoreland County, Pennsylvania.
  203. Trial Testimony (January 2017) on the Environmental Impacts Analysis associated with the Apex energy Backus Well Pad Hearing on behalf citizens in the matter of the special exception use Zoning Hearing Board of Penn Township, Westmoreland County, Pennsylvania.
  204. Trial Testimony (January 2017) on the Environmental Impacts Analysis associated with the Apex energy Drakulic Well Pad Hearing on behalf citizens in the matter of the special exception use Zoning Hearing Board of Penn Township, Westmoreland County, Pennsylvania.
  205. Trial Testimony (January 2017) on the Environmental Impacts Analysis associated with the Apex energy Deutsch Well Pad Hearing on behalf citizens in the matter of the special exception use Zoning Hearing Board of Penn Township, Westmoreland County, Pennsylvania.
  206. Deposition Testimony (July 2017) on behalf of Plaintiffs in the matter of *Casey Voight and Julie Voight v Coyote Creek Mining Company LLC (Defendant)* Civil Action No. 1:15-CV-00109 (US District Court for the District of North Dakota, Western Division).
  207. Deposition Testimony (November 2017) on behalf of Defendant in the matter of *Oakland Bulk and Oversized Terminal (Plaintiff) v City of Oakland (Defendant,)* Civil Action No. 3:16-cv-07014-VC (US District Court for the Northern District of California, San Francisco Division).
  208. Deposition Testimony (December 2017) on behalf of Plaintiff in the matter of *Wildearth Guardians (Plaintiff) v Colorado Springs Utility Board (Defendant)* Civil Action No. 1:15-cv-00357-CMA-CBS (US District Court for the District of Colorado).
  209. Deposition Testimony (January 2018) in the matter of National Parks Conservation Association (NPCA) v. State of Washington Department of Ecology and British Petroleum (BP) before the Washington Pollution Control Hearing Board, Case No. 17-055.

210. Trial Testimony (January 2018) on behalf of Defendant in the matter of *Oakland Bulk and Oversized Terminal (Plaintiff) v City of Oakland (Defendant)*, Civil Action No. 3:16-cv-07014-VC (US District Court for the Northern District of California, San Francisco Division).
211. Trial Testimony (April 2018) on behalf of the National Parks Conservation Association (NPCA) in the matter of *NPCA v State of Washington, Department of Ecology and BP West Coast Products, LLC*, PCHB No. 17-055 (Pollution Control Hearings Board for the State of Washington).
212. Deposition (June 2018) (harm Phase) on behalf of Plaintiffs in the matter of *Natural Resources Defense Council, Inc., Sierra Club, Inc., and Respiratory Health Association v. Illinois Power Resources LLC, and Illinois Power Resources Generating LLC (Defendants)*, Civil Action No. 1:13-cv-01181 (US District Court for the Central District of Illinois, Peoria Division).
213. Trial Testimony (July 2018) on behalf of Petitioners in the matter of *Coosa River Basin Initiative and Sierra Club (Petitioners) v State of Georgia Environmental Protection Division, Georgia Department of Natural Resources (Respondent) and Georgia Power Company (Intervenor/Respondent)*, Docket Nos: 1825406-BNR-WW-57-Howells and 1826761-BNR-WW-57-Howells, Office of State Administrative Hearings, State of Georgia.
214. Deposition (January 2019) and Trial Testimony (January 2019) on behalf of Sierra Club and Texas Campaign for the Environment (Appellants) in the contested case hearing before the Texas State Office of Administrative Hearings in Docket Nos. 582-18-4846, 582-18-4847 (Application of GCGV Asset Holding, LLC for Air Quality Permit Nos. 146425/PSDTX1518 and 146459/PSDTX1520 in San Patricio County, Texas).
215. Deposition (February 2019) and Trial Testimony (March 2019) on behalf of Sierra Club in the State of Florida, Division of Administrative Hearings, Case No. 18-2124EPP, Tampa Electric Company Big Bend Unit 1 Modernization Project Power Plant Siting Application No. PA79-12-A2.
216. Deposition (June 2019) relating to the appeal of air permits issued to PTTGCA on behalf of Appellants in the matter of *Sierra Club (Appellants) v. Craig Butler, Director, et. al., Ohio EPA (Appellees)* before the State of Ohio Environmental Review Appeals Commission (ERAC), Case Nos. ERAC-19-6988 through -6991.
217. Deposition (September 2019) on behalf of Appellants relating to the NPDES permit for the Cheswick power plant in the matter of *Three Rivers Waterkeeper and Sierra Club (Appellants) v. State of Pennsylvania Department of Environmental Protection (Appellee) and NRG Power Midwest (Permittee)*, before the Commonwealth of Pennsylvania Environmental Hearing Board, EHB Docket No. 2018-088-R.
218. Deposition (December 2019) on behalf of the Plaintiffs in the matter of *David Kovac, individually and on behalf of wrongful death class of Irene Kovac v. BP Corporation North America Inc.*, Circuit Court of Jackson County, Missouri (Independence), Case No. 1816-CV12417.
219. Deposition (February 2020, virtual) and testimony at Hearing (August 2020, virtual) on behalf of Earthjustice in the matter of *Objection to the Issuance of PSD/NSR and Title V permits for Riverview Energy Corporation*, Dale, Indiana, before the Indiana Office of Environmental Adjudication, Cause No. 19-A-J-5073.
220. Hearing (July 14-15, 2020, virtual) on behalf of the Sierra Club in the matter of *the Application of the Ohio State University for a certificate of Environmental Compatibility and Public Need to Construct a Combined Heat and Power Facility in Franklin County, Ohio*, before the Ohio Power Siting Board, Case No. 19-1641-EL-BGN.
221. Hearing (September 2020, virtual) on behalf of WildEarth Guardians (petitioners) in the matter of *the Appeals of the Air Quality Permit No. 7482-M1 Issued to 3 Bear Delaware Operating – NM LLC (EIB No. 20-21(A) and Registrations Nos. 8729, 8730, and 8733 under General Construction Permit for Oil and Gas Facilities (EIB No. 20-33 (A))*, before the State of New Mexico, Environmental Improvement Board.
222. Deposition (December 2020, March 4-5, 2021, all virtual) and Hearing (April 2021, virtual) in support of Petitioner’s Motion for Stay of PSCAA NOC Order of Approval No. 11386 in the matter of *the Puyallup Tribe of Indians v. Puget Sound Clean Air Agency (PSCAA) and Puget Sound Energy (PSE)*, before the State of Washington Pollution Control Hearings Board, PCHB No. P19-088.

223. Hearing (September 2020, virtual) on the *Initial Economic Impact Analysis (EIA) for A Proposal To Regulate NOx Emissions from Natural Gas Fired Rich-Burn Natural Gas Reciprocating Internal Combustion Engines (RICE) Greater Than 100 Horsepower* prepared on behalf of Earthjustice and the National Parks Conservation Association in the matter of Regulation Number 7, Alternate Rules before the Colorado Air Quality Control Commission.
224. Deposition (December 2020, virtual and Hearing February 2021, virtual) on behalf of the Plaintiffs (Shrimpers and Fishermen of the Rio Grande Valley represented by Texas RioGrande Legal Aid, Inc.) in the matter of the Appeal of Texas Commission on Environmental Quality (TCEQ) Permit Nos. 147681, PSDTX1522, GHGPSDTX172 for the Jupiter Brownsville Heavy Condensate Upgrader Facility, Cameron County, before the Texas State Office of Administrative Hearings, SOAH Docket No. 582-21-0111, TCEQ Docket No. 2020-1080-AIR.
225. Deposition (January 2021, virtual) on behalf of Plaintiffs in the matter of *PennEnvironment Inc., and Clean Air Council (Plaintiffs) and Allegheny County Health Department (Plaintiff-Intervenor) v. United States Steel Corporation (Defendant)*, Civil Action No. 2-19-cv-00484-MJH (US District Court for the Western District of Pennsylvania.)
226. Deposition (February 2021, virtual) on behalf of Plaintiffs in the matter of *Sierra Club Inc. (Plaintiff) v. GenOn Power Midwest LP (Defendants)*, Civil Action No. 2-19-cv-01284-WSS (US District Court for the Western District of Pennsylvania.)
227. Deposition (April 2021, virtual) on the Potential Remedies to Avoid Adverse Thermal Impacts from the Merrimack Station on behalf of Plaintiffs in the matter of *Sierra Club Inc. and the Conservation Law Foundation (Plaintiffs) v. Granite Shore Power, LLC et. al., (Defendants)*, Civil Action No. 19-cv-216-JL (US District Court for the District of New Hampshire.)
228. Deposition (June 2021, virtual) on behalf of Plaintiffs in the matter of *Sierra Club (Plaintiff) v. Woodville Pellets, LLC (Defendant)*, Civil Action No. 9:20-cv-00178-MJT (US District Court for the Eastern District of Texas, Lufkin Division).
229. Deposition (June 2021, virtual) on behalf of the Plaintiffs in the matter of *Modern Holdings, LLC, et al. (Plaintiffs) v. Corning Inc., et al. (Defendants)*, Civil Action No. 5:13-cv-00405-GFVT, (US District Court for the Eastern District of Kentucky, Central Division at Lexington).
230. Testimony (June 2021, virtual) regarding the Aries Newark LLC Sludge Processing Facility, Application No. CPB 20-74, Central Planning Board, City of Newark, New Jersey.

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*VIA E-MAIL ONLY*

December 15, 2021

Aron Liang, Senior Planner  
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**Re: Public Comments—Bloomington Business Park Specific Plan Draft  
Environmental Impact Report**

Dear County of San Bernardino:

Please accept these comments on behalf of the Sierra Club-San Gorgonio Chapter regarding the Draft Environmental Impact Report (“EIR”) prepared for the Bloomington Business Park Specific Plan.

The Project proposes the development of a 213-acre site with a total of 3,235,836 square feet of industrial development. The Project will replace low density residential zoning with “Specific Plan” zoning to allow for the construction and operation of “fulfillment center,” “high cube warehouse,” and “trailer parking” uses at the Project site. The Project would also include the rezoning of a separate 24-acre property from low density residential to “residential multiple” to allow 480 multi-family residential units, whereas the site’s current zoning would allow no more than 52 residential units. Development of the Upzone site would also involve the demolition of existing homes.

**07.1**

The Specific Plan Project site is ill-suited for the proposed land use changes and industrial development plan that would radically alter the character of the area. Surrounding uses include predominately single-family homes, schools, and parks. Some homes are located less than 20 feet from the Project site. At least three schools are located within immediate proximity of the site. As such, residents, children, and other sensitive receptors will be exposed to the Project’s relentless operations. In addition, because the

**07.2**

Project is expected to generate 8,555 daily vehicle trips, the effects of the intense industrial development will be deeply felt insofar as Project trucks and vehicles will use local roadways, thereby bringing air pollution and noise to the community at large.

**O7.2  
cont.**

**I. The Project Must Be Designed and Conditioned to Avoid Impacts to Sensitive Receptors to the Greatest Extent Feasible**

When locating and designing projects such as industrial warehouse projects that bring significant air quality impacts, Sierra Club strongly encourages the County to follow the recommendation of the California Air Resources Board (“CARB”) that any warehouse land uses should not be located within 1,000 feet of residential uses or areas designated for residential development.<sup>1</sup> Here, existing single-family residences are located within less than 20 feet of the site. Site design changes—including increasing the distance between the Project buildings and sensitive receptors—should be imposed. Changes to the site design to avoid placement of buildings near sensitive receptors should also be considered feasible mitigation for the Project’s significant environmental impacts to include air quality impacts. **At the least, appropriate buffering—i.e., increasing the distance between Project operations by shrinking or eliminating building space—must be incorporated into the Project’s site design** to minimize the Project’s adverse impacts to sensitive receptors to the extent feasible. According to CARB<sup>2</sup>, individuals most likely to be affected by air pollution include children under 14. Land uses considered **sensitive receptors include residences and schools**. The Project could be reduced in terms of its size, scale, and intensity of use to reduce impacts to sensitive receptors.

**O7.3**

In addition, the Draft EIR assumes that Project-related trucks will follow a particular route avoiding Santa Ana Avenue and other local roadways. This assumption is erroneous where the Project does not restrict vehicle traffic. Accordingly, the Project must be conditioned such that Project trucks will only use prescribed truck routes and routes consistent with the assumptions of the Draft EIR.

**O7.4**

**II. The Project Is Inconsistent with Policies of the San Bernardino Countywide Plan**

The Project conflicts with the San Bernardino Countywide Plan (“Countywide Plan”) including, but not limited to: Policies LU-2.1, LU-2.2, LU 2.3, LU-4.5, V/H-1.1, and NR-7.1. The Project is not consistent or compatible with surrounding uses. It would introduce a massive industrial complex in an area typified by low density residential uses,

**O7.5**

<sup>1</sup> [www.arb.ca.gov/ch/handbook.pdf](http://www.arb.ca.gov/ch/handbook.pdf)

This hyperlink reference to a distinct document and its contents, and all hyperlinks providing links to distinct webpages and/or documents, and their contents, that are cited in this letter are fully incorporated herein by reference.

<sup>2</sup> <https://ww3.arb.ca.gov/ch/handbook.pdf>

schools, and parks. Most notably, the Project directly conflicts with Policy LU-6.4 which states: “[w]e approve Land Use amendments for new industrial development only if they are at least one-half mile from an existing ... primary or secondary school or public park.” There is no justification for waiving this requirement here. For instance, there are no overriding benefits of the proposed specific plan zoning such as provisions for open space, parks, community amenities such as community centers, horse trails, etc. Commonly these types of features are included within specific plan zoning to offset increases in density, changes in use, or likewise. Here none of those principles apply as the Project constitutes a basic industrial development complex with no community features or benefits. As the Draft EIR recognizes, there are three schools located within ¼ mile of the Specific Plan site and a park at the southeastern boundary of the Specific Plan site. This Project represents a blatant disregard for Policy LU-6.4 as well as the principle behind the policy that sensitive uses such as schools shall not be located near sources of pollution and noise.

**O7.5  
cont.**

### **III. The Draft EIR Does Not Comply with CEQA and Additional Mitigation is Required**

The Draft EIR does not comply with the requirements of the California Environmental Quality Act (“CEQA”) and additional mitigation must be imposed.

**O7.6**

#### **A. Aesthetic Impacts**

Contrary to the Draft EIR’s conclusions, impacts with respect to visual resources are potentially significant and mitigation is required under Impact AE-3. The Project’s scale, size, and operational characteristics are inconsistent with the policies of the Countywide Plan, including, but not limited to, Policies LU-2.1, LU-2.4, and LU-4.5.

**O7.7**

#### **B. Agricultural Impacts**

The Project conflicts with Countywide Plan Policy NR-7.1 in that it does not protect economically viable and productive agricultural lands from the adverse effects of urban encroachment and non-agricultural land development. The Project removes the Agricultural Overlay that is “intended to create, preserve, and improve areas for small-scale and medium-scale agricultural uses” including land “for the sale of plant crops”. According to the EIR certified for the Countywide Plan, “the preservation of agricultural land uses is essential to the economic wellbeing of the County.”

**O7.8**

The Project site is currently occupied by four commercial nurseries including a palm tree nursery. The Upzone site also is occupied by a small nursery. According to the Draft EIR, the Project site contains .04 acres of prime farmland and 23.55 acres of farmland of statewide importance. Because the Project will remove this farmland and not replace it, the Project results in adverse impacts to agricultural resources in terms of Impacts AG-1 and

AG-5 as well as Policy NR-7.1. Additionally, it is clear that the Project results in potentially significant cumulative impacts where it will convert a sizeable portion the existing farmland of statewide importance with no corresponding mitigation. The Draft EIR acknowledges that the loss of farmland would contribute to the loss of agricultural land within the County, but it claims that *other* projects would mitigate the impact. This is improper. The Project must mitigate its cumulative impact pursuant to NR Policy 7.2. According to the EIR for the Countywide Plan, in 2014, there was 2,639 areas of agricultural uses in Unincorporated Areas within the Valley region of the County; roughly half of the total land mapped as “important farmland” is in the Valley Region; and roughly half of that land is farmland of statewide importance. In light of this information, the loss of 23.55 acres of farmland of statewide importance due to the Project must be considered cumulatively significant.

**O7.8  
cont.**

### C. Air Quality Impacts

Draft EIR Figures 5.3-4 and 5.3-5 purport to describe the path of truck travel to and from the Project site. It does not appear that the Project is conditioned so that trucks are prohibited on other roadways consistent with the Draft EIR’s assumptions. If not, air quality and traffic impacts will be greater or different than assumed by the Draft EIR. In particular, impacts to be sensitive receptors will be much greater.

An EIR’s central purpose is to identify a project’s significant environmental effects and then evaluate ways of avoiding or minimizing them. Pub. Res. Code §§ 21002.1(a), 21061. The County must adopt *any* feasible mitigation measure that can substantially lessen the project’s significant air quality environmental impacts. Pub. Res. C. § 21002; Guidelines, § 15002(a)(3). First, any measure intended to benefit the environment or to lessen the environmental impact of the Project must be adopted through the CEQA mitigation program to ensure it is fully enforceable and carried forward. Thus, the so-called “Project Design Features” related to air quality impacts must be adopted through the CEQA mitigation program.

**O7.9**

The Project should adopt further sustainability measures, including:

- Constructing building roofs with “light colored roofing materials.” Cool roofs retain less heat and reflect more sunlight, thus lowering energy demand and reducing the “heat island” effect of a building. The Project must be conditioned to use roofing materials with a solar reflectance index (“SRI”) of 78 for at least 75% of the roof surface (portions not covered in solar), consistent with USGBC standards. To provide measurable environmental benefit, the roofing material must be at the highest possible rating. *See*, <sup>3</sup>.

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<sup>3</sup> <https://www.energy.gov/sites/prod/files/2013/10/f3/coolroofguide.pdf>

- Obtaining LEED certification to the most current USGBC rating system, where such certification would require the applicant to implement sustainability measures that provide environmental benefits and off-set impacts.
- Installing concrete, preferably white concrete, in all parking areas. Light-colored concrete is more reflective sunlight, thus employing concrete in all parking areas will further reduce the “heat island” effect of the Project<sup>4 5</sup>. Among other benefits, cooler surfaces and air reduce the need for air conditioning in vehicles.
- Installing and utilizing solar power for 100% of the facility’s total electriccounty demand including in parking areas. Solar power is entirely feasible and is particularly appropriate for a Project of this size and location. Solar power is feasible.
- Establishing a homeowner fund for installation of air filtration units to benefit local residents adjacent to and near the Project site.

**O7.9  
cont.**

#### **D. Energy Impacts**

State CEQA Guidelines Appendix F provides that “[t]he goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include: (1) decreasing overall per capita energy consumption; (2) *decreasing* reliance on fossil fuels such as coal, natural gas and oil, and (3) *increasing* reliance on renewable energy sources.” (emphasis added) Appendix F puts “particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.” The Draft EIR’s finding of less-than-significant with respect to energy resources is not supported.

First, the Draft EIR discloses that the Project will consume approximately 1.5 million gallons of fuel under Option 1 or approximately 2 million gallons of fuel under Option 2. The Draft EIR concludes that impacts are less-than-significant with respect to transportation energy resources because it states the Project will comply with CARB’s idling restrictions (*i.e.*, on-site truck idling is limited to no more than 5 minutes). However, compliance with idling restrictions does not reduce on-road fuel usage. The finding of less-than-significant is not supported. Similarly, compliance with regulations such as CalGreen/Title 24 is not sufficient to reduce electricity demand to a level of less-than-significant. The Project creates a massive demand for electricity, but does not, for instance, “increase reliance on renewable energy sources.” *See*, CEQA Guidelines Appendix F. The Draft EIR merely claims the Project’s energy usage is “typical for urban development.” This statement does not support a finding of less-than-significant.

**O7.10**

It is also inconceivable that a development scenario involving more than 3 million square feet of industrial warehouse space will result in a less than significant cumulative

<sup>4</sup> <https://coolcalifornia.arb.ca.gov/cool-pave-how>

<sup>5</sup> <https://heatisland.lbl.gov/coolscience/cool-pavements>



impact to energy resources as claimed by the Draft EIR. The Draft EIR provides neither a qualitative nor quantitative analysis of the Project’s cumulative energy impacts. Rather it vaguely claims that “some of the [other cumulative] developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure.” This is inadequate. This Project must mitigate its energy impacts. The installation and utilization of a solar energy system for even half of the facility’s energy demand could vastly reduce the Project’s energy impacts consistent with Guidelines Appendix F. The County must impose measures on the Project to ensure compliance with Guidelines, Appendix F and to advance the policies and goals of Senate Bill 100 which commits to 100% clean energy in California by 2045 <sup>6</sup>.

**O7.10**  
**cont.**

### **E. Land Use Impacts**

As discussed throughout this letter, the Project conflicts with policies and goals of the San Bernardino Countywide Plan, including but not limited to, Policies LU-2.1, NR-7.1, NR-7.2, NR-1.7, LU-2.7, LU-4.5, LU-6.4, NR-3.1, HZ-3.18, HZ-2.7, and HW-2.2. To the extent the Project conflicts with an adopted land use plan, *i.e.*, the Countywide Plan, there are potentially significant CEQA land use impacts and mitigation is required. Mitigation would include eliminating industrial uses, shrinking buildings, increasing setbacks, providing open space, and otherwise reducing the size and scale of the Project to reduce impacts to adjacent and nearby sensitive uses such as residences and schools.

**O7.11**

### **F. Noise Impacts**

There are major flaws in the EIR’s noise analysis. The analysis must be revised. Construction and operational noise impacts are potentially significant and additional mitigation is required.

By way of example, existing, ambient noise measurements were apparently taken at “receiver locations” (*i.e.*, adjacent residences) over a 24-hour period and the Draft EIR presents an “average” noise level at these locations. Ambient noise measurements must be taken at nighttime and daytime, given that different noise standards apply in each scenario. Using an “average” noise level over a period of 24 hours does not account for the fact that ambient noise is likely to be less during nighttime hours, and therefore Project-related noise generating activities are likely to be more pronounced when measured against the existing nighttime noise environment. Since the Project will be operational 24-hours per day, it is important that background noise measurements be taken during nighttime hours to compare against Project-related noise during nighttime hours. Using “average” noise levels presents a skewed view of the Project’s contribution and adverse change to the noise environment.

**O7.12**

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<sup>6</sup> <https://www.energy.ca.gov/sb100>

By way of further example, it is unclear why noise measurements were taken at the receiver location (at structures/homes), rather than at the residential property line. The assumption that residents do not use their backyards is presumptuous and unreasonable<sup>7</sup>. In fact, the Draft EIR assumes that none of the adjacent residences have a backyard or outside space that is utilized. Measurements must be taken at the residential property line in accordance with Development Code section 83.01.080 (a)(1) which states, “noise shall be measured at the property line of the nearest site that is occupied by and/or zoned or designated to allow the development of noise-sensitive land uses.” If measurements are taken at the property line as required, noise impacts are likely to be greater. For instance, with respect to construction noise at Receiver Location SP-R6, the “highest noise level” is 79.6 dBA Leq.; and the distance between the construction activity and the “receiver location” is a mere 13 feet. If measured at the property line as appropriate, construction noise levels are likely to exceed the adopted construction noise threshold of 80 dBA.

**O7.13**

Again for instance, operational noise levels must be disclosed in the “mitigated” and “unmitigated” scenarios. For instance, Table 5.12-8 shows Opening Year – Option 1 Daytime Operational Noise Levels *with mitigation*, namely the analysis assumes the implementation of Mitigation Measure NOI-1. The Draft EIR must disclose operational noise levels *without mitigation*, to fully disclose the Project’s noise impacts, to determine if noise levels exceed thresholds of significance, and to determine the effectiveness of mitigation. And, if impacts are significant prior to mitigation, the lead agency must adopt *all* feasible mitigation per CEQA, which may go beyond NOI-1.

**O7.14**

Further for instance, Tables 5.12-9 and 5.12-12 indicate a potentially significant noise impact during nighttime hours. Operational noise impacts at nighttime exceed the nighttime noise threshold of 45 dbA. The Draft EIR finds impacts to be less than significant because the standards have been “adjusted to reflect the ambient noise levels at all nearby receiver locations.” This “adjustment” of the applicable noise standards is not shown to be appropriate. Overall, the Project exceeds the threshold of significance established in NOI-1 in that it generates noise in excess of standards established in the Countywide Plan and Development Code/noise ordinance.

**O7.15**

Finally, RR-NOI-1 represents deferred mitigation in violation of CEQA. The EIR must propose enforceable and certain mitigation and may not be rely on future studies to

**O7.16**

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<sup>7</sup>For instance, the Draft EIR’s noise section states: “Location SP-R6 represents the existing residence at 11198 Locust Avenue, approximately 13 feet south of the site. Since there are no private outdoor living areas (backyards) facing the site, SP-R6 is placed at the building façade. A 24-hour noise measurement was taken near this location, SP-L6, to describe the existing ambient noise environment.”

determine the level of impact. Also, as discussed, the impact level must be assessed and disclosed prior to the implementation of any purported mitigation.

**07.16**  
**cont.**

**G. The EIR’s List of Project Objectives Is Unduly Narrow, the Alternatives Analysis is Faulty, and the County Must Adopt the Environmentally Superior Alternative**

CEQA requires that an EIR include a list of “project objectives” setting forth the goals of the Project, and it is against the list of “project objectives” that the alternatives to the proposed project are evaluated. *See, North Coast Rivers Alliance v. Kawamura* (2016) 243 Cal.App.4<sup>th</sup> 666-667. Thus the list of project objectives must be flexible enough to accommodate reasonable alternatives to the proposed project to allow decisionmakers to meaningfully consider alternatives that reduce project impacts. Here the EIR’s list of project objectives is unduly narrow, thereby precluding the meaningful consideration of environmentally superior alternatives. *See, id.* at 668. The Draft EIR’s “Project Objectives” include four objectives involving the implementation of a “master-planned” development inclusive of “guidelines and standards for building and site-development”, *i.e.*, specific plan zoning. Since Alternative 3 would eliminate the Specific Plan zoning aspect of the Project, it is easily dismissed by decision-makers despite providing demonstrated environmental benefits. The Project Objectives must be revised to be more inclusive of objectives related to the Project’s goal to develop “industrial business park” uses apart from “specific plan” zoning.

**07.17**

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant effects of the project.” Guidelines, § 15126.6 (a). The EIR must also evaluate a “no project” alternative. Guidelines, § 15126.6 (e). The Project’s Draft EIR evaluates only *one* alternative apart from the “no project” alternative (the EIR deems Alternatives 1 and 2 “no project” alternatives). The evaluation of one development alternative that arguably meets basic “project objectives” does not constitute a “reasonable range” of project alternatives as required by CEQA. The EIR must consider other alternatives. This should include the development of business park uses with smaller office and professional buildings, consistent with the goals of the Countywide Plan (*e.g.*, LU-2.7) to provide a balance of jobs and housing to reduce VMT. A business park is also consistent with the “fundamental goal of the Project” to develop a “industrial business park” per the EIR. The Draft EIR should also evaluate an alternative that provides “guidelines” and or “master planning” consistent with *four* of the Project Objectives relating to these concepts. In short, by itself, Alternative 3 does not give decisionmakers a *range* of choices among alternatives that meet basic project objectives.

**07.18**

Alternative 3, the Reduced Project/No Specific Plan Alternative, would develop only Planning Area A resulting in a reduction of 1,122,196 square feet of building space. Alternative 3 is shown to be environmentally superior to the proposed Project with respect to the Project’s significant impacts. To ensure that alternatives are properly assessed and considered, CEQA “contains a ‘substantive mandate’ requiring public agencies to refrain from approving projects with significant environmental effects if ‘there are feasible alternatives or mitigation measures’ that can substantially lessen or avoid those effects’.” *County of San Diego v. Grossmont-Cuyamaca Community College Dist.* (2006) 141 Cal.App.4<sup>th</sup> 86, 98; Pub. Res. Code § 21002. A lead agency may not reject an alternative unless the agency makes findings supported by substantial evidence showing that the alternative is infeasible. Public Resources Code §§ 21081 (a), 21081.5; Guidelines, §§ 15091 (a)(3), 15092. Rejected alternatives must be “truly infeasible.” *County of Marina v. Bd of Trustees of Calif. State Univ.* (2006) 39 Cal.4<sup>th</sup> 341, 369 (“*County of Marina*”); see, Guidelines § 15364 (defining “feasible”). Accordingly, absent findings of infeasibility supported by substantial evidence, the County must adopt Alternative 3.

**O7.18**  
**cont.**


#### IV. Conclusion

For these reasons we urge the County to reconsider the size and scope of the overall development; to revise the analysis in the Draft EIR; and to adopt further mitigation.

**O7.19**

Thank you for the opportunity to comment on this project.

Sincerely,



Abigail Smith  
Attorney for Sierra Club – San Gorgonio Chapter



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December 15, 2021

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SENT VIA EMAIL ONLY: [Aron.Liang@lus.sbcounty.gov](mailto:Aron.Liang@lus.sbcounty.gov).

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Re: **Comments on Draft Environmental Impact Report (DEIR) for  
Bloomington Business Park Specific Plan Project (SCH No.  
2020120545)**

Valerie Feldman  
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Dear Aron Liang:

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The Public Interest Law Project (PILP) writes to comment on the Draft Environmental Impact Report (DEIR) for the Bloomington Business Park Specific Plan Project. PILP is a California statewide organization that advances justice for low-income people and communities by building the capacity of legal services organizations through impact litigation, trainings, and publications, and by advocating for low-income community groups and individuals. Much of our work focuses on systemic housing issues impacting low-income communities and communities of color, including enforcement of state and federal laws that require local governments to adequately plan for the community's affordable housing needs and to promote fair housing choice. Accordingly, these comments focus on the proposed Project's impacts on displacement, fair housing, and the County's long-term housing planning obligations under state Housing Element Law.

O8.1

**1. The Project will displace substantial numbers of people and housing, but the DEIR does not analyze the impacts of that displacement.**

In summarizing Impact POP-2 ("The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.") the DEIR indicates that the displacement impacts of the Project are "less than significant" and requires zero mitigation measures. DEIR, pp. 1-52, 5.13-9. However, the Project will cause the direct displacement of over 117 housing units and has the potential to displace many more, in turn displacing the individuals and families who live in those homes. DEIR, p. 5.13-10. Accordingly, the EIR must assess the impacts of that displacement, as well as planned and potential measures to mitigate the harms caused by that displacement. " Cal. Code Regs., tit. 2, § 15000 et seq., appen. G, § XIV.

O8.2

The DEIR acknowledges that the Specific Plan Area includes somewhere between 117 and 213 existing housing units and that the Project will require the demolition of at least 117 homes. DEIR, pp. 3-18, 4-37, 5.13-10. The residents of those housing units will necessarily be displaced by the project. The DEIR predicts that property owners within the Specific Plan Area will “voluntarily” sell their property to the developer, but the DEIR does not acknowledge that the zoning change will make residential uses in the Specific Plan Area nonconforming, which will, in turn, constrain homeowners’ ongoing residential use of their property. DEIR, p. 5.13-10. Similarly, the DEIR acknowledges that the Upzone Site contains 21 existing housing units that could be displaced if the some or all of the Upzone Site redevelops. DEIR, p. 5.13-10.

**O8.2 cont.**

Further, the DEIR does not discuss how many people live in the homes to be displaced or whether those people own or rent their homes. Nearly a third of Bloomington households rent their homes, and HUD data indicates that between 20 and 40 percent of households in the Census tracts where the Specific Plan Area is located live in renter-occupied units.<sup>1</sup> But the DEIR includes no discussion of the Project’s impact on renter households. The DEIR also does not include any discussion of the income or resources of displaced residents, how far residents will need to move to obtain comparable housing, or the environmental impacts of such relocations. It does not provide for relocation of displaced residents or other mitigation measures. These deficiencies, among others, render the DEIR inadequate.

**O8.3**

## **2. The Project raises serious fair housing concerns.**

Siting the Project in its proposed location raises serious environmental justice issues, addressed in detail by other commenters, as well as likely violations of the County’s obligations under state and federal fair housing laws. See 42 U.S.C. § 3604; Gov. Code, §§ 8899.50, 12955(l), 65008.

Illegal housing discrimination includes land use decisions that have a discriminatory effect, without legally sufficient justification, that “[result] in the location of toxic, polluting, and/or hazardous land uses in a manner that denies, restricts, conditions, adversely impacts, or renders infeasible the enjoyment of residence, land ownership, tenancy, or any other land use benefit related to residential use, or in connection with housing opportunities or existing or proposed dwellings.” Cal. Code Regs., tit. 2, § 12161. And, in addition to its duty to refrain from discriminatory land use decisions, the County also has a duty to *affirmatively* further fair housing, and to refrain from actions that are materially inconsistent with that duty. Gov. Code, § 8899.50. Affirmatively furthering fair housing “. . . means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially

**O8.4**

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<sup>1</sup> Census data at: <https://www.census.gov/quickfacts/bloomingtoncdpcalifornia?>; HUD data obtained at <https://affh-data-resources-cahcd.hub.arcgis.com/>.

and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.” Gov. Code, § 8899.50(a)(1). This “obligation [to affirmatively further fair housing] is not limited to investment, planning, and outreach related to housing, but also broader community development, such as infrastructure, public schools, parks and recreation, and other capital improvements.” California Department of Housing and Community Development, Affirmatively Furthering Fair Housing: Guidance for All Public Entities and for Housing Elements (April 2021 Update), 17, available at [https://www.hcd.ca.gov/community-development/affh/docs/affh\\_document\\_final\\_4-27-2021.pdf#page=16](https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf#page=16). Safety from environmental hazards is a key component of access to opportunity for purposes of the affirmatively furthering fair housing obligation. *Id.* at 34.

Bloomington is a disproportionately Latinx, disproportionately poor community that is already disproportionately impacted by environmental hazards, including those created by industrial uses. Bloomington’s residents are 83% Latinx; its median household income is \$52,085 per year; and 19.5% of its residents are in poverty.<sup>2</sup> Between 20 and 30 percent of residents in the Census tracts where the Specific Plan Area is located are in poverty.<sup>3</sup> In contrast, the County’s general population is 54.4% Latinx, and 13.3% are in poverty; the County’s median household income is over \$63,000 per year.<sup>4</sup> Bloomington already “has high levels of air pollution and drinking water contamination concerns. Other pollution exposure issues include traffic density, toxic releases from industry, hazardous waste and cleanup sites from military and industrial land uses.” San Bernardino County, Countywide Policy Plan (adopted Oct. 27, 2020), 59. The Census tract where most of the Specific Plan Area is located has one of the County’s highest (i.e., worst) scores on the CDC’s Social Vulnerability Index (.88), and a Cal EnviroScreen score of 95.44, indicating severe negative impacts from pollution and other environmental factors.<sup>5</sup>

**O8.4 cont.**

The Project will displace Bloomington residents whose homes are within the Project areas and will reduce both the housing stock and housing choice within Bloomington. It will also exacerbate air pollution and other unhealthy living conditions within Bloomington, impacting residents whose homes are near the Specific Plan Area and along the routes that trucks will travel to and from the distribution center. These harms will fall disproportionately on lower-income Latinx households, resulting in a discriminatory effect based on race. Accordingly, approval of the Project will likely violate the County’s fair housing obligations under state and federal fair housing laws.

**O8.5**

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<sup>2</sup> <https://www.census.gov/quickfacts/bloomingtoncdpcalifornia>

<sup>3</sup> Information obtained at <https://affh-data-resources-cahcd.hub.arcgis.com/>.

<sup>4</sup>

<https://www.census.gov/quickfacts/fact/table/sanbernardinocountycalifornia/AFN12021>.

<sup>5</sup> Information obtained at <https://affh-data-resources-cahcd.hub.arcgis.com/>; see also <https://www.atsdr.cdc.gov/placeandhealth/svi/index.html>.

### 3. The Project is *per se* inconsistent with the General Plan because the County's Housing Element is invalid.

Both the DEIR and the Draft Bloomington Business Park Specific Plan assert that the Project is consistent with the applicable elements of the County's General Plan. DEIR, p. 5.11-10; Draft Bloomington Business Park Specific Plan (Sept. 2021), 8. However, the County does not have a valid Housing Element, and approval of the Project would be *per se* inconsistent with the General Plan on that basis.

Acknowledging that “[t]he availability of housing is of vital statewide importance” state Housing Element Law mandates that local governments “use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community,” including through the adoption and regular revision of the Housing Elements of their General Plans. Gov. Code, §§ 65580, 65588. The County was required to have adopted a Housing Element for the Sixth Cycle by October 15, 2021—two months ago.<sup>6</sup> The County's Fifth Cycle Housing Element, adopted in 2014, does not comply with current law, does not include an assessment of fair housing, and does not address the County's Regional Housing Needs Allocation for the Sixth Cycle planning period. See Gov. Code, §§ 65583, 65583.2, 65588. It is, therefore, invalid.

O8.6

Because the County does not have a valid Housing Element, land use and zoning changes that impact housing are *per se* inconsistent with the General Plan and are, therefore, also invalid. See *Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal.App.3d 1176, 1184 (“Since consistency with the general plan is required, absence of a valid general plan, or valid relevant elements or components thereof, precludes enactment of zoning ordinances, and the like.”)(internal citations and quotation marks omitted). The Project will directly displace over a hundred units of existing housing, rezone over 200 acres of residential land to a non-residential use, and increase allowable densities on sites that have existing housing. Approving this Project without a valid Housing Element in place would undermine the purposes of Housing Element Law and compound the County's ongoing violation obligations under that statute. See Gov. Code, §§ 65580-65581.

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<sup>6</sup> See <https://www.hcd.ca.gov/community-development/housing-element/docs/6th-web-he-duedate.pdf>.



#### 4. Conclusion and request for notice.

PILP encourages the County not to approve the Project. We also request that the County send future notices regarding this Project to our office. If possible, please send such notices to me via email at [mmorris@pilpca.org](mailto:mmorris@pilpca.org).

**O8.7**

Sincerely,



Melissa A. Morris  
Staff Attorney

cc: Concerned Neighbors of Bloomington  
People's Collective for Environmental Justice



December 14, 2021

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

Dear County of San Bernardino,

On behalf of Concerned Neighbors of Bloomington, a community group, we write this letter in opposition to the 'Bloomington Business Park Specific Plan Project' (BBPSP). **We believe that this proposed project's significant and unavoidable impacts cannot be mitigated nor justified with an overriding consideration.**

**O9.1**

### *Background*

The residents of the unincorporated community of Bloomington have experienced a massive influx of warehouse development and diesel trucks over the past decade. There has been public opposition by community members, small businesses, workers, elected officials, and even nearby cities over the unsustainable and dangerous growth of warehouse development near homes, schools, and parks in the Bloomington community. The County of San Bernardino even sued over the approval of a warehouse in Bloomington (the West Valley Logistics Center, a 3.5 million sq. ft. warehouse within the City of Fontana limits but is directly impacting the residents of Bloomington). We believe the County of San Bernardino should continue to look out for its residents and protect them from encroaching warehouse development. Principally, because community members have participated in their General Plan process (through the Bloomington Community Plan and the Environmental Justice Element) and overwhelmingly have shown the need to monitor the air quality, bring in more recreational resources and investments into Bloomington, instead of warehouse development that increases pollution, traffic and health risks.

**O9.2**

However, the County of San Bernardino is ignoring their residents and the plan they wanted for their future. Instead, they have allowed a developer to come in and have given them the green light to buy out families, harass resistant homeowners, kick out tenants and displace hundreds of people throughout the Bloomington Business Park Specific Plan Project.

### *Project Specs*

- This project would rezone 213 acres of residential and agricultural land to industrial zoning - creating legally nonconforming uses in that area
- This project would be less than 100 ft. to three public schools (Bloomington High School, Ruth O Harris Middle School and Walter Zimmerman Elementary School).
- This project would bring in over 9,000 vehicle and truck trips on roads adjacent to homes, schools, and parks.
- This project would create additional traffic, noise, poorer air quality, deterioration of commercial and residential roads, unsafe pedestrian and bicycle safety and other impacts in an area that is considered in the 90th% - 95% on CalEnviroScreen.
- This project would be in a community that is over 80% Hispanic.
- This project would have significant and unavoidable impacts for
  - obstructing the implementation of the air quality plan
  - net increase of criteria pollutants
  - cumulative impacts

**O9.3**

**O9.4**

**O9.5**

**O9.6**

**O9.7**

### Concerns

- |  |              |
|--|--------------|
| • There are higher-than-normal risks that come from living in a highly polluted environment. Public health is at stake when we continue to increase pollution in residential communities.                                      | <b>O9.8</b>  |
| • There are unavoidable cumulative impacts - an entire residential community will be disrupted.  | <b>O9.9</b>  |
| • Community members have brought up the fear of being displaced or harassed out of their homes, despite stating that they do not want to sell or rezone their home   | <b>O9.10</b> |
| • This community is over 80% Hispanic, with 20% of the community experiencing poverty - this is a common practice of environmental racism.   | <b>O9.11</b> |
| • This region deals with some of the worst traffic in the city - idling cars double the negative impact of pollution on the nearby communities.  | <b>O9.12</b> |
| • The region for the proposed development is in an area that is a fire risk and with the increasing dangers of climate change and wildfires. The County should focus its efforts on wildfire mitigation.                       | <b>O9.13</b> |
| • The Municipal Advisory Council (MAC) and developer, Tim Howard has not provided adequate translation, even when requested for its constituents. In Bloomington, 66.5% of the community speaks a language other than English. | <b>O9.14</b> |
| • The Municipal Advisory Council (MAC) has silenced voices during meetings when community members have brought up concerns.  |              |
| • The Municipal Advisory Council (MAC) and County of San Bernardino have not released all minutes for their meetings.  |              |

### Conclusion

We request that the County of San Bernardino Supervisors, Planning Commissioners, and Municipal Advisory Council Members oppose the Bloomington Business Park Specific Plan and honor the community's plans for residential, healthy, and thriving development. We believe that there can be no overriding consideration for the physical impact and disruption this development will have.	<b>O9.15</b>
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Sincerely,  
Ana Carlos  
on behalf of  
Concerned Neighbors of Bloomington

## CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE

“Bringing People Together to Improve Our Social and Natural Environment”

Bloomington County Planning Department  
San Bernardino County Supervisors, 5th Supervisorial District  
385 N. Arrowhead Ave.  
San Bernardino, CA 92415

Re: Comments on Draft Environmental Impact Report

Dear San Bernardino County Planning Department:

We are writing to raise concerns with the draft environmental impact review submitted for the Bloomington Specific Business Park Project. We are concerned about the cumulative environmental impacts that are not adequately addressed by any proper mitigation measures. Further, the development of that project is in violation of several different policies which were adopted by the County in the most recent General Plan update, especially those focused on improving the treatment of and quality of life in environmental justice communities. Our organization was one of many which were heavily involved in the development of the General Plan, including the land use policies, expressly because the community is increasingly concerned about the onslaught of industrial uses which are intruding into this quiet community and lowering the quality of life. This Project would result in or contribute to the following irreversible environmental changes. Lands in the Specific Plan Area would be committed to light industrial, business park, warehousing, distribution, and e-commerce uses once the proposed buildings are constructed. Upon reviewing the Draft Environmental Impact Report, we wanted to highlight key areas that were not adequately addressed within the report, including:

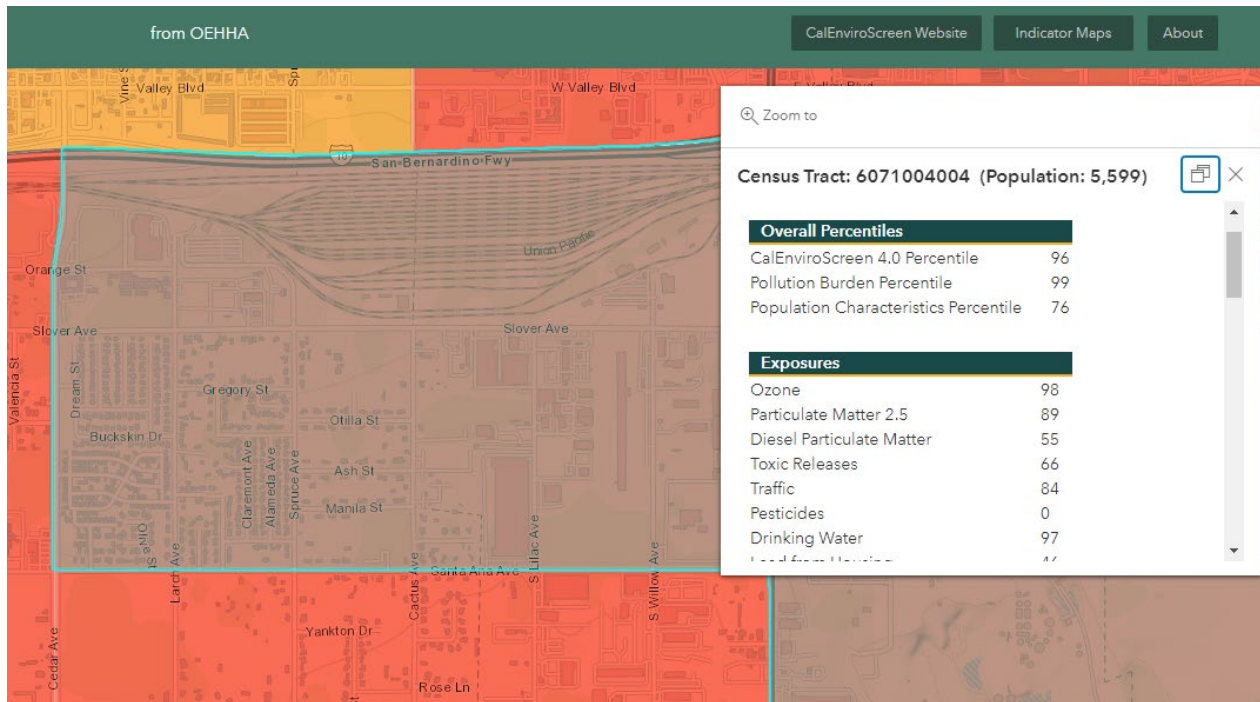
- Impact AQ-1 would conflict with implementation of applicable air quality plan
- Impact AQ-2: The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard
- Impact AQ-3: Sensitive receptors would not be exposed to increased emissions
- Impact LU-1: The Project would not physically divide an established community.
- Impact POP-2: The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.
- Impact TR-3: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

We believe that these impacts require mitigation measures and ultimately are unavoidable products of the presence of this project.

Impact AQ-1: The Project would conflict with or obstruct implementation of the applicable air quality plan. - The lack of conformity with the air quality plan is a giant issue with this Project, particularly in consideration of the CalEnviroScreen score of the community which identifies it as one of the most impacted in the state. Additionally, the lack of conformity with the site quality

**O10.1**

**O10.2**



**O10.2**  
**cont.**

Impact AQ-2: The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. - Again, AB197 (Garcia, 2016) requires direct emissions reductions in disadvantaged communities but this Project goes in the exact opposite direction. That is also at odds with case law of the Tejon Ranch development (Center for Biological Diversity and Wildlife v. California Department of Fish and Wildlife & Newhall Land and Farming Company) which established that projects need to fully mitigate impacts and provide no net increase in emissions.

**O10.3**

Impact AQ-3: Sensitive receptors would not be exposed to increased emissions. - Impacts AQ-1 & AQ-2 are acknowledged to be significant even after mitigation, including the increase in criteria pollutants, and the project would be located directly next to sensitive receptor locations such as homes, schools, and Kessler Park. Thus, that is a logical inconsistency. How are sensitive receptors not exposed to increased emissions if there is an increase in pollutants in the area where they are? What mechanism is preventing that increase from reaching the sensitive receptors located at sites directly adjacent to or within the Project boundaries? Under Option 1, trucks would be idling directly across from Kessler Park and under Option 2, directly adjacent to the elementary school.

**O10.4**

Impact LU-1: The Project would not physically divide an established community. - Bloomington is an established community, so the idea that a Project which will directly replace existing homes with monstrous warehouses & cut off the community from Kessler Park and various schools somehow "would not physically divide" the Bloomington community is patently absurd. This Project represents a direct affront and existential threat to the community by cutting off people from each other and existing amenities with a marked increase in truck traffic as well as

**O10.5**



## CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE

“Bringing People Together to Improve Our Social and Natural Environment”

physical walls replacing the existing homes & small businesses, destroying the fabric of the community in the process. Avoiding precisely this type of scenario of uprooting entire communities is why the County included policies requiring that the types of uses of the proposed Project be kept at least half mile away from places like schools, parks, and other sensitive receptors. Unfortunately, a loophole was left in that policy which is being exploited by this Project of the exception for specific plans. However, the County and Project applicant have **not** followed the process for developing such a specific plan as set out in the General Plan, including the lack of involving the community in the process via noticed public meetings *about the Specific Plan and Project itself*.

**O10.5  
cont.**

Further, We are dismayed to see that the County is using a loophole in Policy LU-6.4 to advance this Project over the clear direction from the community. Through that policy, the community expressed a strong desire to keep the worst and most impactful uses away from the most precious and sensitive members of society—our children. While not expressly stated as part of LU-6.4, the exception for specific plans is presumably because the idea would be that the development of such a plan would be undertaken via strong and robust community involvement per Policy HZ-3.18 and through that process, a workable compromise would be identified. However, instead of going through the development of the Bloomington Business Park Specific Plan in an open and transparent manner that would involve the residents, the County has sprung this project on the community without even so much as at least adhering to the notification requirements set forth in Policy HZ-3.16. No community involvement was solicited in developing this Specific Plan and there initially was not even outreach in Spanish despite a majority of Bloomington residents being of Hispanic or Latino and speaking a language other than English at home.

**O10.6**

Impact POP-2: The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. - An upzone site is identified, but no mention is made of how the actual homes that the Project will demolish will be replaced. SB330 does not just require rezoning, it also requires relocation for occupants. How that will be accomplished has not been detailed anywhere in the documents.

**O10.7**

Impact TR-3: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). - Although Figure 3-4 in the DEIR shows various truck routes and access points to the Project site, nowhere is any mention made of what mechanism would be used to keep trucks from using Santa Ana Avenue to access the Project site, the absence of which will lead to their use of that thoroughfare. Additionally, the potential increase of auto traffic on Santa Ana Avenue will still have a negative impact on safety for the community even if the trucks somehow miraculously do not use it. But as has been seen in many previous instances, trucks will go everywhere that they can physically reach, regardless of what routes are set for any individual project.

**O10.8**

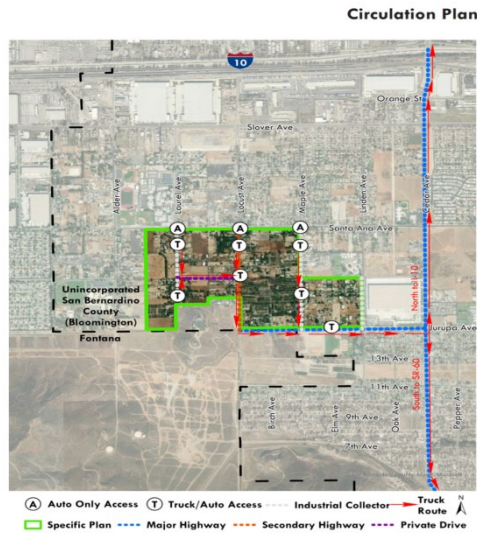


Figure 1. Figure 3-4 Circulation Plan from the Bloomington Business Park Specific Plan Project Draft EIR showing truck routes and truck access points. However, it does not identify what actual steps are being taken to ensure that trucks cannot use Santa Ana Avenue.

**O10.8**  
**cont.**

We are extremely concerned about these environmental issues which are not mitigated in the draft environmental impact report and further want to raise these as potential cumulative impacts whose scope within the existing DEIR is not thoroughly elaborated. We highly recommend that these issues be addressed in ways that help community members.

**O10.9**

*Faraz Rizvi*

Faraz Rizvi  
Special Projects Coordinator

CCA EJ

**CONCERNED NEIGHBORS OF BLOOMINGTON  
PEOPLE'S COLLECTIVE FOR ENVIRONMENTAL JUSTICE**

October 13, 2021

**VIA ELECTRONIC MAIL**

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

**Re: Comment Extension Request – Bloomington Business Park Specific Plan**

Dear Mr. Liang:

The undersigned members of the Concerned Neighbors of Bloomington and People's Collective for Environmental Justice write to request a minimum of 30 additional days to comment on the Draft Environmental Impact Report ("EIR") for the Bloomington Business Park Specific Plan. The communities represented by these organizations will be greatly impacted by this project, and it is imperative that your agency provide sufficient time to review the draft EIR for this project.

**O11.1**

This 237-acre project presents significant environmental justice concerns for Bloomington residents, who already bear an air pollution burden ranking in the 95th percentile for the state.<sup>1</sup> The large influx of industrial projects—many of which are sited near our homes and schools—has resulted in our community being labeled a “diesel death zone.”<sup>2</sup> Worse still, our non-English speaking community members<sup>3</sup> have already once been denied a meaningful opportunity to participate in this decision making. On October 6, 2021, at the Bloomington Municipal Advisory Council presenter, Tim Howard of Howard Industrial Partners presented on the Bloomington Business Park and addressed the public in English. Mr. Howard informed the public that a translator was provided for Spanish translation by the name of Luz, but the translation equipment was not provided by Mr. Tim Howard, Howard Industrial Partners, Bloomington Municipal Advisory Council (MAC), or San Bernardino District 5 Supervisor Joe Baca

**O11.2**

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<sup>1</sup> <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

<sup>2</sup>

<https://www.kvcnews.org/local-news/2021-02-03/community-members-distribute-petition-to-stop-approval-of-a-new-bloomington-warehouse-district>

<sup>3</sup> <https://www.census.gov/quickfacts/fact/table/bloomingtoncdpcalifornia,palermocdpalifornia,ontariocitycalifornia,eurekacitycalifornia,pinolecitycalifornia,ardenarcadecdpalifornia/PST045219> (reporting 66.5 percent of Bloomington residents as speaking a language other than English at home).



Jr's office. Translation equipment was made available by Inland Coalition for Immigrant Justice and Warehouse Worker Resource Center. In addition, Bloomington MAC Member presiding over the meeting was Ms. Dianne Mendez-Cantu which stated she was not aware of rules for Non-English Speakers during public comment. This lack of understanding resulted in a Spanish-speaking member by the name of Mr. Leopoldo Ayala of the public to be interrupted during public comment by Ms. Mendez-Cantu. While simultaneous English translation was provided during the meeting via audio equipment, consecutive English translations for Spanish speakers at the podium was not provided for Spanish speakers Mr. Leopoldo Ayala and Ivan Roque by Mr. Tim Howard, Howard Industrial Partners, Bloomington Municipal Advisory Council (MAC), or San Bernardino District 5 Supervisor Joe Baca Jr's office. With a draft EIR comprising 700 pages, any extension shorter than 30 days will be woefully inadequate to ensure that relevant stakeholders have a sufficient review of this voluminous report.

**O11.2  
Cont.**

We appreciate your consideration. Please respond to this letter to let us know whether you will grant this request, and do not hesitate to contact us if you have questions.

Sincerely,

Ana Carlos and Caitie Towne  
Concerned Neighbors of Bloomington

Deyadira Arellano and Andrea Vidaurre  
People's Collective for Environmental Justice

**From:** [steven.piepkorn](#)  
**To:** [Planning Commission Comments](#)  
**Subject:** Planning Commission Meeting 09-22-22 Bloomington Business Park EIR  
**Date:** Thursday, September 15, 2022 5:30:35 AM  
**Attachments:** [2022 Bloomington Business Park PC Meeting 09-22-22.pdf](#)

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**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

To Whom It may Concern

Attached and below are public comments on behalf of Golden State Environmental Justice Alliance. These comments are submitted to the Planning Commission to be included in the record for the Planning Commission's consideration regarding Bloomington Business Park EIR at the Planning Commission meeting September 22, 2022.

Please confirm receipt of this email.

#### Public Comment

Good evening, my name is Steven Piepkorn and I'm with the Golden State Environmental Justice Alliance. We submitted a comment letter to the Draft Environmental Impact report. Our letter identified several deficiencies with the EIR. Further analysis by SWAPE (Soil Water Air Protection Enterprise) was also submitted.

During these turbulent times, we as citizens expect and deserve our local government's elected and appointed officials to protect us from environmental and social injustice, to aid in the preservation and rehabilitation of the environment in which we all share, and to ensure accountability and responsibility in regard to the environmental decisions they may make.

We stand by our comment letter, and believe the EIR is flawed and must be redrafted and recirculated for public review. In closing we call on this commission to be a leader on the aforementioned issues, and be the first line of defense for our citizenry and environment. Only by working together can we continue to be excellent stewards of our environment, outstanding stewards to our citizens and each other. Thank You.

Please confirm receipt of this email.

Thank You,

Steven Piepkorn



To: County of San Bernardino Planning Commission

From: Golden State Environmental Justice Alliance

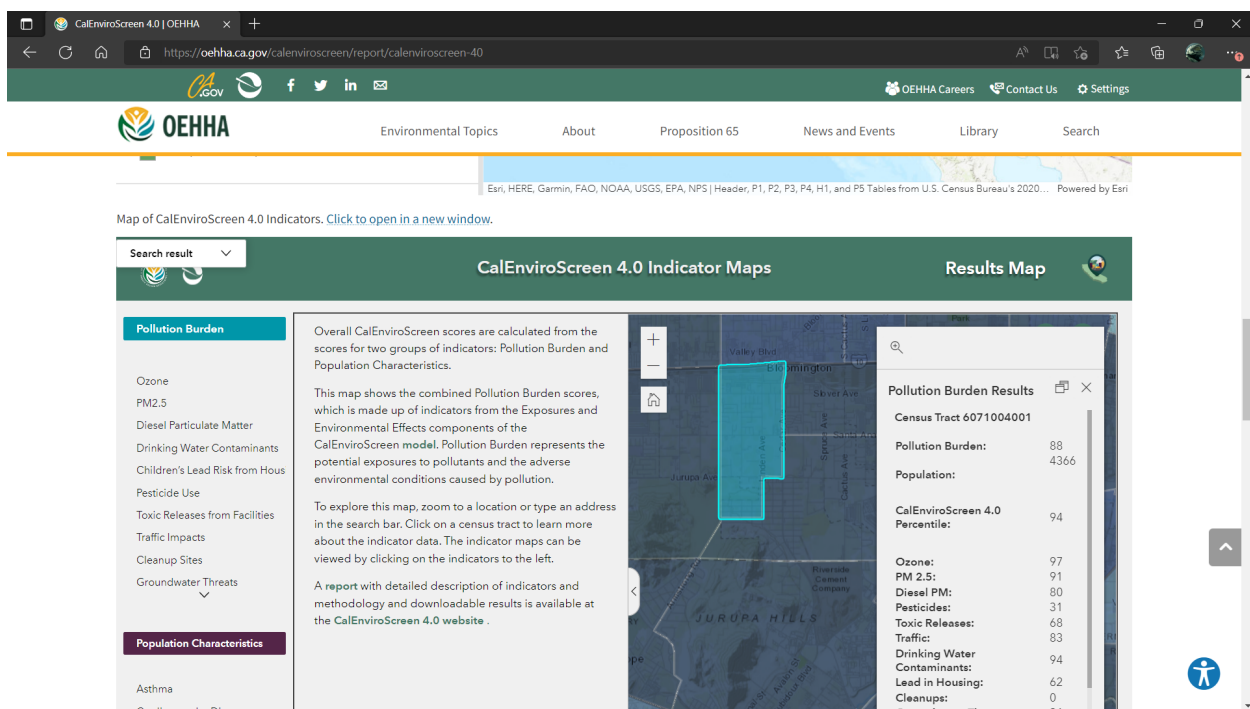
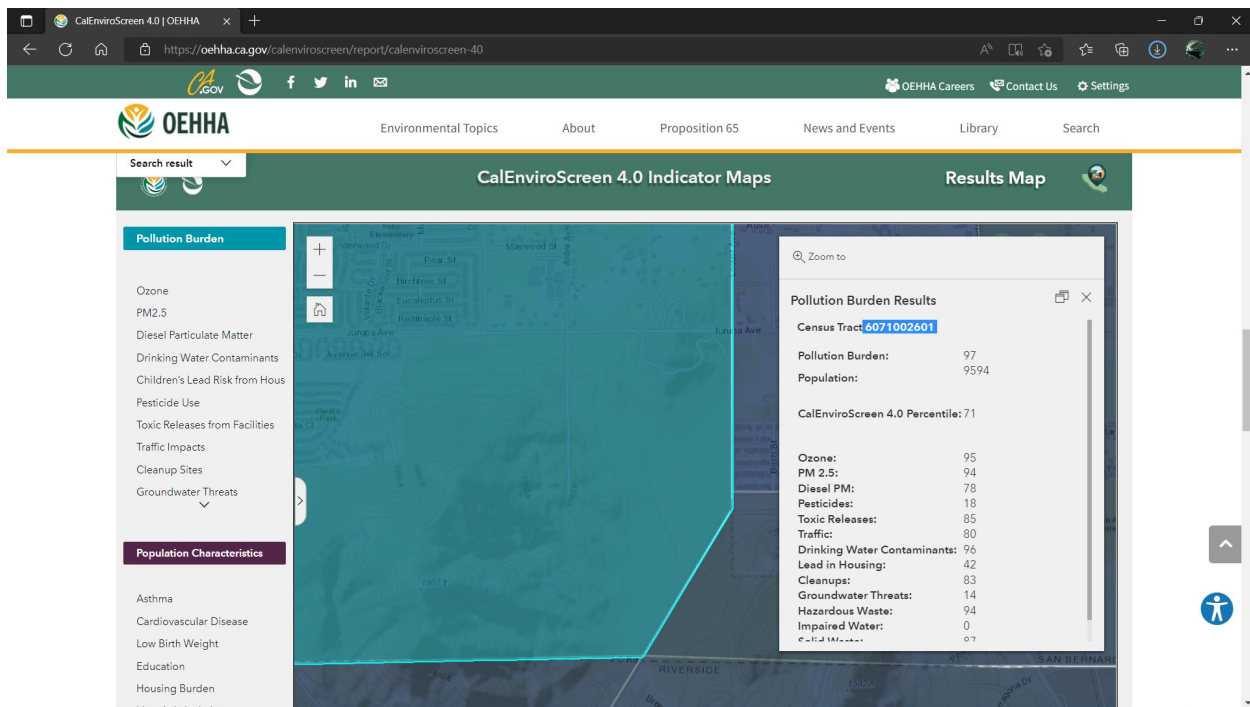
Subject: Bloomington Business Park EIR

### **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.

### **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.



## 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.

**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
<b><i>TOTAL S.B. COUNTY, FONTANA AND SURROUNDING AREA WAREHOUSE PROJECTS SQUARE FOOTAGE</i></b>		<b><i>22,193,113</i></b>

## **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

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.

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

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.