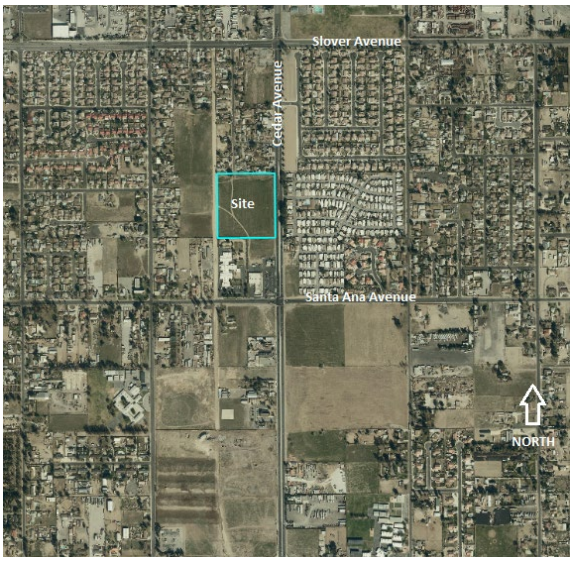
LAND USE SERVICES DEPARTMENT
PLANNING COMMISSION STAFF REPORT

HEARING DATE: July 22, 2021 **AGENDA ITEM #3**

Project Description

APN:	0257-031-12
Applicant:	Cedar Avenue Truck/Trailer Storage/ David Weiner
Community/ Supervisorial District:	Bloomington 5th Supervisorial District
Location:	10746 Cedar Avenue Bloomington, CA
Project No:	PROJ-2020-00035
Staff:	Anthony DeLuca, Senior Planner
Rep:	Scott Beard
Proposal:	Zoning Amendment from General Commercial (CG) to Service Commercial (CS) and a Conditional Use Permit, for a 260-truck and trailer storage yard with a 2,400 square foot modular office building, with an attached 4,800 square foot service bay building on 8.95 acres.

Vicinity Map



32 Hearing Notices Sent on: July 7, 2021 **Report Prepared by: Anthony DeLuca**

SITE INFORMATION

Parcel Size: **8.95-acres**
Terrain: **Level**
Vegetation: **Vacant/natural vegetation**

SURROUNDING LAND DESCRIPTION:

Area	Existing Land Use	Land Use Category	Zoning Designation
Site	Vacant	Commercial (C)	General Commercial (CG)
North	Commercial Development/Single Family Residences	Commercial (C)/Low Density Residential (LDR)	General Commercial (CG)/Single Residential (RS)
South	Convalescent Hospital/Vacant	Commercial (C)/Medium Density Residential (MDR)	Commercial (C)/Single Residential 20.000 sf min lot size (RS-20M)
East	Single Family Residences	Medium Density Residential (MDR)	Multiple Residential (RM)
West	Vacant	Medium Density Residential (MDR)	Single Residential 20,000 sf minimum lot size (RS-20M)

	AGENCY	COMMENT
City Sphere of Influence:	City of Rialto	No comments
Water Service:	West Valley Water District	Will Serve Letter Submitted
Sewer Service:	On-Site septic	EHS approved

STAFF RECOMMENDATION: That the Planning Commission recommend that the Board of Supervisors **ADOPT** the Mitigated Negative Declaration; **ADOPT** the findings as contained in the staff report; **ADOPT** the Zoning Amendment; **APPROVE** the Conditional Use Permit, subject to the Conditions of Approval; and **DIRECT** the Clerk of the Board to file a Notice of Determination[1].

1. In accordance with Section 86.12.040 of the Development Code, the Planning Commission action is a recommendation to the Board of Supervisors and may only be appealed by the applicant in the event of disapproval.

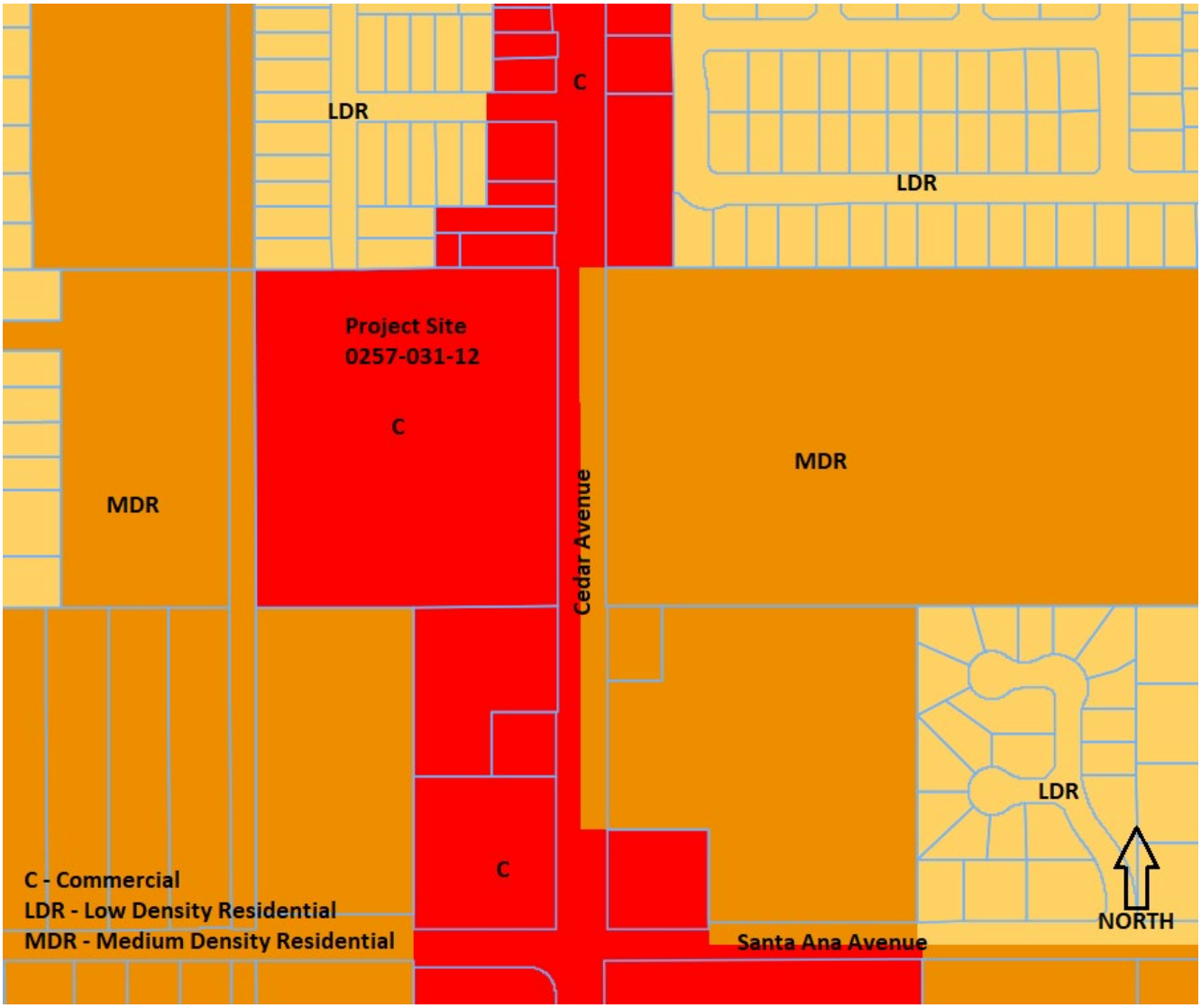


Figure 1: Countywide Plan Land Use Categories

OFFICIAL LAND USE DISTRICT MAP

Figure 2: Current Zoning Designations

Figure 3 Proposed Zoning Designation-Service Commercial

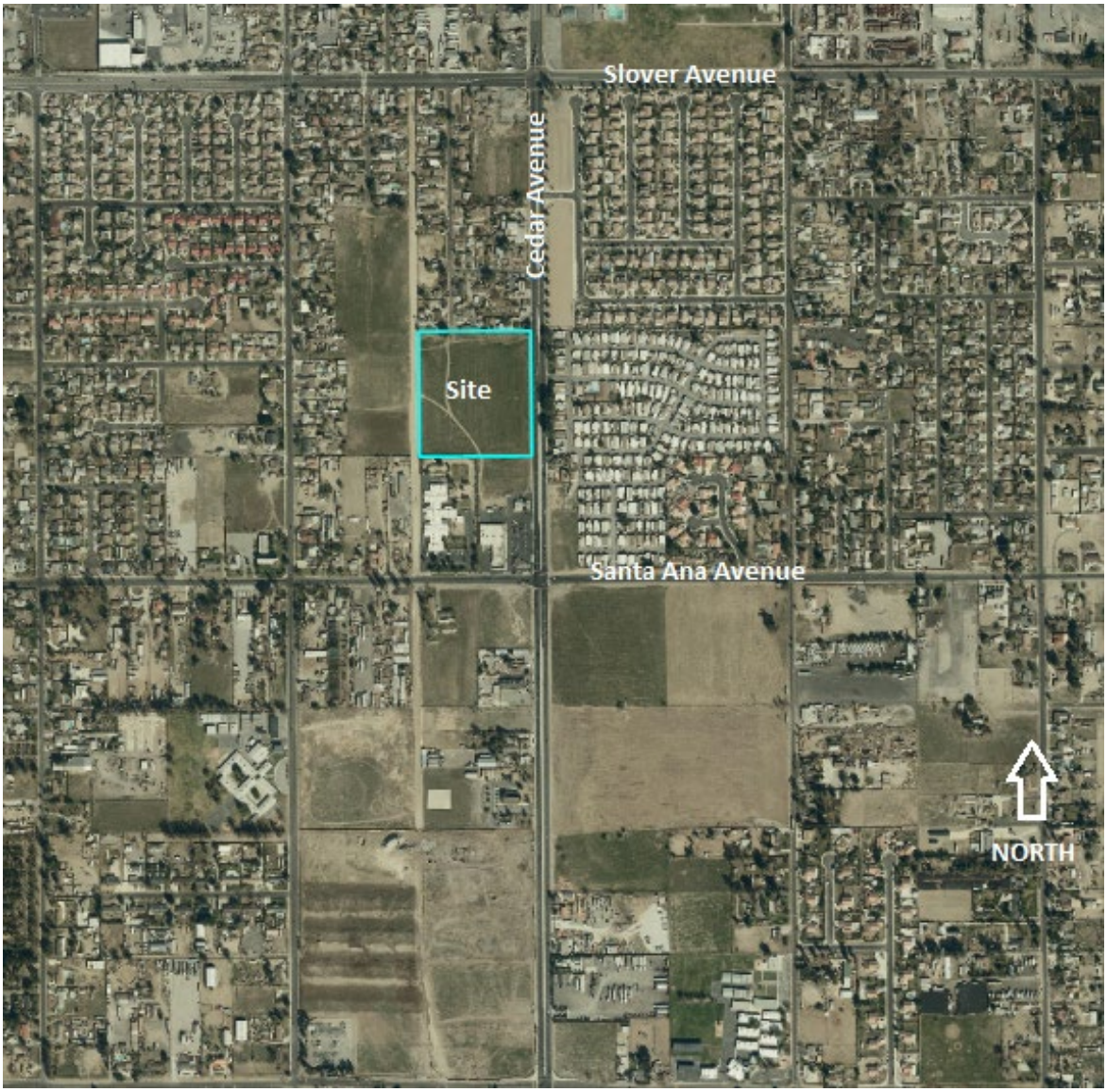


Figure 4: Aerial Vicinity Map

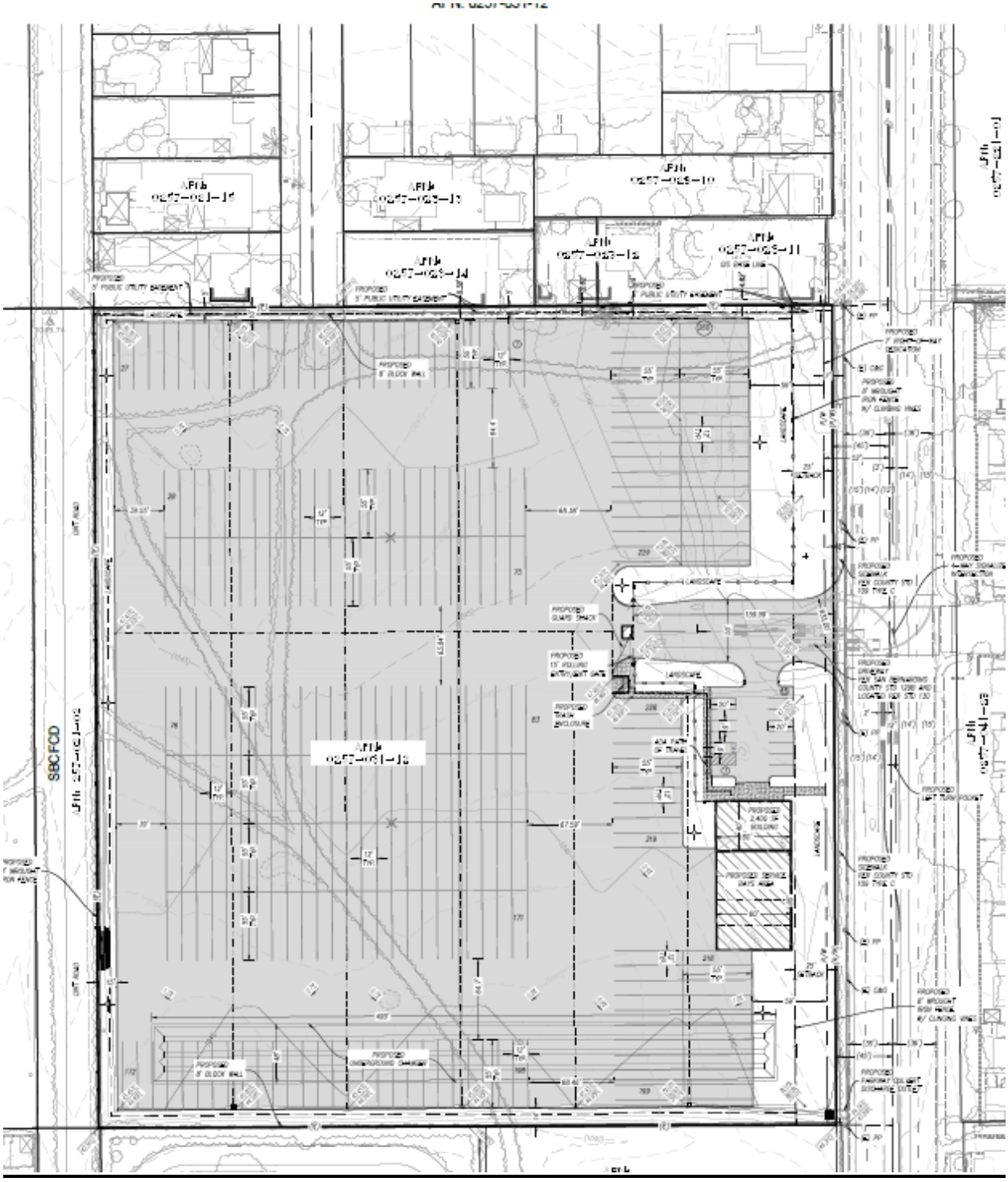


Figure 5: Proposed Site Plan

Site Photos

Figure 6: Photo 1 - Northeast Corner looking West

Figure 7: Photo 2 - Southeast Corner looking Northwest

Figure 8: Photo 3 – Southwest Corner looking Northeast

Figure 9: Photo 4 – Northwest Corner looking East

PROJECT DESCRIPTION AND BACKGROUND:

The applicant is requesting the following actions: (1) approval of a zoning amendment to change the current land use zoning designation from General Commercial (CG) to Service Commercial (CS) (Zoning Amendment); and (2) approval of a Conditional Use Permit (CUP) for a 260-space truck and trailer storage yard with a 2,400 square foot modular office building and attached 4,800 square foot service bay on 8.95 acres (Project). The proposed Project is located at 10746 Cedar Avenue in the Community of Bloomington (Project site), within the Sphere of Influence of the City of Rialto. According to the Countywide Plan (approved October 27, 2020) the Land Use Category (LUC) for this parcel is Commercial (C).

PROJECT ANALYSIS:

SB-330: The Project is not subject to the Housing Crisis Act of 2019 (commencing with Section 66300 of the Government Code), also known as Senate Bill (SB) 330. SB 330 prohibits the enactment of certain development policies, standards, or conditions, such as the change in the zoning of a parcel to a less intensive use, in certain affected areas of the county. However, when applicable, the restriction only applies with respect to land where housing is an allowable use. In this case, the Project site is currently zoned General Commercial where housing is not an allowable use and therefore not subject to SB 330 requirements or restrictions. (San Bernardino County Development Code (Development Code) Section 82.05.040; Table 82-11.)

Site Planning: With the recent adoption (October 27, 2020) of the Countywide Plan/Policy Plan, the Land Use Category of the subject property is Commercial (C). The zoning designation is General Commercial (CG) which provides sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. Truck/trailer storage facilities are not an allowed use in the General Commercial (CG) zone. The requested Zoning Amendment from General Commercial (CG) to Service Commercial (CS) will allow this use on this parcel, subject to the approval of a Minor Use Permit/Conditional Use Permit. A Conditional Use Permit is required in this case pursuant to Section 85.06.050 of the Development Code.

The adjacent parcels to the north have a land use category of Low Density Residential (LDR) and Commercial (C), with zoning designations of Single Residential (RS) and General Commercial (CG). The land use category of the parcels to the east is Medium Density Residential (MDR) with a zone of Multiple Residential (RM). South of the subject property the adjacent parcels have land use categories of Low Density Residential (LDR) and Commercial (C) with zones of Single Residential 1-acre minimum lot size with Additional Agriculture (RS-1-AA) and General Commercial (CG), respectively. The parcel adjacent to the west has a land use category of Medium Density Residential (MDR) and a zone of Single Residential 20,000 sf minimum lot size (RS-20M).

Development Code Compliance Summary: The Project satisfies all applicable standards of the Development Code for development in the Service Commercial (CS) Zoning District, as illustrated in the following table:

Table 1 ***Project Code Compliance Service Commercial (CS) Valley Region***

Project Component	**Development Code Standard**		**Project Plans**
Cedar Avenue Truck/Trailer Storage	MUP/CUP		CUP
Building Setbacks	Front: Street Side Side Interior: Rear	25’ 15’ 10’ 10’	25’ 15’ 10’ 10’

Project Component	Development Code Standard	Project Plans
Parking	15 auto spaces including 1 ADA space, and 260 truck spaces	15 auto spaces including 1 ADA space, and 260 truck spaces
Lot Coverage	80%	80%
Maximum Height	60’	35’
Landscape Area	The larger of 15% or 1,000 sf.	15%

Fencing: A 10-foot setback and an 8-foot block wall is provided on the north and south boundary of the site where it is adjacent to a residential zone. An 8-foot wrought iron fence with clinging vines is proposed on the east and west boundaries of the site. All fencing will be in compliance with Chapter 83.06 of the Development Code.

Hazardous Waste: Any business or facility that handles a hazardous material in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time or generates any amount of hazardous waste must obtain hazardous material permits. San Bernardino County Fire Protection District, Office of the Fire Marshal, Hazardous Materials Division has reviewed and provided conditions of approval for the Project.

Hours of Operation: Operating hours will vary for each business located on site and are expected to be between the hours of 7:00 a.m. to 7:00 p.m. seven (7) days per week.

Water Service: Water service will be provided by the West Valley Water District pursuant to the Adequate Service Certification for Public Water provided, dated February 11, 2020.

Sewer System: The Project will utilize an on-site septic system pursuant to the Adequate Service Certification for On-Site Sewage Disposal, dated May 8, 2020.

Landscaping: A landscaping plan will be provided and will be required to comply with the landscaping standards provided in Development Code, Section 83.10.060, Table 83-12 “Minimum Landscaped Area” and the Model Water Efficient Landscape Ordinance.

Traffic: The final approved traffic study for the Project prepared by Urban Crossroads dated June 19, 2020, analyzed the impacts on several intersections surrounding the site and provided recommended mitigation measures to reduce traffic impacts to less than significant, which are included as final Conditions of Approval (Exhibit A).

The five study area intersections listed below were selected for the Traffic Analysis (TA) based on consultation with San Bernardino County staff. The “50 peak hour trip criterion generally represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a widely utilized tool for estimating a potential area of influence (i.e., study area). Other analyzed intersections within the adjacent cities were not selected for evaluation, as the Project is anticipated to contribute less than 50 peak hour trips.

1. Cedar Avenue & I-10 Westbound Ramps
2. Cedar Avenue & I-10 Eastbound Ramps
3. Cedar Avenue & Orange Avenue
4. Cedar Avenue & Slover Avenue
5. Cedar Avenue & Driveway 1

The TA concluded that the development of the proposed Project is not anticipated to require the construction of any off-site improvements, however, there are improvement needs identified at off-site intersections for future traffic analysis scenarios where the Project would contribute traffic (as measured by 50 or more peak hour trips). As such, the Applicant’s responsibility for the Project’s contributions towards off-site intersection deficiencies is fulfilled through payment of fair share or participation in the pre-existing fee programs that would be assigned to construction of the identified recommended

improvements. The Applicant would be required to pay requisite fair share contributions and fee payments consistent with the County's requirements. Additionally, a traffic signal light will be installed on the intersection of Cedar Avenue and the Project driveway.

Environmental Justice: In an effort to address the inequitable distribution of pollution and associated health effects in low-income communities and communities of color, the State legislature passed SB-1000 in 2016, requiring local governments to identify environmental justice communities, and address these communities in their General Plan.[1] The Community of Bloomington is considered to be an Environmental Justice Focus Area (EJFA) in the recently adopted Countywide Plan. Projects within EJFAs must meet additional criteria in order to ensure that environmental impacts to the local community are not disproportionately more significant than in non-EJFA areas of the county.

Below are relevant Goals and Policies of the Hazards Element of the Countywide Plan addressing environmental justice:

Goal HZ-3 Environmental Justice: For unincorporated environmental justice focus areas, equitable levels of protection from environmental and health hazards; expanded opportunities for physical activity and meaningful civic engagement; and access to healthy food, public facilities, safe and sanitary housing.

Policy HZ-3.18 Application Requirements: In order for 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).

The Project was filed on June 24, 2020, and accepted as complete on July 27, 2020, prior to the adoption of the Countywide Plan and the implementation of the EJ Goals and Policies. However, in an effort to ensure that environmental impacts would be less than significant with or without mitigation, the Applicant has taken precautionary steps by completing a Health Risk Assessment (HRA), recalculated air quality impacts based on a "worse case" vehicle mix scenario confirming the Project will result in less than significant impacts, and held a public meeting with the Bloomington MAC and members of the public to discuss the Project and proposed changes that would be implemented on the site plan. Results of the HRA (included in Exhibit C) show that impacts would be less than significant with no operational mitigation recommended. Also, the Project would not exceed localized significance thresholds (LSTs) per the South Coast AQMD guidelines.

PUBLIC COMMENTS:

No comments were received in response to the Project notice that was distributed on 7/27/2020, and again on 9/22/2020 to surrounding property owners within 300 feet of the project parcel.

The County Planning Division sent out the Notice of Hearing on July 7, 2021, advertising the Planning Commission Hearing to be held on July 22, 2021, which included hearing information in Spanish.

ENVIRONMENTAL REVIEW:

Planning staff determined that the Project proposal would be subject to the California Environmental Quality Act (CEQA) due to the nature of the business. An Initial Study/Mitigated Negative Declaration (MND) was prepared by Lilburn Corporation (Lilburn) and made available for public comment during a

[1] State of California Department of Justice, *SB-1000 Environmental Justice in Local Land Use Planning*, Office of the Attorney General Accessibility, 2021.

30-day review period, which began on January 13, 2021, and closed on February 11, 2021 (Exhibit B). It was determined that any resulting impacts to the environment or the public can be mitigated to a level of less than significant as outlined in the MND.

The proposed Project is not anticipated to have the potential to significantly degrade the overall quality of the region's environment. All potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the project is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

The incorporation of design measures, County of San Bernardino policies, standards, and guidelines and proposed mitigation measures as identified within the Initial Study would ensure that the Proposed Project would have no significant adverse effects on human beings, either directly or indirectly on an individual or cumulative basis.

During the 30-day review period, the County received multiple comments from individuals and organizations. One hundred and twenty-six (126) comment letters/emails were received from members of the public (Exhibit D). One comment was in support of the Project, stating that there needs to be more legal truck parking, as opposed to the current illegal truck parking occurring in the area. All the remaining comments were in opposition to the Project citing concerns for traffic, noise, and appropriate use of the property. Comment letters were also received from the California Department of Fish and Wildlife (CDFW), Colton Joint Unified School District (CJUSD), Inland Empire Biking Alliance and West Valley Water District.

CDFW's letter provides comment on biological resources with alternative recommendations for implementing the proposed mitigation measures. In response, staff recommends amending Mitigation Measure BIO-1 and -2 and adopting the mitigation as a condition of approval on the basis that the proposed changes are equivalent or more effective in mitigating a previously identified environmental impact. CJUSD's letter provides comment on various topics including air quality, environmental justice, and cumulative impacts. In response to the comments, Lilburn reached out to CJUSD to further clarify any potential impacts the Project may have on the environment and resulting mitigation, as well as provided written responses to their letter. Written response to CJUSD's comments are attached as Exhibit C to the staff report.

The Inland Empire Biking Alliance submitted comments regarding the traffic impact analysis and its treatment of bicycle lanes. West Valley Water District also submitted comments regarding traffic, as well as community value, land values and quality of life concerns. As discussed above, a Traffic Impact Analysis was prepared for the Project by Urban Crossroads on June 20, 2020. In order to reduce traffic impacts to a less than significant level, the Project is required to construct the following improvements as design features in conjunction with development of the site:

- Project to install a traffic signal at the intersection of Cedar Avenue & Driveway 1 (shared with the existing Cedar Village Mobile Home Park).
- Project to construct Cedar Avenue at its ultimate half-section width as a Major Highway (104-foot right-of-way) along the west side from the Project's northbound boundary to the Project's southern boundary consistent with the County's standards.

The development of the proposed Project is not anticipated to require the construction of any off-site improvements. However, there are improvement needs identified at off-site intersections for future traffic analysis scenarios where the Project would contribute traffic (as measured by 50 or more peak hour trips). As such, the Applicant's responsibility for the Project's contributions towards off-site intersection deficiencies is fulfilled through payment of fair share or participation in the pre-existing fee programs that would be assigned to construction of the identified recommended improvements. The Applicant would be required to pay requisite fair share contributions and fee payments consistent with the County's requirements. Moreover, the proposed Project is anticipated to serve nearby warehouse and

distribution facilities that would be looking to locate overflow trailer storage as close as possible to the primary warehouse or distribution facility. As a result, the trips are expected to be local serving.

A Noise Impact Analysis, dated September 10, 2020, was also prepared for the proposed Project by Urban Crossroads, Inc. to determine the noise impacts associated with the development of the proposed Project. The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated from surface streets. This includes the auto and heavy truck activities on study area roadway segments near the noise level. The proposed Project will generate daytime and nighttime operational noise level increases ranging from 0.1 to 2.5 dBA L_{eq} at the nearest receiver locations. Project related operational noise level increases will satisfy the operational noise level increase significance criteria. Therefore, the incremental Project operational noise level increase is considered less than significant at all receiver locations.

Based on results and mitigation outlined in the Initial Study and responses to comment, the adoption of the Mitigated Negative Declaration is recommended.

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

1. **ADOPT** the Mitigated Negative Declaration (EXHIBIT B);
2. **ADOPT** the Findings as contained in the staff report (EXHIBIT E);
3. **ADOPT** the Zoning Amendment from General Commercial (CG) to Service Commercial (CS);
4. **APPROVE** the Conditional Use Permit for a 260-truck and trailer storage yard with a 2,400 square foot modular office building, with an attached 4,800 square foot service bay building on 8.95 acres, subject to the recommended Conditions of Approval (EXHIBIT A);
5. **DIRECT** the Clerk or the Board to file the Notice of Determination.

ATTACHMENTS:

EXHIBIT A: Conditions of Approval
EXHIBIT B: Initial Study/Mitigated Negative Declaration
EXHIBIT C: Response to Comments
EXHIBIT D: Correspondence Received
EXHIBIT E: Findings
EXHIBIT F: Site Plan

EXHIBIT A

Conditions of Approval

CONDITIONS OF APPROVAL

Cedar Avenue Truck and Trailer Storage
Conditional Use Permit/Zoning Amendment

GENERAL REQUIREMENTS

Ongoing and Operational Conditions

LAND USE SERVICES DEPARTMENT– Planning Division (909) 387-8311

1. Project Approval Description. A Conditional Use Permit (PROJ-2020-00035) for a 260-truck and trailer storage yard with a 2400 square foot modular office building, with an attached 4,800 square foot service bay building. The Project Includes a Zoning Amendment from General Commercial (CG) to Service Commercial (CS) on 8.95 acres in the Community of Bloomington.

   This CUP is approved in compliance with the San Bernardino County Code (SBCC), California Building Codes (CBC), the San Bernardino County Fire Code (SBCFC), the following Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g., elevations).

   The developer shall provide a copy of the approved conditions and the approved site plan to every current and future project tenant, lessee, and property owner to facilitate compliance with these Conditions of Approval and continuous use requirements for the Project Site with APN: 0257-031-12, Project No. PROJ-2020-00035.

2. Concurrent Actions. Zoning Amendment from General Commercial (CG) to Service Commercial (CS)

3. Project Location. The project is located at 10746 Cedar Avenue, between Slover Avenue and Santa Ana Avenue in the community of Bloomington.

4. Revisions. Any proposed change to the approved use/activity on the site or any increase in the developed area of the site or any expansion or modification to the approved facilities, including changes to the height, location, bulk or size of structure or equipment shall require an additional land use review and application subject to approval by the County. The developer shall prepare, submit with fees and obtain approval of the application prior to implementing any such revision or modification. (SBCC §86.06.070)

5. 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.

6. Additional Permits. The developer shall ascertain compliance with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies that may apply for the development and operation of the approved land use. These may include but not limited to:

a) FEDERAL: N/A;
b) STATE: Santa Ana RWQCB, South Coast AQMD, California Department of Fish and Wildlife, Caltrans
c) COUNTY: Land Use Services – Building and Safety/Code Enforcement/Land Development, County Fire/HazMat; Public Health – Environmental Health Services, Public Works –Traffic/ County Surveyor, and
d) LOCAL: N/A

7. Expiration. This project permit approval shall expire and become void if it is not "exercised" within three (3) years of the effective date of this approval, unless an extension of time is approved. The permit is deemed "exercised" when either:

   a. The permittee has commenced actual construction or alteration under a validly issued building permit, or
   b. 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)

   PLEASE NOTE: This will be the ONLY notice given of this approval's expiration date. The developer is responsible to initiate any Extension of Time application.

8. Occupancy of Approved Land Use. Occupancy of completed structures and operation of the approved and 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:

   a. Construction permits for all or part of the project are not issued, or the construction permits expire before the structure is completed and the final inspection is approved.
   b. The land use is determined by the County to be abandoned or non-conforming.
   c. The land use is determined by the County to be 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.

9. Continuous Effect/Revocation. All of the conditions of this project approval are continuously in effect throughout the operative life of the project for all approved structures and approved land uses/activities. Failure of the property owner or developer to comply with any or all of the conditions at any time may result in a public hearing and possible revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner, developer or other interested party to correct the non-complying situation.

10. Extension of Time. Extensions of time to the expiration date (listed above or as otherwise extended) may be granted in increments each not to exceed an additional three years beyond the current expiration date. An application to request consideration of an extension of time may be filed with the appropriate fees no less than thirty days before the expiration date. Extensions of time may be granted based on a review of the application, which includes 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)

11. Project Account. The Project account number is PROJ-2020-00035. 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 expense 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 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.

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

13. Condition Compliance: In order to obtain construction permits for grading, building, final inspection and/or tenant occupancy for each approved building, the developer shall comply with all of the conditions for each of the respective stages of development. The developer shall obtain written clearance (email is ok) that all of the conditions have been satisfied prior to issuance of any permits.

14. Performance Standards. The approved land uses shall operate in compliance with the general performance standards listed in the County Development Code Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste.

15. 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 the Planning Division review and approval. The markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled space and access path of travel, directional designations, and signs, stop 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.

16. 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.

17. Lighting. All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign, an alternating message no more than once every five seconds.

18. Street Lights Required. The project shall install streetlights per Section 83.09.030 for Commercial and Industrial Uses in coordination with and to the satisfaction of County Special Districts.

19. 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. Existing utilities around the site perimeter shall also be placed underground, in coordination with the utility provider.

20. Construction Hours. Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the County of San Bernardino Development Code standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.

21. Construction Noise. The following measures shall be adhered to during the construction phase of the project:

    - All construction equipment shall be muffled in accordance with manufacturer's specifications.
    - All construction staging shall be performed as far as possible from occupied dwellings. The location of staging areas shall be subject to review and approval by the County prior to the issuance of grading and/or building permits.
    - All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors (e.g., residences and schools) nearest the project site.

22. Air Quality. The Project proponent is required to comply with all applicable rules and regulations as the South Coast Air Basin is in non-attainment status for ozone and suspended particulates [PM_{10} and $PM_{2.5}$ (State)]. To limit dust production, the Project proponent must comply with Rules 402 nuisance and 403 fugitive dust, which require the implementation of Best Available Control Measures for each fugitive dust source. This would include, but not be limited to, the following Best Available Control Measures. Compliance with Rules 402 and 403 are mandatory requirements and thus not considered mitigation measures:

    a. The Project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.

        1. The Project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading. Portions of the site that are actively being graded shall be watered to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.

        2. The Project proponent shall ensure that all disturbed areas are treated, if necessary, to prevent erosion.

        3. The Project proponent shall ensure that all grading activities are suspended when winds exceed 25 miles per hour.

    b. Exhaust emissions from vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, will increase NO_X and PM_{10} levels in the area. The Project proponent will be required to implement the following requirements of the South Coast Air Quality Management District thresholds during operations:

        1. All equipment used for grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.

2. The operator shall maintain and effectively utilize and schedule on-site equipment and on-site and off-site haul trucks in order to minimize exhaust emissions from truck idling.

23. Diesel Regulations. The operator shall comply with all existing and future California Air Resources Board and South Coast Air Quality Management District regulations related to diesel-fueled trucks, which among others may include: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment. Air Quality Management District rules for diesel emissions from equipment and trucks are embedded in the compliance for all diesel fueled engines, trucks, and equipment with the statewide California Air Resources Board Diesel Reduction Plan. These measures will be implemented by the California Air Resources Board in phases with new rules imposed on existing and new diesel-fueled engines.

LAND USE SERVICES DEPARTMENT– Code Enforcement Division (909) 387-8311

24. Enforcement. If any County enforcement activities are 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.

25. Weed Abatement. The applicant shall comply with San Bernardino County weed abatement regulations 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

26. 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, which will not adversely affect adjacent or downstream properties at the time the site is developed.

27. Additional Drainage Requirements. In addition to drainage requirements stated herein, other "on-site" and/or "off-site" 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.

28. 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.

29. 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.

30. Natural Drainage: The natural drainage courses traversing the site shall not be occupied or obstructed.

31. 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. Refer to approved WQMP maintenance section.

PUBLIC HEALTH - Environmental Health Services (800) 442-2283

32. Septic System Maintenance: The septic system shall be maintained so as not to create a public nuisance and shall be serviced by a EHS permitted pumper. For information, please call EHS/Wastewater Section at: 1-800-442-2283.

33. 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 EHS/LEA at: 1-800-442-2283.

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

COUNTY FIRE DEPARTMENT–Community Safety Division (760) 995-8190

35. Jurisdiction. The above referenced project is under the jurisdiction of the San Bernardino County Fire Department herein ("Fire Department"). Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department. [F01]

36. 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.

37. Standard B-1 PREMISE AND BUILDING IDENTIFICATION AND ADDRESSING: This standard applies to the marking of all buildings with address numbers for identification.

38. 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.

39. 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.

40. 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.

41. 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.

42. 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.

43. Access: The development shall have a minimum of one point of vehicular access. These are for fire/emergency equipment access and for evacuation routes. a. Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty-six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions. b. Multi-Story Road Access Width. Buildings three (3) stories in height or

more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height.

COUNTY FIRE DEPARTMENT – Hazardous Materials Division (909) 386-8401

44. Prior to sign off by this agency, the operator must update disclosure information using the California Environmental Reporting System (CERS) http://cers.calepa.ca.gov. For additional information please contact the Office of the Fire Marshal, Hazardous Materials Division at (909) 386-8401.

45. Permit Requirements. Any business or facility that handles a hazardous material in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time or generates any amount of hazardous waste must obtain hazardous material permits.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management – (909) 386-8701

46. 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 Waste Industries - Edco Disposal).

47. 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 Assembly Bill (AB) 2176.

48. Mandatory Commercial Recycling. Beginning July 1, 2012 all businesses defined to include a commercial or public entity that generates 4 or more cubic yards of commercial waste a week or is a multi-family residential dwelling of 5 units or more to arrange for recycling services. The County is required to monitor commercial recycling and will require businesses to provide recycling information. This requirement is to assist the County in compliance with AB 341.

49. Mandatory Commercial Organics Recycling. As of January 1, 2017, AB 1826 (Enacted October 2014) requires businesses that generate four (4) cubic yards of organic waste per week to recycle. 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.

DEPARTMENT OF PUBLIC WORKS – Traffic Division – (909) 387-8186

50. Project vehicles shall not back out into the public roadway.

51. Access. The access point to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.

PRIOR TO ISSUANCE OF GRADING PERMITS OR LAND DISTURBING ACTIVITIES

The Following Shall Be Completed

LAND USE SERVICES DEPARTMENT– Planning Division (909) 387-8311

52. BIO-1 Burrowing Owl Surveys. *Prior to the initiation of construction, the Applicant shall implement focused burrowing owl breeding bird surveys and an impact analysis, should burrowing owl be discovered using the site following the guidelines of the CDFW 2012 Staff Report. "Construction" includes selection of staging areas, demolition, tree, trash and debris removal, placement of equipment and machinery on to the site preparatory to grading, and any other project- related activity that increases noise and human activity on the project site beyond existing levels. Methodology for surveys, impact analysis, and reporting shall follow the recommendations and guidelines provided within the California Department of Fish and Game Staff Report on Burrowing Owl Mitigation (CDFW 2012 Staff Report) as described below.*

    The Applicant shall designate a burrowing owl biologist (Designated Biologist) that is knowledgeable about burrowing owls, including its natural history, habitat requirements, seasonal movement, and range, to survey and monitor for burrowing owls prior to project activities.

    Protocol surveys for burrowing owl shall be conducted by the Designated Biologist in accordance with the Staff Report on Burrowing Owl Mitigation. As such, the Designated Biologist shall conduct four survey visits during daylight hours within the breeding season: 1) a minimum of one visit between February 15th to April 15th, 2) a minimum of three survey visits at least three weeks apart between April 15th to July 15th, with at least one visit after June 15th to August 31st.

    During nonbreeding season (September 1st to January 31st) no disturbance shall occur within 50 meters of occupied burrows. During breeding season (February 1st to August 31st) no disturbance shall occur within 300 meters of occupied burrows. All occupied burrows will have a visible marker placed near them to ensure that equipment and machinery do not collapse the burrows.

    If breeding season surveys confirm occupied burrowing owl habitat in areas subject to project activities, then the Applicant shall contact CDFW and conduct an impact assessment, in accordance with the Staff Report on Burrowing Owl Mitigation prior to commencing project activities, to assist in the development of avoidance, minimization, and mitigation measures. Occupied habitats impacted by the project shall be replaced through conservation of occupied habitat at a ratio determined appropriate based on habitat quality and use, and at a minimum of a 2:1 ratio.

    To avoid direct impacts to burrowing owls, a Designated Biologist shall conduct a pre-construction presence/absence survey for burrowing owls at 14 days prior to ground disturbing activities and within 24 hours immediately before ground disturbing activities. If burrowing owls are documented on-site, the Applicant shall prepare and implement a plan for avoidance or passive exclusion, in coordination with CDFW.

53. BIO-2 Breeding Bird Surveys. *Applicant shall designate an avian biologist (qualified biologist) experienced in identifying local and migratory bird species; conducting bird surveys using appropriate survey protocol, nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, identifying nesting stages and success; establishing avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.*

    A qualified biologist shall conduct a breeding bird surveys at the appropriate time of day/night during the appropriate weather conditions, no more than three days prior to the start of construction to determine if nesting is occurring. This survey can be conducted as part of the burrowing owl surveys. Preconstruction surveys shall focus on direct and indirect evidence of nesting, including nest locations, nesting stages, and nest behavior. Surveys shall evaluate all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. The duration of the survey shall be dependent upon the size of the project site, density, and complexity of the habitat; and shall be sufficient to ensure complete and accurate data is collected.

If active nests are found, they shall not be disturbed unless the qualified biologist verifies through non-invasive methods that the juveniles from the occupied nests are capable of independent survival and will not be impacted by the removal of the nest. If the biologist is not able to verify the above conditions, then no disturbance shall occur within a distance specified by the qualified biologist for each nest or nesting site. The qualified biologist will determine the appropriate distance in consultation with the U.S. Fish and Wildlife Service. The size and location of buffer zones shall be based on nesting bird species, species behavior, nesting stage, species sensitivity to disturbance, and the intensity and duration of the disturbance activity.

54. *CR-1 Inadvertent Discoveries. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.*

55. *CR-2 Pre-Contact and/or Historic Resource Discoveries. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.*

56. *CR-3 Discovery of Human Remains. If evidence of human remains is identified, the County Coroner will be contacted immediately and permitted to inspect the remains. The County of San Bernardino and the Project Applicant shall also be informed of the discovery. The coroner will determine if the bones are historic/archaeological or a modern legal case. The coroner will immediately contact the Native American Heritage Commission (NAHC) in the event that remains are determined to be human and of Native American origin, in accordance with California Public Resources Code Section § 5097.98.*

    All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code § 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless of if the remains are modern or archaeological.

57. *GEO-1. The recommendations highlighted in Section 5 of the soils report and any other geotechnical requirements provided by the County Geologist shall be incorporated into design and construction. It is suggested that no site clearance and grading should be commenced without the presence of a representative of this office. On-site pre-grading meeting should be arranged between the soils engineer and grading contractor. Over-night pre-moistening is recommended.*

58. *GEO-2. Any excavations exceeding 5 feet and into the older Quaternary alluvium shall be monitored by a qualified paleontologist to detect and professionally collect any fossils uncovered.*

59. *GHG-1: During construction, unpaved areas shall be watered twice per day.*

60. *GHG-2: Low VOC paint shall be applied to interiors and exteriors of building and to the parking lot.*

61. *GHG-3: The Project Applicant shall require that bathroom faucets installed in the proposed structure utilize low-flow fixtures that would reduce flow by 32% per CALGreen Standards (consistent with Reduction Measure R2WC-1) or comply with the County's Uniform Building Code (UBC).*

62. *GHG-4: The Project Applicant shall require that toilets installed in the proposed structure utilize low-flow fixtures that would reduce flow by 20% per CALGreen Standards (consistent with Reduction Measure R2WC-1) or comply with the County's UBC.*

63. WQ-1. As suggested in Section 7 of the soils report, a pre-grading meeting between grading contractor and soils engineer is recommended prior to construction preferably at the site, to discuss the grading procedures to be implemented and other requirements described in this report to be fulfilled.

64. WQ-2. An underground storm infiltration chamber with the capacity of 150,413 cubic-feet (CF), resulting in a peak discharge of 6.68 CF from the 100-year, 24-hour storm, will be needed to reduce developed peak flow rate to the maximum allowable peak flows. Due to site limitations, retention/infiltration of the 100-year, 24-hour storm is proposed.

65. WQ-3. Overflow from the underground storm infiltration chamber to the public right-of-way shall be conveyed through a 6-foot-wide parkway culvert constructed in accordance with San Bernardino County Standards Plans.

Tribal Cultural Resources San Manuel Band of Mission Indians:

66. TCR-1. The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

67. TCR-2. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

Tribal Cultural Resources Gabrieleno Band of Mission Indians-Kizh Nation:

68. TCR-3. Retain a Native American Monitor/Consultant: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) 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.

69. *TCR-4. Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Tribal Governments. If the resources are Native American in origin, the tribal representatives shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.*

70. *TCR-5. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in pace is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin 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, they shall be offered to a local school or historical society in the area for education purposes.*

71. *TCR-6. Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this stature. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.*

72. *TCR-7. Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).*

73. *TCR-8. If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated 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; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.*

74. *TCR-9. Prior to continuation of ground disturbing activities, 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. In the case where discovered human remains cannot be fully documented and recovered 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 recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

75. *TCR-10. Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.*

76. *GHG-1 GHG Emissions Screening Tables. Prior to the approval of grading permits, the project applicant shall demonstrate that it would implement a minimum of 100 points of GHG reduction measures listed in the County's GHG Emissions Screening Tables. Per County standards, projects that exceed 3,000 MT CO2e and implement a minimum of 100 points would be consistent with the County's GHG Plan and would therefore result in a less than significant impact.*

LAND USE SERVICES DEPARTMENT – Building and Safety Division (909) 387-8311

77. Retaining Wall Plans: Submit plans and obtain separate building permits for any required walls or retaining walls.

78. 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.

LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section (909) 387-8311

79. 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 safety 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.

80. Flood Control District Review: Proof of applying for an encroachment permit from Flood Control District shall be submitted to Land Development for permit requirements and working within the district right-of-way. Contact Flood Control District, Permit Section for permit information, (909) 387-7995.

81. FEMA Flood Zone. The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C8667H dated 8/28/2008. 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.

82. Topo Map. A topographic map shall be provided to facilitate the design and review of necessary drainage facilities.

83. 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 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.

84. 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

85. 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.

86. On-site Flows. On-site flows need to be directed to the nearest drainage facility unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.

87. 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/Mojave Watershed Region. Copies of the WQMP guidance and template can be found at: (http://cms.sbcounty.gov/dpw/Land/WQMPTemplatesandForms.aspx)

88. WQMP Inspection Fee. The developer shall provide a $3,600 deposit to the Department of Public Works for inspection of the approved WQMP. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

DEPARTMENT OF PUBLIC WORKS – Surveyor – (909) 387-8149

89. Monument Disturbed by Grading: 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.

90. Corner Records Required Before Grading: 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

91. Vector Control. 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 1-800-442-2283.

COUNTY FIRE DEPARTMENT – Hazardous Materials Division (760) 995-8190/(909) 386-8401

92. Businesses or facilities handling greater than 1320 gallons of petroleum products in aboveground storage tanks (shell capacity) shall prepare and implement a Spill Prevention, Control, and Countermeasures Plan (SPCC) in accordance with 40 CFR 1 112.3 and CHSC 25270.4.5(a). The SPCC plan shall be submitted via the CERS system and maintained on site.

93. Underground storage tank (UST) systems storing hazardous substances in the County of San Bernardino shall conform to standards issued by the San Bernardino County Fire Protection District. Written approval shall be obtained from this Department prior to the installation of any new UST system(s) and/or modifications to an existing UST system. Prior to installation, plans for underground storage tank systems shall be reviewed and approved by Office of the Fire Marshal, Hazardous Materials Division. For additional information please contact (909) 386-8401.

    "Hazardous Material" means any material that because of its quantity, concentration, physical characteristics, or chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace. Hazardous Materials include but are not limited to, hazardous substances, hazardous waste, or any material which the administering agency has a reasonable basis for believing would be injurious to human health or the environment.

PRIOR TO ISSUANCE OF BUILDING PERMITS

The Following Shall Be Completed:

LAND USE SERVICES DEPARTMENT – Planning (909) 387-8311

94. Architecture. Architectural elevations are considered conceptual. Final details with colors and material samples shall be submitted to the Planning Division for approval prior to building plan check submittal.

95. Lighting Plans. The developer shall submit for review and approval to County Planning a photometric study demonstrating that the project light does not spill onto the adjacent properties, or public streets. Lighting fixtures shall be oriented and focused to the onsite location intended for illumination (e.g. walkways). Lighting shall be shielded away from adjacent sensitive uses, including the adjacent residential development, to minimize light spillover. The glare from any luminous source, including on-site lighting, shall not exceed 0.5 foot-candle at the property line. This shall be done to the satisfaction of County Planning, in coordination with County Building and Safety.

96. Landscape and Irrigation Plan. Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code. The developer shall submit four copies of a landscape and irrigation plan to County Planning.

97. Signs. All proposed on-site signs shall be shown on a separate plan, including location, scaled and dimensioned elevations of all signs with lettering type, size, and copy. Scaled and dimensioned elevations of buildings that propose signage shall also be shown. The applicant shall submit sign plans to County Planning for all existing and proposed signs on this site. The applicant shall submit for approval any additions or modifications to the previously approved signs. All signs shall comply with SBCC Chapter 83.13, *Sign Regulations*, and SBCC §83.07.030, *Glare and Outdoor Lighting Valley Region*.

SPECIAL DISTRICTS (909) 387-5940

98. Street Lighting Plans. Developer shall submit street lighting plans and check fees for review and approval.

LAND USE SERVICES DEPARTMENT – Building and Safety (909) 387-8311

99. 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.

100. Temporary Use Permits: 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

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

Cedar Avenue (Major Highway – 104')

- Road Dedication. A 7-foot grant of easement is required to provide a half-width right-of-way of 52.
- Sidewalks. Design sidewalks per County Standard 109 Type "C".
- Driveway Approach. Design driveway approach per San Bernardino County Standard 129B and located per San Bernardino County Standard 130.

102. Road Standards and Design. All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to Valley Road Standards of San Bernardino County, and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.

103. 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.

104. Encroachment Permits: Prior to installation of driveways, sidewalks, etc., an encroachment 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.

105. Regional Transportation Fees. 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 $10.90 per square foot for Office Use, which includes the 2,400 square foot building, and a 4,800 square foot service bay building for a total of 7,200 square feet, per the site plan dated 3/12/20.

Therefore, the estimated Regional Transportation Fees for the Project is $78,480. The current Regional Transportation Development Mitigation Plan can be found at the following website: http://cms.sbcounty.gov/dpw/Transportation/TransportationPlanning.aspx

COUNTY FIRE DEPARTMENT – Community Safety Division (760) 995-8190

106. 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.

107. Building Plans. Building plans shall be submitted to the Fire Department for review and approval.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management – (909) 386-8701

108. Construction and Demolition Waste Management Plan (CWMP) 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.

PUBLIC HEALTH – Environmental Health Services (800) 442-2283

109. Water Purveyor. Water purveyor shall be **West Valley Water District** or EHS approved.

110. 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 will suffice. For information, contact the Water Section at 1-800-442-2283.

111. Existing Wells. If wells are found on-site, evidence shall be provided that all wells are: (1) properly destroyed, by an approved C57 contractor and under permit from the County OR (2) constructed to EHS standards, properly sealed and certified as inactive OR (3) constructed to EHS standards and meet the quality standards for the proposed use of the water (industrial and/or domestic). Evidence shall be submitted to DEHS for approval

112. 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.

113. New OWTS: If sewer connection and/or service are unavailable, onsite wastewater treatment system(s) may then be allowed under the following conditions: A soil percolation report per June 2017 standards shall be submitted to EHS for review and approval. If the percolation report cannot be approved, the project may require an alternative OWTS. For information, please contact the Wastewater Section at 1-800-442-2283.

DEPARTMENT OF PUBLIC WORKS – Traffic Division – (909) 387-8186

114. T-1: Cedar Avenue & Driveway 1. The following improvements are necessary to accommodate site access:

- *Project to install a traffic signal. In order to support the Cedar Avenue corridor signal timing coordination efforts by San Bernardino County Transportation Authority, the Proposed Project should ensure that the traffic signal is interconnected by copper or fiber.*
- *Project to construct a northbound left turn lane within the existing raised median with a minimum of 100-feet of storage.*
- *Project to construct an eastbound shared left-through-right turn lane.*

115. T-2: Cedar Avenue. Cedar Avenue is a north-south oriented roadway located along the Project Site's eastern boundary. The Proposed Project is to construct Cedar Avenue at its ultimate half-section width as a Major Highway (104-foot right-of-way) from the Project's northbound boundary to the Project's southern boundary consistent with the County's standards. On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project Site. Sight distance at each project access point should be reviewed with respect to standard Caltrans and County of San Bernardino sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

116. T-3: Prior to the issuance of building permits, the Project Applicant shall pay the Proposed Project's fair share amount of $128,436 for the improvements identified above at intersections located within the County of San Bernardino, or as agreed to by the County and Project Applicant.

117. T-4: The Developer's fair-share amount for the intersections that either share a mutual border with or are wholly located within the jurisdiction of Caltrans that have recommended improvements which are not covered by a pre-existing fee program is $101,960. Developer shall be required to pay the amount shown above to the County of San Bernardino prior to the issuance of building permits. The County of San Bernardino shall hold Developer's

Fair Share contribution in trust and shall apply Developer's Fair Share Contribution to any fee program adopted or agreed upon by the County of San Bernardino and other agencies.

118.T-5. Driveway 1 on Cedar Avenue should be modified to provide a 45-foot radius on the northwest curb.

PRIOR TO FINAL INSPECTION OR OCCUPANCY

The Following Shall Be Completed

LAND USE SERVICES DEPARTMENT – Planning Division (909) 387-8311

119. Fees Paid. Prior to final inspection by Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, the applicant shall pay in full all fees required under actual cost job number PROJ-2020-00035

120. Shield Lights. Any lights used to illuminate the site shall include appropriate fixture lamp types as listed in SBCC

121. Screen Rooftop. All roof top mechanical equipment is to be screened from ground vistas.

122. Landscaping/Irrigation. All landscaping, dust control measures, all fences, etc. as delineated on the approved Landscape Plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.

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

124. GHG – Installation/Implementation Standards. The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG performance standards have been installed, implemented properly and that specified performance objectives are being met.

125. *GHG-5: Prior to final inspection and issuance of occupancy permits, the Project Proponent shall implement a 75 percent Solid Waste Diversion Program by providing separated recycling bins.*

LAND USE SERVICES DEPARTMENT – Land Development Division – Drainage Section (909) 387-8311

126. 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.

127. 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

128. LDD Requirements. All LDD requirements shall be completed by the applicant prior to occupancy.

129. Parkway Planting. Trees, irrigation systems, and landscaping required to be installed on public right-of-way shall be approved by County Public Works and Current Planning and shall be maintained by the adjacent property owner or other County-approved entity.

130. 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.

131. Road Improvements. All required on-site and off-site improvements shall be completed by the applicant, inspected and approved by County Public Works.

132. Flood Control District Approval: Submit an official letter issued by the Flood Control District indicates that all items under the issued encroachment permit have been satisfied and the encroachment permit has been closed.

COUNTY FIRE DEPARTMENT – Community Safety Division (760) 995-8190

133. Fire Alarm – Automatic. An automatic fire sprinkler monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

134. Fire Extinguishers: Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.

135. Fire Sprinkler-NFPA #13. An automatic fire sprinkler system complying with NFPA Pamphlet #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.

136. 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.

DEPARTMENT OF PUBLIC WORKS – Solid Waste Management – (909) 386-8701

137. 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.

COUNTY FIRE DEPARTMENT – Hazardous Materials Division (760) 995-8190/(909) 386-8401

138. Prior to occupancy, the business operator shall be required to apply for one or more of the following permits or apply for exemption from hazardous materials laws and regulations: a Hazardous Material Permit, a Hazardous Waste Permit, Aboveground Storage Tank Permit or an Underground Storage Tank Permit. Application for one or more of these permits shall occur by submitting a hazardous materials business plan using the California Environmental Reporting System (CERS) http://cers.calepa.ca.gov/

END OF CONDITIONS

EXHIBIT B

Initial Study/Mitigated Negative Declaration

SAN BERNARDINO COUNTY
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APNs:	0257-031-12	***USGS Quad:***	Fontana 7.5
Applicant:	David Wiener	***T, R, Section:***	T1S R5W Sec. 27
Location	10746 Cedar Ave., Bloomington CA	***Thomas Bros***	Page 605, Grid E7, San Bernardino and Riverside Counties (2013)
Project No:	PROJ-2020-00035	***Community Plan:***	Community of Bloomington
Rep	Scott Beard	***LUC:*** ***Zone:***	Commercial (C) General Commercial (CG)
Proposal:	Zone Change from General Commercial to Service Commercial. Approval of a Conditional Use Permit to allow for the development a truck terminal facility on 8.94 acres.	***Overlays:***	Biological Resource for burrowing owl

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

Contact person: Anthony DeLuca, Senior Planner
Phone No: (909) 387-3067 ***Fax No:*** (909) 387-3223
E-mail: Anthony.DeLuca@lus.sbcounty.gov

PROJECT DESCRIPTION:

Summary

David Wiener (Applicant) is proposing the development of a truck terminal facility in the unincorporated community of Bloomington, County of San Bernardino (see Figure 1-Regional Map). The facility would provide storage for trailers during delivery off seasons and/or between deliveries. Storage typically ranges from a couple of days to months and these types of sites are typically at a maximum of 80% occupancy. The Project Site is an 8.94-acre existing vacant parcel described as Assessor's Parcel No. 0257-031-12; it is located on the west side of Cedar Avenue, between Slover Avenue and Santa Ana Avenue (see Figure 2-Vicinity Map).

The Proposed Project requires the approval of a Conditional Use Permit (CUP) and Zone Change to change the existing zoning from General Commercial (CG) to Service Commercial (CS). Access into the site would be via a 50-foot wide driveway at a new signalized intersection on Cedar Avenue (see Figure 3-Site Plan). Secure access to the facility would then be via rolling gates at the guard shack. The facility would include 275 parking spaces in total: 260 spaces each

at 12' by 55', 14 standard car spaces, and 1 handicap accessible space. The Proposed Project includes a 2,400 square-foot building for office use and storage, an approximate 250 square-foot guard shack, and a 4,800 square-foot maintenance shop with four repair bays. The Proposed Project is planned to operate 24 hours a day, seven days a week, and requires less than 10 office and maintenance employees and one full-time employee on-site at all times. The Proposed Project includes 330,035 square-feet of impervious surface and 59,327 square-feet of pervious surface. A stormwater retention basin would be constructed in the southernmost portion of the Project Site. Two 8-foot block walls are proposed, one along the northern boundary and the other along the southern boundary of the Project Site.

Surrounding Land Uses and Setting

The Project Site is within the boundaries of the unincorporated Community of Bloomington, County of San Bernardino. As shown on the County of San Bernardino Land Use Map, the Project Site is within a Commercial land use category. The following table lists the existing adjacent land uses and zoning.

Existing Land Use and Land Use Category			
Location	**Existing Land Use**	**Land Use Category**	**Zoning**
Project Site	Undeveloped and Vacant	Commercial	General Commercial (CG)
North	Single-Family Residential	Commercial Low Density Residential	General Commercial (CG) Single-Family Residential (RS)
South	Commercial and Institutional	Commercial Medium Density Residential	General Commercial (BL/CG-SCp) Multiple Residential (RM)
East	Residential (Mobile Home Park)	Medium Density Residential	Multiple Residential (RM)
West	Undeveloped flood control easement;	Medium Density Residential	Multiple Residential (RM)

Project Site Location, Existing Site Land Uses and Conditions

The Project Site is located approximately 0.5 miles south of Interstate 10 in the unincorporated Community of Bloomington in the County of San Bernardino. It lies along Cedar Avenue, between Santa Ana Avenue and Slover Avenue. The 8.94-acre site is currently vacant, consisting of ruderal grassland and a pile of broken concrete on the north end. Power poles exist along the eastern boundary in the Cedar Avenue right-of-way. Chain link fencing currently blocks entry to the Project Site from the north, east and west boundaries. The Project Site is relatively flat and elevation ranges from approximately 1037 feet to 1050 feet. The Project Site occurs in the Land Use Category of Commercial and zoning of General Commercial (CG). The Proposed Project is pending approval of a Zone Change to Service Commercial (CS). Surrounding land uses are single-family residences to the north; institutional and vacant commercial land uses to the south; undeveloped flood control easement to west, and a mobile home park to the east.

ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Federal: None.

State of California: Caltrans

County of San Bernardino: Land Use Services Department-Building and Safety, Public Health-Environmental Health Services, Special Districts, and Public Works.

Regional: South Coast Air Quality Management District.

Local: None

0 1.75
MileS

Source: Lilburn Corp., November, 2020.

LILBURN CORPORATION

REGIONAL LOCATION

Cedar Avenue Trucking Facility

Bloomington, California

FIGURE 1

N

0 200

Feet

Source: Lilburn Corp., November, 2020.

LILBURN CORPORATION

PROJECT VICINITY

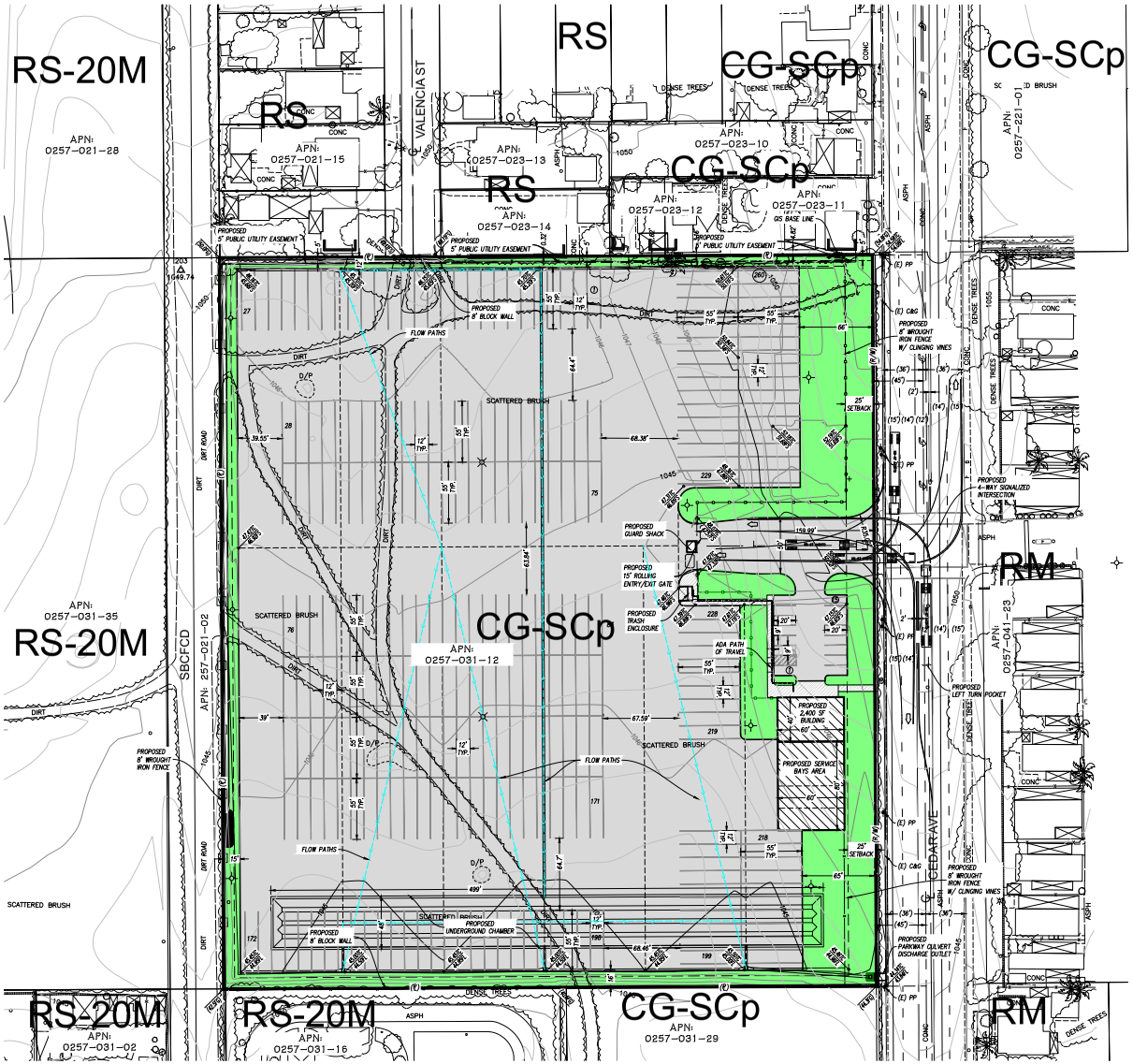
Cedar Avenue Trucking Facility

Bloomington, California

FIGURE 2

PRELIMINARY SITE PLAN
CEDAR AVE TRUCKING STORAGE
BLOOMINGTON, CA 92316

APN: 0257-031-12



LEGAL DESCRIPTION

TRACT 1:
PARCEL 1:
THE WEST ONE-HALF OF FARM LOT 371, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO SOUTH-TROPIC LAND AND WATER COMPANY AS PER MAP RECORDED IN BOOK 11, PAGE 12 OF MAPS IN THE OFFICE OF THE RECORDER OF SAID COUNTY.
EXCEPTING THEREFROM THE WESTERLY 300 FEET THEREOF MEASURED FROM THE CENTER LINE OF LINDEN AVENUE.
ALSO EXCEPTING THEREFROM THE EASTERLY 25 FEET THEREOF FOR RAILROAD RIGHT OF WAY PURPOSES AS GRANTED TO THE RIVERSIDE RALTO AND PACIFIC RAILROAD COMPANY, A RAILROAD CORPORATION, BY DEED RECORDED JUNE 21, 1918, IN BOOK 631, PAGE 338 OF DEEDS IN THE OFFICE OF THE RECORDER OF SAID COUNTY.
AREAS AND DISTANCES OF THE PROPERTY HEREIN DESCRIBED ARE COMPUTED TO THE CENTERS OF ADJOINING STREETS AND HIGHWAYS AS SHOWN ON SAID MAP.
PARCEL 2:
THE WESTERLY 300 FEET OF FARM LOT 371, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO SOUTH-TROPIC LAND AND WATER COMPANY AS PER MAP RECORDED IN BOOK 11, PAGE 12 OF MAPS IN THE OFFICE OF THE RECORDER OF SAID COUNTY.
EXCEPTING THEREFROM THE SOUTH 500 FEET THEREOF.
ALSO EXCEPTING THEREFROM THE NORTH 100 FEET THEREOF.
AREAS AND DISTANCES OF THE PROPERTY HEREIN DESCRIBED ARE COMPUTED TO THE CENTERS OF ADJOINING STREETS AND HIGHWAYS AS SHOWN ON SAID MAP.
TRACT 2:
PARCEL NO. 4 OF PARCEL MAP NO. 196, AS PER PLAT RECORDED IN BOOK 2, PAGE 34 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;
EXCEPT THEREFROM THE SOUTH 30.52 FEET OF THE WEST 215.00 FEET.

LEGEND

ASPH ASPHALTIC CONCRETE SURFACE	EXISTING CONCRETE SURFACE
BT BOTTOM OF TRENCH	PROPOSED CONCRETE SURFACE
CB CATCH BASIN	EXISTING AC PAVEMENT TO BE REMOVED
C&G CURB AND GUTTER	RIGHT OF WAY
CL CENTER LINE	PROPERTY LINE
DDC DOUBLE DETECTOR CHECK	CENTERLINE
DWY DRIVEWAY	FLOWLINE
(E) EXISTING	FILL SLOPE
FF FINISH FLOOR	INDICATES DIRECTION OF FLOW
FG FINISH GRADE	CONTOUR ELEVATION (FEET)
FL FLOWLINE	ADA PATH OF TRAVEL
FS FINISHED SURFACE	PROPOSED SITE LIGHTING
GB GRADE BREAK	
GW GUY WIRE	
INV INVERT OF PIPE	
MH MANHOLE	
NTS NOT TO SCALE	
PP POWER POLE	
ST STREET	
TC TOP OF CURB	
TF TOP OF FOOTING	
TW TOP OF WALL	
TYP TYPICAL	
WI WROUGHT IRON	
WM WATER METER	

BENCHMARK

DESIGNATION: CITY OF RIALTO BENCHMARK NUMBER 017-88

ELEVATION: 1040.785'

BASIS OF BEARINGS

BASIS OF BEARINGS: CENTERLINE OF CEDAR AVENUE PER RECORD OF SURVEY 95/60
BEARING BEING: N 00°16'01" W (S 00°16'01" E PER RS)

FEMA FLOOD ZONE

ALL PROPERTY IS LOCATED WITHIN FEMA ZONE X: "AREAS WITH MINIMAL FLOOD HAZARD."

EARTHWORK ESTIMATE QUANTITIES:

CONSTRUCTION MAY VARY.

CUT 4,885 CUBIC YARDS
FILL 11,007 CUBIC YARDS

EARTH WORK QUANTITIES NOTE: THE ABOVE LISTED QUANTITIES REFLECT THE ENGINEER'S ESTIMATE OF THE RAW VOLUMES OF MATERIAL CUT AND FILLED. THESE QUANTITIES ARE FOR ESTIMATING AND BONDING PURPOSE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR COMPUTING HIS OWN QUANTITIES FOR CONTRACT PURPOSES.

BUILDING SETBACKS

GENERAL COMMERCIAL (CG):

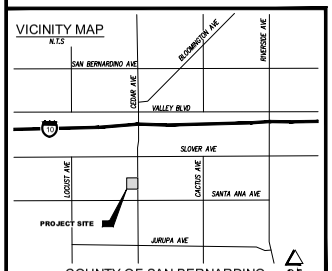
FRONT	25 FT. MIN.
REAR	10 FT. MIN.
SIDE-INTERIOR	10 FT. MIN.
SIDE-STREET	15 FT. MIN.

PER SAN BERNARDINO COUNTY DEVELOPMENT CODE 82.05.060 TABLE 82-13B.

40 0 40 80 120
SCALE: 1"=40'

VICINITY MAP

N.T.S.



COUNTY OF SAN BERNARDINO

APPROVAL STAMP

PROJECT INFORMATION

ASSESSOR'S PARCEL NO:	0257-031-12
EXISTING ZONING:	GENERAL COMMERCIAL (CG)
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TRUCKING FACILITY
APPLICATION TYPE:	PROJECT INCLUDES A GENERAL PLAN AMENDMENT FROM GENERAL COMMERCIAL (CG) TO SERVICE COMMERCIAL (CS) AND A CONDITIONAL USE PERMIT FOR A TRUCK TERMINAL
CABLE	AT&T (800) 288-2020
WATER PURVEYOR:	MARYGOLD MUTUAL WATER CO (909) 875-1804
GAS PURVEYOR:	SOUTHERN CALIFORNIA GAS COMPANY (800) 427-2200
ELECTRICITY PURVEYOR:	SOUTHERN CALIFORNIA EDISON (800) 655-4555
TELEPHONE PURVEYOR:	AT&T (800) 288-2020

PROJECT DESCRIPTION

TRUCKING AND TRAILER FACILITY TO PARK TRUCKS AND TRAILERS FOR LOGISTICS. PROJECT WILL INCLUDE SMALL OFFICE BUILDING W/SERVICE BAYS, GUARD SHACK, SITE LIGHTING AND W.Q.M.P. CHAMBERS.

HOURS OF OPERATION: MON-SUNDAY, 24 HOURS
NUMBER OF EMPLOYEES: 1
MINIMUM NUMBER OF EMPLOYEES: 1
MAXIMUM NUMBER OF EMPLOYEES: 10
OPERATIONAL ACTIVITY: TRUCKERS WILL DROP-OFF AND PICK UP TRAILERS AT SITE

PROPERTY OWNER

DAVID WIENER
118 S BEVERLY DR STE. # 215
BEVERLY HILLS, CA 90212

APPLICANT

DAVID WIENER
118 S BEVERLY DR STE. # 215
BEVERLY HILLS, CA 90212

TOTAL PARCEL COVERAGE

SUBJECT	AREA	%
IMPERVIOUS	130,035 S.F.	84.6%
PERVIOUS (LANDSCAPE)	59,327 S.F.	15.2%
TOTALS	389,362 S.F.	100% (8.94 AC.)

PARKING REQUIRED

DESCRIPTION OF USE	CALCULATION	PARKING REQUIRED
WAREHOUSE/SERVICE AREA	4800/1000 SF	5
OFFICE	1 PER 250 SF GROSS LEASABLE AREA (GLA); 2,400 SF/250	10
	TOTAL REQUIRED	15

PARKING PROVIDED

STANDARD CAR	14 SPACES
ACCESSIBLE	1 SPACE
12' X 55'	260 SPACES

BONADIMAN

PRELIMINARY SITE PLAN
CEDAR AVE
BLOOMINGTON, CA 92316
APN: 0257-031-12

REVISIONS

NO	DESCRIPTION	BY	APPROVED	DATE

PREPARED FOR: DAVID WIENER

DRAWN BY:		SCALE:	1" = 40'
CHECKED BY:	JTS	JOB NO:	19468
			11-09-20

SHEET: 1 OF 1 SP

SITE PLAN

Cedar Avenue Trucking Facility

Bloomington, California

FIGURE 3

LILBURN CORPORATION

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentially, etc.?

On July 31, 2020, the County of San Bernardino mailed notification pursuant to AB52 to the following tribes: San Gabriel Band of Mission Indians, Twenty-Nine Palms Band of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians and Gabrieleno Band of Mission Indians - Kizh Nation. Requests for consultations were due to the County by October 30, 2020. The table below shows a summary of comments and responses.

AB 52 Consultation

Tribe	Comment Letter Received	Summary of Response	Conclusion
Morongo Band of Mission Indians	August 13, 2020	Project is within ancestral land. Request consultation. Consultation took place on January 14, 2021.	Mitigation measures to be included in MND
San Manuel Band of Mission Indians	August 12, 2020	Request consultation. Consultation took place on December 3, 2020	Mitigation measures to be included in MND
Gabrieleno Band of Mission Indians - Kizh Nation	July 31, 2020	Request consultation. Consultation took place on January 7, 2021	Mitigation measures to be included in MND

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its

elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact**: No impacts are identified or anticipated, and no mitigation measures are required.

2. **Less than Significant Impact**: No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3. **Less than Significant Impact with Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)

4. **Potentially Significant Impact**: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: Based on this initial evaluation, the following finding is made:

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
☒	Although the proposed project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

A DeLuca Jr
Signature: (Anthony DeLuca, Planner) Date 1/12/21

Signature: (Heidi Duron, Planning Director) Date 1/12/21

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
I.	***AESTHETICS*** – Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

SUBSTANTIATION: *(Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan):*

San Bernardino Countywide Plan, approved October 27, 2020, adopted November 27, 2020*; *San Bernardino Countywide Plan Draft EIR; San Bernardino County Development Code

a) Have a substantial adverse effect on a scenic vista?

The Project Site is located within the City of Rialto Sphere of Influence, in the unincorporated Community of Bloomington, San Bernardino County. It is surrounded by an undeveloped flood control easement to the west, residential uses to the north and east, and commercial and institutional uses to the south. The Countywide Plan (adopted November 27, 2020) does not identify a scenic vista within the vicinity of the Project Site.[1] The Project Site has a land use category of Commercial and is zoned General Commercial (CG). With approval of the CUP and zone change to Service Commercial

[1] San Bernardino Countywide Plan. Adopted November 27, 2020. http://countywideplan.com/wp-content/uploads/2020/08/CWP_PolicyPlan_PubHrngDraft_HardCopy_2020_July.pdf.Accessed November 6, 2020.

(CS), the Proposed Project would be an allowable use. The Proposed Project would be required to maintain the maximum height limit of 60 feet, as is allowed within the CS Zone.[2] Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

The Project Site is adjacent to Cedar Avenue, and located between Slover Avenue and Santa Ana Avenue. These three roads are neither designated State scenic routes nor County Scenic Routes.[3] The closest Scenic Highway is Route 38, located approximately 12 miles east of the Project Site. The Proposed Project would be required to maintain the maximum height limit of 60 feet, as is allowed within the CS Zone. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Project Applicant is requesting a Zone Change to change the existing designation from General Commercial (CG) to Service Commercial (CS). Under the CS Zone, structures of the Proposed Project cannot exceed 60 feet. Compliance with this height limit will minimize potential obstruction of views of the surrounding mountains and other public views. Moreover, the Project Site is currently vacant and dominated by ruderal grassland. The Project Applicant will be required to provide a minimum landscape area of 15% of the lot area[4], which will make the Project Site more aesthetically pleasing. A majority of the landscaped surface would cover the frontage of the Project Site. Development of the Proposed Project would remain consistent with the CS zoning development standards. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

[2]San Bernardino County. Development Code. http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf. Accessed November 19
[3] San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.1-1. Accessed November 6, 2020.
[4] San Bernardino County Development Code. Page 3-102. http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf#PAGE=97

d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?

The nearest sensitive receptors to the Project Site are the single-family residences to the north and mobile home park to the east. According to the San Bernardino County Development Code, Section 83.07.030(a) Glare and Outdoor Lighting, outdoor lighting must be fully shielded to preclude light pollution or light trespass on an abutting residential land use zoning district, a residential parcel or public right-of-way. Currently, there are no streetlights along Cedar Avenue adjacent to the Project Site. The Proposed Project will be designed to adhere to these lighting standards, and demonstration of compliance will be required prior to issuance of a building permit. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

No significant adverse impacts are identified or anticipated, and no mitigation measures are required

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
II.	**AGRICULTURE AND FORESTRY RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public	☐	☐	☐	☒

	Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	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?	☐	☐	☐	☒

SUBSTANTIATION: *(Check ☐ if project is located in the Important Farmlands Overlay):*

Countywide Plan*; *California Department of Conservation Farmland Mapping and Monitoring Program; San Bernardino County Agricultural Resources GIS Map; Submitted Project Materials

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Urban and Built-Up Land" in its California Important Farmland Finder.[5] "Urban and Built-Up Land" is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. No prime farmland, unique farmland, or farmland of statewide importance occurs at the Project Site or within the immediate vicinity.[6] The Proposed Project would not convert farmland to a non-agricultural use. No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project Site is not under or adjacent to any lands under a Williamson Contract.[7][8] The parcel has a current zoning of General Commercial (CG-SCp). With the approval of

[5] https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed January 28, 2020
[6] San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.2-1 "Agricultural Resources." Accessed November 11, 2020.
[7] San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.2-1 "Agricultural Resources." Accessed November 6, 2020.
[8] https://www.arcgis.com/apps/webappviewer/index.html?id=fcb9bc427d2a4c5a981f97547a0e3688. Accessed March 24, 2020.

the Zone Change and CUP, the Proposed Project would be consistent with the Countywide Plan and would not conflict with existing zoning for agricultural uses or a Williamson Contract. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

The Project Site is currently zoned General Commercial (CG). Approval of the Proposed Project would include a zone change to Service Commercial (CS). Implementation of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

The Project Site is currently vacant and does not support forest land. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

e) *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?*

The Project Site is currently zoned CG-SCp. The Proposed Project includes a Zone Change to change the existing designation to CS. Implementation of the Proposed Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

No impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management district or air pollution control district might be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	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?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION: *(Discuss conformity with the Mojave Desert Air Quality Management Plan, if applicable):*

Countywide Plan*; *Submitted Project Materials; CalEEMod Output

a) Conflict with or obstruct implementation of the applicable air quality plan?

The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2016 AQMP) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

A project is inconsistent with the AQMP if: (1) it does not comply with the approved general plan; or (2) it uses a disproportionately large portion of the forecast growth increment (change population or employment levels). The County of San Bernardino currently designates the Project Site as General Commercial (CG) under which the Proposed project is not an allowable use. The Proposed Project will require a Zone Change to Service Commercial (CS).

An evaluation of potential air quality impacts related to the buildout under the current General Plan (i.e., General Commercial-General Office) and the Proposed Project (i.e., Service Commercial) was prepared. Table 1 and Table 2 illustrate operational emissions associated with the current General Plan Zoning designations and the Proposed Project. As shown in Table 1 and Table 2, operational impacts resulting from either the existing General Plan zoning designations or the Proposed Project would not exceed SCAQMD thresholds. Consequently, the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP.

Table 1
Operational Emissions
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
General Office	10.32	33.98	62.54	0.23	16.70	4.59
Proposed Project	1.94	53.74	12.88	0.17	5.42	1.56
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Summer Emissions

Table 2
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20
General Office	3,781.58	3.89	0.04
MTCO2e	**3,890.08**		
Proposed Project	3,037.74	0.36	0.00
MTCO2e	**3,047.22**		

Source: CalEEMod.2016.3.2 Annual Emissions.

Additionally, large population or employment increases could affect transportation control strategies, which are among the most important in the air quality plan, since transportation is a major contributor to particulates and ozone for which the SCAB is not in attainment. Because the Proposed Project does not include activities that would change population or employment levels within the air basin, the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) 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?

Construction and operational emissions were screened using CalEEMod version 2016.3.2. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and particulates (PM_{10} and $PM_{2.5}$). Two of the analyzed pollutants, ROG and NOx, are ozone precursors. Both summer and winter season emission levels were estimated.

The Project Site occurs in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2016 AQMP) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in late 2021 and be completed in early 2022. The resulting emissions generated by construction of the Proposed Project are shown in Table 3 and Table 4, which represent summer and winter construction emissions, respectively.

Table 3
Summer Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.98	40.56	21.90	0.04	5.41	3.67
Grading	2.37	24.79	16.48	0.03	2.48	1.71
Building Construction	2.89	24.11	24.49	0.07	3.21	1.52
Paving	2.15	11.16	15.15	0.02	0.74	0.57
Architectural Coating	9.01	1.50	3.07	0.00	0.45	0.18
Highest Value (lbs./day)	**9.01**	**40.56**	**24.49**	**0.07**	**5.41**	**3.67**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Summer Emissions
Phases do not overlap and represent the highest concentration.

Table 4
Winter Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.98	40.56	21.76	0.04	5.41	3.67
Grading	2.37	24.79	16.37	0.03	2.48	1.71
Building Construction	2.90	24.07	23.47	0.06	3.21	1.52
Paving	2.15	11.16	15.05	0.02	0.74	0.57
Architectural Coating	9.01	1.51	2.84	0.00	0.45	0.18
Highest Value (lbs./day)	**9.01**	**40.56**	**23.47**	**0.06**	**5.41**	**3.67**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Winter Emissions.
Phases do not overlap and represent the highest concentration.

Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM_{10} and $PM_{2.5}$).

The Project Proponent would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities

    (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (3x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.

    (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.

    (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.

    (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NOX and PM10 levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
4. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
5. All buildings on the Project Site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
7. The operator shall comply with all existing and future California Air Resources Board (CARB) and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The operational mobile source emissions were calculated using the Traffic Analysis prepared by Urban Crossroads, in June 2020. The Traffic Analysis (TA) determined that the Proposed Project would generate approximately 716 total daily trips. Emissions associated with the Proposed Project's estimated total daily trips were modeled using a modified fleet mix that is more representative of the Proposed Project's actual uses, based on data obtained from similar operations. Operational emissions are listed in Table 5 and Table 6, which represent summer and winter operational emissions, respectively.

Table 5
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.33	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.06	0.05	0.00	0.00	0.00
Mobile	1.61	53.68	12.83	0.17	5.42	1.56
Totals (lbs./day)	**1.94**	**53.74**	**12.88**	**0.17**	**5.42**	**1.56**
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Summer Emissions.

Table 6
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.33	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.06	0.05	0.00	0.00	0.00
Mobile	1.63	53.02	13.71	0.17	5.42	1.56
Totals (lbs./day)	**1.96**	**53.08**	**13.76**	**0.17**	**5.42**	**1.56**
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Winter Emissions.

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) *Expose sensitive receptors to substantial pollutant concentrations?*

SCAQMD has developed a methodology to assess the localized impacts of emissions from a proposed project as outlined within the Final Localized Significance Threshold (LST) Methodology report; completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod version 2016.3.2 was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential air quality impacts of Proposed Projects to sensitive receptors (i.e. schools, single family residences, etc.) and provide screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees do not typically remain on-site for a full 24 hours, but are usually present for shorter periods of time, such as eight hours.

The Project Site is approximately 8.94 acres and therefore the “five-acre” LSTs were utilized for the analysis and represents a worst-case scenario as the larger the site the larger the screening threshold. The nearest sensitive receptor is the residential development located adjacent to the Project Site; therefore, LSTs are based on a 25-meter

distance. The Proposed Project's construction and operational emissions with the appropriate LST are presented in Table 7.

Table 7
Localized Significance Thresholds
(Pounds Per Day)

Source	NO_x	CO	PM_{10}		$PM_{2.5}$	
Construction Emissions (Max. from Table 3 and Table 4)	40.56	24.49	5.41		3.67	
Operational Emissions (Max. Total from Table 5 and Table 6)[1]	53.74	13.76	0.54		1.56	
Highest Value (lbs/day)	**53.74**	**24.49**	**5.41**	**0.54**	**3.67**	**1.56**
LST	270	2,075	14*	9†	4*	3†
Greater Than Threshold	**No**	**No**	**No**	**No**	**Yes**	**No**

Sources: CalEEMod.2016.3.2 Summer and Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for a one-acre site in SRA No. 35, distance of 25 meters.
Note: PM10 and PM2.5 emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.
* Construction emissions LST
† Operational emissions LST
[1] Per LST Methodology (AEP-SCAQMD Annual Workshop), mobile source emissions are not to be included. Land use emissions and on-site vehicle emissions present onsite emissions. It is estimated that approximately 10 percent of the total mobile emissions would occur on the Project Site. (ONLY USE AS NEEDED)

As shown in Table 7, the Proposed Project's emissions are not anticipated to exceed the LSTs. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations. No mitigation measures are required.

Less Than Significant Impact

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

The Proposed Project is the development of a truck terminal facility. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities as well as the temporary storage of domestic solid waste associated with the Proposed Project's long-term operational uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with County of San Bernardino solid waste regulations. The Proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IV.	**BIOLOGICAL RESOURCES -** Would the project:				
a)	Have substantial adverse effects, 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?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☒	☐
c)	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?	☐	☐	☒	☐
d)	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?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

SUBSTANTIATION:	*(Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☒):*
Countywide Plan*; *Submitted Project Materials; General Biological Assessment, Natural Resources Assessment, Inc, May 1, 2020	

a) *Have substantial adverse effects, 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?*

A General Biological Resources Assessment (BRA), dated May 1, 2020, was prepared for the Proposed Project by Natural Resources Assessment, Inc. (NRAI). NRAI completed a data search for information on common and protected plants and wildlife species known occurrences within the vicinity of the Project Site. The review included biological texts on general and specific biological resources, and those resources considered to be sensitive by various wildlife agencies, local government agencies and interest groups. NRAI used the data to focus their survey efforts in the field.

The plant community on site is ruderal grassland. Dominant species observed during the survey included long heron's bill (*Erodium botrys*), common fiddleneck (*Amsinckia intermedia*), slender oats (*Avena barbata*) and ripgut brome (*Bromus diandrus*). Other weedy species scattered throughout include mouse barley (*Hordeum murinum*), cheeseweed (*Malva parviflora*), iron hedge mustard (*Sisymbrium orientale*) and Sahara mustard (*Brassica tournefortii*). Scattered pockets of angel's gilia (*Gilia angelensis*) were also observed. Tree species around the perimeter of the property included Mexican fan palm (*Washingtonia robusta*) and chinaberry tree (*Melia azedarach*).

No amphibians were observed because of a lack of suitable habitat. Side-blotched lizard (*Uta stansburiana*) was the only reptile species observed. Bird species observed included rock pigeon (*Columbia livia*), Say's phoebe (*Sayornis saya*), western meadowlark (*Sturnella neglecta*) and lark sparrow (*Chondestes grammacus*). Sign of mammals include the burrows belonging to Botta's pocket gopher (*Thomomys bottae*) and California ground squirrel (*Otospermophilus beecheyi*).

All sensitive species were considered as potentially present on the Project Site if its known geographical distribution encompassed all or part of the Project Site or if its distribution was near the site and its general habitat requirements were present. There is no habitat for sensitive plants, fish, amphibians, reptiles, mammals or insects that were listed as potentially present in the vicinity of the Project Site. There is suitable foraging and/or nesting habitat on site for the bird species listed in Table 8, which includes suitable habitat (such as landscape trees) on the adjacent properties.

Table 8
Sensitive Bird Species Possible Use of Property Habitats

Species	Foraging Habitat	Nesting Habitat
Sharp-shinned Hawk	Sparse	None
Cooper's Hawk	Sparse	None
Golden Eagle	Sparse	None
Ferruginous Hawk	Sparse	None
Merlin	Limited/Seasonal	None
American Peregrine	Limited/Seasonal	None
Prairie Falcon	Limited/Seasonal	None
Burrowing Owl	Low	Marginally suitable
Loggerhead Shrike	Low	None
California Horned Lark	Low	None

Impacts to foraging habitat for sensitive but not formally listed species is generally not addressed except when foraging areas include or are adjacent to nesting sites. Therefore, loss of foraging habitat on this property would not be deemed significant.

The Project Site is located within a Countywide Plan mapped area of the "Biological Resource Overlay" and identified as containing suitable burrowing owl (*Athene cunicularia hypogea*) habitat. This species prefers large flat open areas for nesting and hunting. They live in burrows constructed by other ground-dwelling species in grassy or sparse shrubby habitat. The Project Site has potentially suitable soils and plant cover for burrowing owl. A few ground squirrel burrows were found at the time of the survey, but none were occupied or deemed suitable for burrowing owl. The Project Site is subject to disturbance from nearby development and people and is located in a somewhat developed area. As a result, the quality of the burrowing owl habitat on site is marginal. Because suitable habitat is present Mitigation Measure BIO-1 is recommended to ensure that potential impacts on burrowing owls are reduced to less than significant level.

As a group, raptors are of concern to state and federal agencies. Raptors and all migratory bird species, whether listed or not, receive protection under the Migratory Bird Treaty Act (MBTA) of 1918.[9] The MBTA prohibits individuals to kill, take, possess or sell any migratory bird and bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Department (16 U. S. Code 703).[10]

Additional protection is provided to all bald and golden eagles under the Bald and Golden Eagle Protection Act of 1940, as amended.[11] State protection is extended to all birds of prey by the California Fish and Game Code, Section 2503.5.[12] No take is allowed under these provisions except through the approval of the agencies or their designated representatives.

At the time of the survey, there was suitable nesting habitat on and around the property for nesting birds. Mitigation Measure BIO-2 is recommended to reduce potential impacts to nesting birds to less than significant.

Mitigation Measure BIO-1:

Implement a focused burrow survey during the breeding season (approximately February 15 through August 31) followed by a burrowing owl breeding bird survey as appropriate. The surveys should be conducted following the guidelines of the CDFW 2012 Staff Report. "Construction" includes selection of staging areas, demolition, tree, trash and debris removal, placement of equipment and machinery on to the site preparatory to grading, and any other project-related activity that increases noise and human activity on the project site beyond existing levels. Emergency measures are exempt from this definition.

Mitigation Measure BIO-2:

If start of construction occurs between February 1 and August 31, then a qualified biologist shall conduct a breeding bird survey no more than three days prior to the start of construction to determine if nesting is occurring. This survey can be conducted as part of the burrowing owl surveys. If occupied nests are found, they shall not be disturbed unless the qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are capable of independent survival. If the biologist is not able to verify one of the above conditions, then no disturbance shall occur within a distance specified by the qualified biologist for each nest or nesting site. The qualified biologist will determine the appropriate distance in consultation with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.

With implementation of Mitigation Measures BIO-1 and BIO-2, the Proposed Project would not have a substantial adverse effects on any species identified as a candidate, sensitive or special status species.

Less than Significant with Mitigation

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

Three key agencies regulate activities within inland streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (ACOE) Regulatory Branch regulates discharge of dredge or fill materials into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. The California Department of Fish and Wildlife (CDFW), through provisions of State of California Administrative Code, is empowered to issue agreements for any alteration of a river, stream or lake where fish or wildlife resources may adversely be affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The use of a 404 permit in California is regulated by the State Water Resources Control Board (SWRCB) under Section 401 of the Clean

[9] https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php
[10] https://www.fws.gov/le/USStatutes/MBTA.pdf
[11] https://www.fws.gov/le/USStatutes/MBTA.pdf
[12] https://www.fws.gov/le/USStatutes/BEPA.pdf

Water Act regulations. The Board has authority to issue a 401 permit that allows the use of a 404 permit in the state.

NRAI concluded that the Project Site does not have any drainages or areas that support riparian habitat. Implementation of the Proposed Project would not result in impacts to riparian habitat. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) *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*

The ACOE regulates discharge of dredge or fill materials into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. CDFW regulates wetland areas only if those wetlands are part of a river, stream or lake as defined by CDFW. The Project Site does not have any drainages or areas that support wetland, as stated in the BRA. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

d) *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?*

Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts to wildlife. Habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. The Project Site is surrounded by commercial and institutional uses to the south, single family residences to the north, a mobile home park to the east, and an undeveloped flood control easement to the west.

The foothill areas of the San Gabriel and San Bernardino Mountains and associated washes are considered habitat linkage and wildlife corridors in the Valley Region of the County.[13] The Project Site is located within a relatively developed area at least 10 miles away from the foothills.[14] Therefore, the Project Site would not be suitable as a native resident or migratory wildlife corridor or for facilitating the movement of any native resident or migratory wildlife species. No significant impacts are identified or anticipated, and no mitigation measures are required.

[13] San Bernardino Countywide Plan Draft EIR. Biological Resources.
[14] http://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlaymaps/OpenSpaceCountywide.pdf. Accessed May 5, 2020.

Less Than Significant Impact

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project Site is currently vacant and undeveloped. There are no prominent geologic features occurring on or near the Project Site. The plant community on site is ruderal grassland. Tree species around the perimeter of the Project Site include Mexican fan palm and chinaberry tree. The Project Site is located within a mapped area of the "Biological Resource Overlay" and identified as containing suitable burrowing owl habitats of concern. Implementation of Mitigation Measure **BIO-1** would reduce potential impacts on burrowing owls to less than significant level.

Less than Significant with Mitigation

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?

The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as identified in the California Department of Fish and Wildlife's California Natural Community Conservation Plans Map (April 2019).[15] No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
V.	**CULTURAL RESOURCES** - Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

[15] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed May 5, 2020.

SUBSTANTIATION: (Check if the project is located in the Cultural ☐ or Paleontologic ☐ Resources overlays or cite results of cultural resource review):

Phase I Cultural Resources Investigation, MCKenna et al., February 22, 2020; South Central Coast Information Center, California State University Fullerton, Department of Anthropology-MH 426

a,b) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

A Phase I Cultural Resources Investigation, dated February 22, 2020, was prepared for the Proposed Project by McKenna et al. The purpose of the assessment was to identify and document any cultural resources that may potentially occur within the Project Site. The investigation was completed for compliance with the California Environmental Quality Act (CEQA), as amended, the San Bernardino County policies and guidelines, and the City of Rialto policies and guidelines. Historic land use data was compiled by McKenna et al. through research conducted at the Bureau of Land Management General Land Office records (on-line); the San Bernardino County Archives, the San Bernardino County Assessor's Office and Recorder's offices, the San Bernardino County Surveyor's Office, and local historic data from the McKenna et al. in-house library.

An archaeological records search was completed for this investigation at the California State University, Fullerton, South Central Coastal Information Center (January 14, 2020). The research confirmed 35 resources investigations within a one-mile radius of the Project Site. Of these, one directly involved the Project Site; Tang and Hogan (2015) reported the presence of a single resource, a weir box outside the current Project Site boundaries. This resource was determined to be insignificant.

Research also confirms no federally listed historical resources are identified in the immediate vicinity, but the historic Bloomington Garage (and Shop) – on the periphery of the one-mile radius - is identified as California Point of Historic Interest No. 115. The structure site will not be impacted by the Proposed Project.

Mckenna et al. reviewed historic maps and aerial photographs. These sources confirmed the property was dominated during the historic period by citrus orchard development incorporated as part of the larger (consolidated) holdings of Vincent and Alice Zimmerman. Evidence of the Zimmerman orchard may be present, but not expected, given the extent of post-1980 project disking and clearing.

The field survey involved paralleling north/south transects at average intervals of 15 meters (45-50 feet) and traversing the property from west to east. All areas of the property were accessible and subjected to visual examination. The field survey was

documented by a photographic record and field notes (on file, McKenna et al.). The property was found to be vacant, with some trees on the peripheries (oak, eucalyptus, palms, etc.). Some scant evidence of vehicular and pedestrian activity was noted.

No physical evidence of the earlier orchard remains. Disk scarring was evident (weed abatement) within property, indicating post-orchard maintenance of the property (and possible uses not requiring surface alterations or paving). Although the area was owned by a "storage" company in the early 2000s, there is no physical evidence of the property being used as a storage facility.

The Project Site yielded no physical evidence of prehistoric archaeological resources, historic archaeological resources, built environments (standing structures), or ethnic resources. No significant historical events or persons have been associated with this property and there are no standing structures to evaluate. McKenna et al. has concluded the current Wiener Truck Terminal project area is clear of any physical evidence of historic or prehistoric archaeological resources. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measure CR-1:

In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

Mitigation Measure CR-2:

If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

Less than Significant with Mitigation

c) Disturb any human remains, including those outside of formal cemeteries?

Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. Field surveys conducted as part of the Cultural Resource Investigation did not encounter any evidence of human remains. The Project Site is not located on or near a known cemetery. However, to insure adequate and compliant management of any buried remains that may be identified during project

development, the following mitigation measure is required as a condition of project approval to reduce any potential impacts to a less than significant level.

Mitigation Measure CR-3:

If evidence of human remains is identified, the County Coroner will be contacted immediately and permitted to inspect the remains. The County of San Bernardino and the Project Applicant shall also be informed of the discovery. The Coroner will determine if the bones are historic/archaeological or a modern legal case. The Coroner will immediately contact the Native American Heritage Commission (NAHC) in the event that remains are determined to be human and of Native American origin, in accordance with California Public Resources Code Section § 5097.98.

All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code § 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless if the remains are modern or archaeological.

With implementation of Mitigation Measure CR-1, CR-2 and CR-3, the Proposed Project would not have a significant impact on human remains.

Less than Significant with Mitigation

Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VI.	**ENERGY** – Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

SUBSTANTIATION: ***California Energy Consumption Database; Title 24 Building Energy Efficiency Standards; Submitted Project Materials***

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Electricity: The Proposed Project is the development of a truck terminal facility. Southern California Edison (SCE) would provide electricity to the Project Site. In 2019, the Industry sector of the Southern California Edison planning area consumed 17806.763595 GWh of electricity.[16] The Project Site is currently vacant and does not use electricity. The implementation of the Proposed Project would result in an increase in electricity demand. The estimated electricity demand for the Proposed Project is 0.186358 GWh per year. The Proposed Project's estimated annual electricity consumption compared to the 2019 annual electricity consumption of the overall Industry Sector in the SCE Planning Area would account for approximately 0.001047 percent of total electricity consumption. The existing SCE electrical facilities are sufficient to meet this increased demand. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 GWh between the years 2015 and 2026. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's entire service area. Therefore, projected electrical demand would not significantly impact SCE's level of service.

The Proposed Project has been designed to comply with the 2019 Building Energy Efficiency Standards. The County of San Bernardino would review and verify that the Proposed Project plans would be in compliance with the most current version of the Building and Energy Efficiency Standards. The Proposed Project would also be required adhere to CALGreen, which establishes planning and design standards for sustainable developments and energy efficiency. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. No significant impacts are identified or required, and no mitigation measures are recommended.

Natural Gas: The Project Site would be serviced by Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand for natural gas. Therefore, the development of the Proposed Project will create a permanent increase demand for natural gas. According to the California Energy Commission's Energy Report, the Industry Sector was responsible for 1724.870500 million Therms of natural gas consumption in the SoCalGas Planning Area in 2019.[17] Despite the ever-growing demand for electric power, the overall gas demand for electric generation is expected to decline at 1.4 percent per year for the next 17 years due to more efficient power plants, statewide efforts to reduce GHG emissions, and use of power generation resources that produce little to no carbon emissions. The Proposed Project's estimated annual natural gas demand is 2,339.28 therms. The Proposed Project's estimated annual electricity consumption compared to the 2019 annual natural gas consumption of the overall Industry Sector in the SoCalGas Planning Area would account for

[16] https://ecdms.energy.ca.gov/Default.aspx. Accessed January 29, 2020.

[17] https://ecdms.energy.ca.gov/Default.aspx. Accessed December 1, 2020.

approximately 0.000135 percent of total natural gas consumption. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, the existing SoCalGas facilities is expected to meet the increased demand for natural gas.

Less Than Significant Impact

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Proposed Project would be designed to comply with the County of San Bernardino Greenhouse Gas Emissions Reduction Plan, and the State Building Energy Efficiency Standards (Title 24). Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impacts would occur.

The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32; therefore, the Project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by to 2020. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, no impacts are identified or anticipated, and no mitigation measures are recommended.

No Impact

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VII. GEOLOGY AND SOILS - Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. 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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

	iv. Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	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?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e)	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?	☐	☐	☒	☐
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

SUBSTANTIATION: *(Check ☐ if project is located in the Geologic Hazards Overlay District):*

Countywide Plan; Submitted Project Materials; Fault Activity Map of California, 2010; California Important Land Finder; Phase I Cultural Resources Investigation

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) 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? Refer to Division of Mines and Geology Special Publication 42

A Report of Soils and Foundation Evaluations and soil infiltrations testing (soils report), dated July 7, 2020, was prepared for the Proposed Project by Soils Southwest, Inc. The Project Site does not occur within an Alquist-Priolo Earthquake Fault Zone[18] or County Fault Hazard Zone.[19] As stated in the soils report, the San Jacinto Fault is 5.06 miles from the Project Site. Although the potential for rupture on-site cannot be dismissed, it is considered low due to the absence of known faults within the immediate vicinity.

[18]Department of Conservation Fault Activity Map of California (2010). http://maps.conservation.ca.gov/cgs/fam/. Accessed January 30, 2020.

[19] San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-1 "Alquist-Priolo Fault Zones and County Fault Hazard Zones."

Nonetheless, the Proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Compliance with these codes and standards would address potential impacts resulting from an earthquake event. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

ii) Strong seismic ground shaking?

No active faults pass through Bloomington.[20] As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site. The design of any structures on-site would incorporate measures to accommodate projected seismic ground shaking in accordance with the California Building Code (CBC) and local building regulations. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. Compliance can ensure that the Proposed Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Implementation of mitigation measure GEO-1 below would ensure that seismic impacts due to seismic activity are reduced to less than significant level.

Mitigation Measure GEO-1:

The recommendations highlighted in Section 5 of the soils report and any other geotechnical requirements provided by the County Geologist shall be incorporated into design and construction.

With implementation of Mitigation Measures GEO-1, the Proposed Project would not cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

Less than Significant with Mitigation

iii) Seismic-related ground failure, including liquefaction?

Liquefaction is a process in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking and behave as fluid. Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. Ground failure associated with liquefaction can result in severe damage to structures. The Project Site is not located in an area susceptible to liquefaction.[21] As reported in the soils report, no groundwater shallower than 100 feet below grade was encountered. The report concluded that the Project Site is considered

[20] San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-1 “Alquist-Priolo Fault Zones and County Fault Hazard Zones.
[21] San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 “Liquefaction and Landslide Susceptibility.”

non-susceptible to seismically induced soils liquefaction. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

iv) Landslides?

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The Project Site is not located within an area susceptible to landslides.[22] Furthermore, the Project Site is near level with the surrounding area. As concluded in the soils report, the potential for seismically induced landslides to occur is considered low. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

b) Result in substantial soil erosion or the loss of topsoil?

Implementation of the Proposed Project would disturb more than one acre of soil. Therefore, the Proposed Project is subject to requirements of the State Water Resources Control Boards General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs would ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) 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?

The Project Site is relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. The elevation of the Project Site ranges from approximately 1037 feet to 1050 feet. The Project Site is not within an area susceptible to liquefaction or landslides.[23] As stated in the soils report, the proposed structures are expected to withstand predicted vertical and lateral ground spreading/displacements to an acceptable level of risk. Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Because the Project Site is relatively level, Southwest concludes that the potential for seismically induced lateral ground spreading

[22] San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 “Liquefaction and Landslide Susceptibility.”
[23] San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 “Liquefaction and Landslide Susceptibility.”

should be considered low. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Expansive soils (shrink-swell) are fine-grained clay silts subject to swelling and contracting in relation to the amount of moisture present in the soil. Structures built on expansive soils may incur damage due to differential settlement of the soil as expansion and contraction takes place. A high shrink-swell potential indicates a hazard to structures built on or with material having this rating. According to the soils report, there is a presence of upper loose fine to medium silty sands with pebbles and rock fragments with occasional small rocks, overlying natural deposits of gravely fine to coarse sands with traces of silts with pebbles and minor rock fragments to the maximum 31 feet depth explored. The Project Site soils are considered “very low” in expansion characteristics with Expansion Index (EI) less than 20. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

e) 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?

There is a presence of upper loose fine to medium silty sands with pebbles and rock fragments along with occasional small rocks, overlying natural deposits of gravely fine to coarse sands with traces of silts with pebbles and minor rock fragments to the maximum 31 feet depth explored. The Proposed Project will utilize an on-site septic tank and leach lines to the west of the office building. Implementation of Mitigation Measure GEO-1 can reduce impacts associated with installation of septic tanks to less than significant level.

Less Than Significant Impact

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As part of the Phase I Cultural Resources Investigation, a paleontological overview was completed through the Natural History Museum of Los Angeles County. The report concluded that the Project Site is dominated by surficial sediments consisting of younger and older Quaternary alluvium derived from the San Gabriel Mountains and possibly wind deposited sands. While fossil specimens are not associated with the younger Quaternary deposits, the older deposits have been known to yield specimens that include elephants, bear, dog, horse, camel, and bison. The potential for identifying fossil specimens is low to moderate, depending on the extent of excavations for site development. There is a sensitivity for paleontological resources at relatively shallow depths.

The following mitigation measure is recommended to insure adequate and compliant management of any resources that may be identified within the Project Site during project development:

Mitigation Measure GEO-2:

Any excavations exceeding 5 feet and into the older Quaternary alluvium shall be monitored by a qualified paleontologist to detect and professionally collect any fossils uncovered.

Implementation of Mitigation Measure GEO-2 would ensure that no significant impacts to paleontological resources occur.

Less than Significant with Mitigation

Therefore, potential impacts can be reduced to less than significant level with implementation of mitigation measures above.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VIII.	**GREENHOUSE GAS EMISSIONS –** Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b)	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

SUBSTANTIATION:
Countywide Plan; Submitted Project Materials; Greenhouse Gas Emissions (GHG) Reduction Plan (September 2011)

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

In September 2011, the County adopted a Greenhouse Gas Emissions (GHG) Reduction Plan (September 2011) (GHG Plan). The GHG Plan presents a comprehensive set of actions to reduce the County's internal and external GHG emissions to 15% below current levels (2007 levels) by 2020, consistent with the AB 32 Scoping Plan. GHG emissions impacts are assessed through the GHG Development Review Process (DRP) by applying appropriate reduction requirements as part of the discretionary approval of new development projects. Through its development review process, the County will implement CEQA requiring new development projects to

quantify project GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of CO_2 equivalent ($MTCO_2e$) per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. The purpose of the Screening Tables is to provide guidance in measuring the reduction of greenhouse gas emissions attributable to certain design and construction measures incorporated into development projects.

The County's Greenhouse Gas Emissions Reduction Plan (GHG Plan) was adopted on December 6, 2011 and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below 2007 emissions. The plan is consistent with AB 32 and sets the County on a path to achieve more substantial long-term reductions in the post-2020 period. Achieving this level of emissions will ensure that the contribution to greenhouse gas emissions from activities covered by the GHG Plan will not be cumulatively considerable.

Implementation of the County's GHG Plan is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new developments are required to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year is used to identify and mitigate project emissions.

GHG emissions were screened using CalEEMod version 2016.3.2. The emissions incorporate certain design reduction strategies. Such design reduction strategies included improved walkability by providing sidewalks, improve destination and pedestrian network accessibility. Refer to Tables 9 and 10 for GHG screening.

Table 9
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	**CO_2**	**CH_4**	**N_20**	**CO_2e**
Site Preparation	17.54	0.00	0.00	17.67
Grading	27.41	0.00	0.00	27.63
Building Construction (2021)	341.77	0.05	0.00	342.88
Building Construction (2022)	278.67	0.03	0.00	279.58
Paving	21.35	0.00	0.00	21.51
Architectural Coating	5.44	0.00	0.00	5.45
Total MTCO2e	**694.72**			
Amortized over 30 years	**23.2**			

Source: CalEEMod.2016.3.2 Annual Emissions.

Table 10
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	**CO_2**	**CH_4**	**N_20**	**CO_2e**
Area	0.00	0.00	0.00	0.00
Energy	71.86	0.00	0.00	72.15
Mobile	2,957.55	0.20	0.00	2,962.52
Waste	1.81	0.11	0.00	4.49
Water	6.52	0.05	0.00	8.06
Construction amortized	**23.2**			
Total MTCO2e	**3,070.4**			
County Screening Threshold	3,000			

Source: CalEEMod.2016.3.2 Annual Emissions.

The Proposed Project would generate approximately 3,070.22 MTCO2e per year and would be exceed the County screening threshold of 3,000 MTCO2e. Therefore, project operational activities were evaluated compared to the San Bernardino County GHG Reduction Plan Screening Tables.

The Proposed Project is anticipated to provide overflow or excess truck trailer storage for nearby warehouses. Although the specific end user(s) are unknown at this time, it is reasonable to assume that the future tenant will select this location at least in part as to how it effects their transportation costs. Businesses who have shipping as a significant part of their operations are sensitive to transportation costs and by extension their relative proximity to customers and suppliers. Therefore, the Proposed Project is anticipated to serve nearby warehouse and distribution facilities that would be looking to locate overflow trailer storage as close as possible to the primary warehouse or distribution facility. As a result, the trips are expected to be local serving and therefore the Proposed Project would tend to shorten vehicle trips (consistent with Reduction Measure R2T6).

There are existing commercial and institutional uses to the south of the Project Site. In addition, the Project Site is located approximately 0.4 miles south of warehouses surrounding the I-10. The Project Site is located within 0.2 miles from intersections and areas with numerous opportunities for employment. Therefore, the Proposed Project includes design features to improve walkability design and improve destination accessibility. The Proposed Project would provide sidewalks on-site and connecting off-site, which will improve pedestrian network (consistent with Reduction Measure R2T2). In addition, the Proposed Project would remove the existing trucks parked on local roadway segments and residential streets. As a result, the Proposed Project's modeled operational emissions include emissions from existing local sources. Mitigation Measures GHG-1 to GHG-5 shall be implemented to ensure that operational emissions comply with the County's GHG reduction measures as refenced in the screening tables.

Mitigation Measure GHG-1:

During construction, unpaved areas shall be watered twice per day.

Mitigation Measure GHG-2:

Low VOC paint shall be applied to interiors and exteriors of building and to the parking lot.

Mitigation Measure GHG-3:

The Project Applicant shall require that bathroom faucets installed in the proposed structure utilize low-flow fixtures that would reduce flow by 32% per CALGreen Standards (consistent with Reduction Measure R2WC-1) or comply with the County's Uniform Building Code (UBC).

Mitigation Measure GHG-4:

The Project Applicant shall require that toilets installed in the proposed structure utilize low-flow fixtures that would reduce flow by 20% per CALGreen Standards (consistent with Reduction Measure R2WC-1) or comply with the County's UBC.

Mitigation Measure GHG-5:

Prior to final inspection and issuance of occupancy permits, the Project Proponent shall implement a 75 percent Solid Waste Diversion Program by providing separated recycling bins.

With implementation of these Mitigation Measures and design features, the Proposed Project would be in compliance with the County's GHG reduction plan. Less than significant impact is anticipated.

No Impact

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

The Proposed Project would comply with applicable County GHG Plan strategies. Any project that does not exceed 3,000 MTCO2e per year will be considered to be consistent with the SCAQMD's AQMP and determined to have a less than significant individual and cumulative impact for GHG emissions. With implementation of Mitigation Measures GHG-1 to GHG-5, the Proposed 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.

Less than Significant with Mitigation

Therefore, with implementation of Mitigation Measures GHG-1 to GHG-5, impacts would be less than significant.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IX.	**HAZARDS AND HAZARDOUS MATERIALS –** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

SUBSTANTIATION:

Submitted Project Materials; EnviroStor Database; San Bernardino Countywide Plan Draft EIR: Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The Proposed Project is the development of a truck terminal facility that includes office space, landscaping, and parking for automobiles and tractors/trailers. The uses of the Proposed Project would not create a significant hazard to the public or environment due to the use of hazardous materials. All materials required during construction would be kept in compliance with State and local regulations and will comply with Best Management Practices.

Development of the Proposed Project would disturb more than one acre and would therefore be subject to the NPDES permit requirements. Requirements of the permit would include development and implementation of a SWPPP, which is subject to Santa Ana Regional Water Quality Control Board (RWQCB) review and approval. The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP would include BMPs to control and abate pollutants. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All construction materials would be kept in compliance with State and local regulations. Operational activities include standard maintenance that involve the use of commercially available productions, which would not create significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.
Less Than Significant Impact

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Slover Mountain High School is the nearest school to the Project Site. It occurs approximately 0.26 miles northeast of the Project Site at 18829 Orange Street. No hazardous materials would be emitted as a result of the construction and operation of the Proposed Project. Therefore, no impacts associated with emission of hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of a school are anticipated. No impacts or anticipated and no mitigation measures are required.

No Impact

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The Proposed Project has received a Hazardous Waste Site Certification certifying that the Proposed Project is not located on a site that is included on the Cortese list dated February 2, 2020. The Project Site was not found on the list of hazardous materials sites complied pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.[24] EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the immediate vicinity of the Project Site. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The Project Site is not within an airport safety review area or Airport Runaway Protection Zone.[25] The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport to the Project Site is Rialto Airport, approximately 4.23 miles northwest of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Project Site does not contain any emergency facilities The I-10 freeway is an evacuation route within the Valley Region of the County.[26] The Project Site is approximately 0.25 miles south of Slover Ave and approximately 0.57 miles south of I-10. The Proposed Project is the development of a truck terminal facility; it would reduce the number of trucks parked illegally on the streets of Bloomington. Therefore, it would facilitate, rather than interfere with, the use of evacuation routes. Furthermore, adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

[24]California Department of Toxic Substances Control. EnviroStor. Accessed January 31, 2020.

[25] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-2 "Airport Safety Zones."
[26] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Table 5.8-10 "Evacuation Routes in San Bernardino County."

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The Project Site is not located within a High or Very High Fire Hazard Severity Zone.[27] In addition, there are no intermixed wildland areas within the vicinity of the Project Site. The nearest wildland areas would be Jurupa Hills, located approximately 1.5 miles southwest of the Project Site. The Proposed Project is the development of a truck terminal facility, including landscaping and office space. It would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. The Proposed Project is subject to review and approval from the San Bernardino County Fire Marshal. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statues, codes, ordinances, and standards of the San Bernardino County Fire Department. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
X.	**HYDROLOGY AND WATER QUALITY -** Would the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c)	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:				
	i. result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐

[27] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

ii.	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☒	☐	☐
iii.	create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	☐	☒	☐	☐
iv.	impede or redirect flood flows?	☐	☐	☒	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials; Preliminary WQMP; Hydrology and Hydraulics Report

a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The Proposed Project would disturb approximately 8.94 acres and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES) permit. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters.

The RWQCB has issued an area-wide NPDES Storm Water Permit for the County of San Bernardino, the San Bernardino County Flood Control District and the unincorporated areas of San Bernardino County. The implementation of NPDES permits ensures that the State and Federal mandatory standards for the maintenance of clean water are met.

In addition, the County requires the preparation of a Water Quality Management Plan (WQMP) for development projects that involve the creation of 10,000 ft^2 or more of impervious surface collectively over the entire site and parking lots of 5,000 ft^2 or more exposed to storm water. A preliminary WQMP, dated September 2, 2020, was prepared for the Proposed Project by Joseph E. Bonadiman & Associates, Inc. The WQMP is intended to comply with the requirements of the County of San Bernardino and the NPDES Area wide Stormwater Program requiring the preparation of a WQMP. All BMPs

included as part of the project WQMP are required to be maintained through regularly scheduled inspection and maintenance. Review and approval of the WQMP would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Water supply to the Project Site would be provided by the West Valley Water District (WVWD). The San Bernardino Valley Municipal Water District (SBVMWD) covers about 325 square miles in southwestern San Bernardino County, including the Community of Bloomington. The WVWD is within the SBVMWD service area. The SBVMD has developed a cooperative recharge program that is being successfully implemented to help replenish groundwater, using the State Water Project and local runoff.

The Proposed Project includes a request for Zone Change from General Commercial (CG) to Service Commercial (CS). Approval of the Zone Change and a CUP would allow for the development of a truck terminal facility on the Project Site. During operations of the Proposed Project, management of the landscape, and use of the office space and repair bays would be the only sources of demand for water on-site. It does not include uses that are water intensive. Moreover, implementation of the project Best Management Practices (BMPs) would ensure that stormwater discharge does not substantially alter the existing drainage pattern and water quality, thereby allowing runoff from the Project Site to be utilized as a resource that can eventually be used for groundwater recharge. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) *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**:***

i) Result in substantial erosion or siltation on- or off-site;

Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water becomes dirty due to fine mineral particles in the water. Soil erosion could occur due to a storm event. Thus, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Natural infiltration capacity would be maximized by

incorporating a design that promotes water retention through placement of proposed landscape, soil development, grading techniques, and allowing natural drainage into the landscaped areas. Disturbed areas will be re-vegetated where possible. Mitigation Measure WQ-1 should be implemented to minimize erosion and siltation due to stormwater BMP installation.

Mitigation Measure WQ-1:

The suggested site requirements highlighted in Section 7 of the soils report should be incorporated into construction.

With implementation of Mitigation Measures WQ-1, the Proposed Project would not result in substantial erosion or siltation on- or off-site.

Less than Significant with Mitigation

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;

According to the WQMP, impervious area would be minimized as much as possible under proposed conditions. The Project Site has one drainage area. A Hydrology and Hydraulics Report was prepared for the Proposed Project by Joseph E. Bonadiman & Associates, Inc. in March 2020. The Proposed Project is anticipated to increase peak flows and runoff volumes due to the proposed paving and increased impervious area. The Proposed Project includes 330,035 SF of impervious surface. The increase in flow rate should be mitigated onsite as to reduce the total site discharge to 90% of the pre-development conditions per the San Bernardino County Hydrology Manual. Because there are no storm drain facilities adjacent to the Project Site and there is no sufficient elevation to accommodate an outlet for an onsite detention basin, the only option to mitigate storm water flow is an underground infiltration/retention system. This system will need to be capable of capturing storm flows from the 100-year event and provide enough capacity in order to reduce the total site discharge to 90% of the predeveloped condition.

Mitigation of developed peak flow rates can be achieved by capturing the storm volume to a point where the hydrograph outflow rates are less than the above maximum allowable peak flow rates. Time of concentration would change due to the Proposed Project. Mitigation measures WQ-2 and WQ-3 should be implemented to avoid substantially increasing the rate or amount of surface runoff.

Mitigation Measure WQ-2:

An underground storm infiltration chamber with the capacity of 150,413 cubic-feet (CF), resulting in a peak discharge of 6.68 CF from the 100-year, 24-hour storm, will be needed to reduce developed peak flow rate to the maximum allowable peak flows. Due to site limitations, retention/infiltration of the 100-year, 24-hour storm is proposed.

Mitigation Measure WQ-3:

Overflow from the underground storm infiltration chamber to the public right-of-way shall be conveyed through a 6-foot-wide parkway culvert constructed in accordance with San Bernardino County Standards Plans.

With implementation of Mitigation Measures WQ-2 and WQ-3, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite.

Less than Significant with Mitigation

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or

The total design capture volume (DCV) for the Proposed Project is 34,255 CF. The increase in runoff and flow rates shall be mitigated by implementing mitigation measures WQ-2 and WQ-3 above. With incorporation of an underground storm infiltration chamber with the capacity of 151,700 CF into site design, the Proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff. Therefore, no additional mitigation measures are required.

Less than Significant with Mitigation

iv) Impede or redirect flood flows?

The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.[28] Under existing conditions, the site generally flows to the south, discharging onto the southern properties. Under proposed conditions, water would flow northwesterly, southwesterly and southeasterly from near the center of the Project Site. Water flowing northwesterly would be conveyed to high density polyethylene (HDPE) pipes and rerouted south to the underground storm infiltration chamber. Stormwater flowing southwesterly and southeasterly would eventually drain into the infiltration chamber. Development of the Proposed Project would not substantially impede or redirect flood flows. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

[28] San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 “Flood Hazard Zones in the Valley and Mountain Regions.”

d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards in the vicinity of the Project Site. The closest body of water to the Project Site is Lake Evans, located approximately 4.25 miles southeast of the site and approximately 200 feet lower in elevation. The Project Site is neither located within a Federal Emergency Management Agency (FEMA) 100-year floodplain nor a 500-year floodplain.[29] Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Proposed Project is subject to the NPDES permit. Requirements of the permit would include development and implementation of a SWPPP, which is subject to RWQCB review and approval. The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP would include BMPs to control and abate pollutants, and treat runoff that can be used for groundwater recharge. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection. Appropriate BMPs will be reviewed and approved by the County. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XI.	**LAND USE AND PLANNING** - Would the project:				
a)	Physically divide an established community?	☐	☐	☒	☐
b)	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?	☐	☐	☒	☐

[29] San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials

a) Physically divide an established community?

b) 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?

a) and b) The Proposed Project is the development of a truck terminal facility on an 8.94-acre vacant property. The Project Site is located on Cedar Avenue, between Slover Avenue and Santa Ana Avenue. It is surrounded by commercial and institutional uses to the south, residential development to the east and the north, and undeveloped flood control easement to the west. The Project Site is located within the Community of Bloomington and has a zoning of General Commercial (CG). The Proposed Project includes a request for a Zone Change to change the designation to Service Commercial (CS). Upon approval of the Zone Change, the Proposed Project would be consistent with the Countywide Plan and applicable land use plans.

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does include the construction of a linear feature. Therefore, the Proposed Project would neither physically divide an established community nor cause a significant environmental impact due to conflict with any land use plans or policies. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XII.	**MINERAL RESOURCES** - Would the project:				
a)	Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

SUBSTANTIATION: *(Check ☐ if project is located within the Mineral Resource Zone Overlay):*

Countywide Plan; Submitted Project Materials; Mineral Land Classification

a) *Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?*

According to the California Department of Conservation, Mineral Land Classification map, the Project Site occurs in the southwestern region of San Bernardino County, specifically in the 2008 Open File Report (OFR) SR206 Plate 1 and the 1995 OFR 94-08 (west).[30] The western portion of the Project Site occurs within Mineral Resource Zone 2 (MRZ-2) and the eastern portion occurs within MRZ-3.[31] An MRZ-2 zone is an area where geologic data indicate that significant Portland Cement Concrete (PCC)-Grade aggregate resources are present. Approximately half of the Project Site is an MRZ-2 zone; an MRZ-2 zone of this size would not be economically viable to mine. An MRZ-3 zone is an area containing known or inferred mineral occurrences of undetermined mineral resource significance. An area with undetermined mineral significance would not be valuable to the region or residents of the state until its mineral significance is confirmed. Moreover, the Project Site is surrounded primarily by residential, commercial and medical office uses. The current surrounding uses are not compatible for mineral resource extraction. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

The Project Site has a current land use zoning of General Commercial. The Proposed Project includes a Zone Change to change the existing designation to Service Commercial. With the approval of the Zone Change and CUP, the Proposed Project would be consistent with the Countywide Plan. Although the Project Site is within MRZ-2 and MRZ-3 zones, the size of the property and surrounding uses make the site unsuitable for mineral resources extraction. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

[30] Mineral Land Classification of a Part of Southwestern San Bernardino County: Open-File Report 94-08 (west) and SR206 Plate 1. Accessed February 15, 2020.

[31] County of San Bernardino. NR-4 Mineral Resources Zones web map. Accessed December 4, 2020.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIII.	**NOISE** - Would the project result in:				
a)	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?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

SUBSTANTIATION: *(Check if the project is located in the Noise Hazard Overlay District ☐ or is subject to severe noise levels according to the General Plan Noise Element ☐):*

Countywide Plan; Submitted Project Materials; Noise Impact Analysis, Urban Crossroads, September 10, 2020

a) *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?*

A Noise Impact Analysis, dated September 10, 2020, was prepared for the Proposed Project by Urban Crossroads, Inc. to determine the noise impacts associated with the development of the Proposed Project.

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum.

Existing Noise Level

The background ambient noise levels in the Project study area (see Figure 4 - Noise Measurement Locations in the Noise Impact Analysis) are dominated by the transportation-related noise associated from surface streets. This includes the auto and heavy truck activities on study area roadway segments near the noise level

measurement locations. The 24-hour existing noise level measurement results are shown in Table 11.

Table 11
24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	Located north of the Project site on Valencia Street near the existing single-family residential home at 10644 Valencia Street.	57.2	54.5	61.7
L2	Located east of the Project site across Cedar Avenue near the Cedar Village Mobile Home Park at 10701 Cedar Avenue.	71.9	70.0	77.1
L3	Located south of the Project site near the Cedar House Life Change Center.	53.8	52.9	59.9
L4	Located west of the Project site near the existing single-family residential home at 10709 Linden Avenue.	56.6	56.5	63.1

[1] See Exhibit 5-A of Noise Impact Analysis for the noise level measurement locations.
[2] Energy (logarithmic) average levels.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Off-Site Traffic Noise Impacts

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. Roadway segments are analyzed from the without Project, to the with Project conditions in each of the following timeframes: Existing 2020, Opening Year Cumulative (2021), and Horizon Year (2040).

The Existing without Project exterior noise levels are expected to range from 73.3 to 76.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Existing with Project conditions will range from 73.3 to 76.8 dBA CNEL. The Project off-site traffic noise level impacts will range from 0.0 to 0.9 dBA CNEL. Based on the significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

Source: Urban Crossroads. *Noise Impact Analysis for Cedar Avenue Trucking Storage*. September 10, 2020. Exhibit 5-A

LEGEND

- Site Boundary
- Measurement Locations

LILBURN CORPORATION

NOISE MEASUREMENT LOCATIONS

Cedar Avenue Trucking Facility
Bloomington, California

FIGURE 4

The Opening Year Cumulative (2021) without Project exterior noise levels are expected to range from 74.8 to 77.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Opening Year Cumulative (2021) with Project conditions will range from 74.8 to 77.4 dBA CNEL. The Project off-site traffic noise level increases will range from 0.0 to 0.7 dBA CNEL. Land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to the Proposed Project truck trip distribution under Opening Year Cumulative (2021) with Project conditions.

The Horizon Year (2040) without Project exterior noise levels are expected to range from 75.2 to 77.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Horizon Year (2040) with Project conditions will range from 75.2 to 77.8 dBA CNEL. The Project off-site traffic noise level increases will range from 0.0 to 0.6 dBA CNEL. Land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to the Proposed Project truck trip distribution under Horizon Year (2040) with Project conditions.

Sensitive Receiver Locations

To assess the potential for long-term operational and short-term construction noise impacts, the following sensitive receiver locations (see Figure 5 - Sensitive Receiver Locations in the Noise Impact Analysis) were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land.

Operational Noise

The County of San Bernardino County Code, Title 8 Development Code, Section 83.01.080(c) establishes the noise level standards for stationary noise sources. Since the Project's land use will potentially impact adjacent noise-sensitive uses in the Project study area, this noise study relies on the more conservative residential noise level standards to describe potential operational noise impacts. For residential properties, the exterior noise level shall not exceed 55 dBA L_{eq} during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.) for both the whole hour, and for not more than 30 minutes in any hour.

Using the reference noise levels to represent the Proposed Project operations that include truck terminal activity, entry gate and truck movements, roof-top air conditioning units, trash enclosure activity and repair shop activity, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project Site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. The daytime (7:00 a.m. to 10:00 p.m.) hourly noise levels at the off-site receiver locations are expected to range from 51.1 to 56.3 dBA L_{eq}. The nighttime (10:00 p.m. to 7:00 a.m.) hourly noise levels at the off-site receiver locations are expected to range from 50.7 to 54.4 dBA L_{eq}.

Source: Urban Crossroads. *Noise Impact Analysis for Cedar Avenue Trucking Storage*. September 10, 2020. Exhibit 8-A

LILBURN CORPORATION

LEGEND

- Site Boundary
- Receiver Locations
- Distance from receiver to Project Site boundary (in feet)

SENSITIVE RECEIVER LOCATIONS

Cedar Avenue Trucking Facility
Bloomington, California

FIGURE 5

Table 12 shows that the operational noise levels associated with Proposed Project will satisfy the County of San Bernardino exterior noise level standards adjusted to reflect the ambient noise levels at all nearby receiver locations with the planned 8-foot high screen wall on the northern project boundary. Therefore, the operational noise impacts are considered less than significant at the nearest noise-sensitive receiver locations.

Table 12
Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	53.3	53.0	57.2	54.5	No	No
R2	56.3	54.4	71.9	70.0	No	No
R3	52.1	51.7	53.8	52.9	No	No
R4	51.1	50.7	56.6	56.5	No	No

[1] See Exhibit 8-A of Noise Impact Analysis for the receiver locations.
[2] Proposed Project operational noise levels as shown on Tables 9-3 and 9-4 of Noise Impact Analysis.
[3] Exterior noise level standards adjusted to reflect the ambient noise levels per the County of San Bernardino Development Code, Title 8, Section 83.01.080.
[4] Do the estimated Project operational noise source activities exceed the noise level standards? "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

The Proposed Project will generate daytime and nighttime operational noise level increases ranging from 0.1 to 2.5 dBA L_{eq} at the nearest receiver locations. Project-related operational noise level increases will satisfy the operational noise level increase significance criteria. Therefore, the incremental Project operational noise level increase is considered less than significant at all receiver locations.

Construction Noise

Section 83.01.080(g)(3) of the County of San Bernardino Development Code indicates that construction activity is considered exempt from the noise level standards between the hours of 7:00 a.m. to 7:00 p.m. except on Sundays and Federal holidays. However, neither County General Plan or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land use.

To evaluate whether the Proposed Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during Project construction activities as shown on Table 13. Therefore, the noise impacts

due to Project construction noise is considered less than significant at all receiver locations.

Table 13
Typical Construction Noise Level compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	76.2	80	No
R2	72.0	80	No
R3	70.6	80	No
R4	67.4	80	No

[1] Noise receiver locations are shown on Exhibit 10-A of Noise Impact Analysis.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-2 of Noise Impact Analysis.
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) *Generation of excessive groundborne vibration or groundborne noise levels?*

Per the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (7), vibration is the periodic oscillation of a medium or object. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration.

Construction Vibration

The County of San Bernardino Development Code, Section 83.01.090(a) states that vibration shall be no greater than or equal to two-tenths inches per second measured at or beyond the lot line. Therefore, to determine if the vibration levels due to the operation and construction of the Project are significant, the peak particle velocity (PPV) vibration level standard of 0.2 inches per second is used.

As shown in Table 14, at distances ranging from 19 feet (at location R1) to 395 feet (at location R4) from Project construction activities (at the Project site boundary), construction vibration levels are estimated to range from 0.000 to 0.134 in/sec PPV and will remain below the County of San Bernardino 0.2 in/sec PPV threshold for vibration at

all receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during the construction activities at the Project Site. Additionally, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project Site perimeter.

Table 14
Typical Construction Equipment Vibration Levels

Receiver[1]	Distance to Const. Activity (Feet)	Receiver PPV Levels (in/sec)[2]					Threshold PPV (in/sec)[3]	Threshold Exceeded?[4]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	19'	0.005	0.053	0.115	0.134	0.134	0.2	No
R2	122'	0.000	0.003	0.007	0.008	0.008	0.2	No
R3	149'	0.000	0.002	0.005	0.006	0.006	0.2	No
R4	395'	0.000	0.001	0.001	0.001	0.001	0.2	No

[1] Receiver locations are shown on Exhibit 10-A of Noise Impact Analysis.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 10-4 of Noise Impact Analysis.
[3] Section 83.01.090(a) of the San Bernardino County Code.
[4] Does the peak vibration exceed the County of San Bernardino maximum acceptable vibration threshold?

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?*

The Project Site is not within an airport safety review area or Airport Runaway Protection Zone.[32] The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport is Rialto Airport, which is approximately 4.23 miles northwest of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

[32] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-2 "Airport Safety Zones."

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIV.	**POPULATION AND HOUSING** - Would the project:				
a)	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)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan; Submitted Project Material

a) *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)?*

The Proposed Project is the development of a truck terminal facility. The Proposed Project would require less than 10 office and maintenance employees and one full-time employee on-site at all times; employees would come from the local labor pool. Construction activities would be temporary and would not attract new employees to the area. The Project Site has a current zoning of General Commercial. The Proposed Project includes a Zone Change to Service Commercial. With approval of the Zone Change and CUP, the Proposed Project would be consistent with the Countywide Plan. The Proposed Project does not involve construction of new homes nor would it induce unplanned population growth by creating new jobs. Construction activities would be temporary and would not attract new employees to the area. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The Project Site is currently vacant and does not contain any residential housing. Implementation of the Proposed Project would not require construction of replacement housing elsewhere. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XV.	**PUBLIC SERVICES**				
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire Protection?	☐	☐	☒	☐
	Police Protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☐	☒
	Other Public Facilities?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan, 2007; Submitted Project Materials

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

Fire Protection?

There are two fire stations located within the Project's vicinity. San Bernardino County Fire Station 76, at 10174 Magnolia Street, is located approximately 0.66 miles north of the Project Site. Fire Station 77, at 17459 Slover Avenue, is located approximately 1.43 miles northwest of the Project Site. Services at Station 77 are paid for under contract with the City of Fontana. This station will need to be replaced in the future; if it were replaced to be more centralized in Fontana, Bloomington would lose level of service. In this event, a new station in southern Bloomington would be necessary. A replacement for Station #77, paid for under contract with Fontana, could potentially be relocated and/or a new station built in south Bloomington.[33]

[33] San Bernardino Countywide Plan Draft EIR: Public Services. Page 5.14-16.

Comprehensive safety measures that comply with federal, state, and local worker safety and fire protection codes and regulations would be implemented into project design to minimize the potential for fires to occur during construction and operations. The Proposed Project would be required to comply with County fire suppression standards, provide adequate fire access and pay required development impact fees. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Police Protection?

The San Bernardino County Sheriff's Department (SBCSD) serves the Community of Bloomington and other unincorporated portions of the County. The nearest police station to the Project Site is the SBCSD station located at 17780 Arrow Boulevard, approximately 3 miles northwest of the Project Site. The SBCSD reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Additionally, development impact fees are collected at the time of building permit issuance to offset project impacts. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Schools?

The Project Site is served by the Colton Joint Unified School District. Construction activities would be temporary and would not result in substantial population growth. Employees required for operations are expected to come from the local labor force. The Proposed Project is not expected to draw any new residents to the region that would require expansion of existing schools or additional schools. With the collection of development impact fees, impacts related to school facilities are expected to be less than significant. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Parks?

The Proposed Project would not induce residential development nor significantly increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the Proposed Project would place no demands on parks because it would not involve the construction of housing and would not involve the introduction of a permanent human population into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

Other Public Facilities?

The Proposed Project would not result in an increased residential population or a significant increase in the work force. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVI.	**RECREATION**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☐	☒
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

SUBSTANTIATION:

Submitted Project Materials

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?*

The Proposed Project requires less than 10 office and maintenance employees and one full-time employee on-site at all times. Employees are expected to come from the local labor force. It does not include development of residential housing or other uses that would lead to substantial population growth. Therefore, the Proposed Project would not result in an increase in the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The Project Applicant's payment of required fees will serve to mitigate any potential impacts related to the use of existing parks and other recreational facilities from the Proposed Project. No impacts are identified or anticipated, and no mitigation measures are required.

No Impact

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The Proposed Project does not include the construction or expansion of recreational facilities. The employees required for the operations of the Proposed Project would come from the local labor force. No recreational facilities would be removed, and the addition of employees would not create the need for additional facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

Therefore, no adverse impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVII.	**TRANSPORTATION** – Would the project:				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d)	Result in inadequate emergency access?	☐	☐	☒	☐

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials; Traffic Analysis, Urban Crossroads, October 28, 2020

a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

A Traffic Analysis (TA), dated October 28, 2020, was prepared for the Proposed Project by Urban Crossroads, Inc. The purpose of the TA is to evaluate the potential circulation system deficiencies that may result from the development of the Proposed Project, and where necessary, recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. The TA has been prepared in accordance with the San Bernardino County Congestion Management Program (CMP) Guidelines for CMP Traffic Impact Analysis Reports, the County of San Bernardino Transportation Impact Study Guidelines (dated July 9, 2019), the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies (December 2002), and consultation with County staff during the TA scoping process.

For the purposes of the TA, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2020): disclosed to represent the baseline traffic conditions as they existed at the time the TA was prepared
- Existing plus Project (E+P): determines traffic deficiencies that would occur on the existing roadway system with the addition of Project traffic.
- Opening Year Cumulative (2021) Without Project: To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth factor 3 Cedar Avenue Trucking Storage Traffic Analysis 13094-03 TIA Report REV 4 from Existing conditions of 1.5% is included for Opening Year Cumulative (2021) traffic conditions.
- Opening Year Cumulative (2021) With Project
- Horizon Year (2040) Without Project: This condition was derived from the San Bernardino Transportation Analysis Model (SBTAM) modified to represent buildout of the County of San Bernardino. The Horizon Year (2040) conditions analysis will be utilized to determine if improvements funded through regional transportation fee programs, such as the County's Development Impact Fee (DIF) program, or other approved funding mechanisms can accommodate the long-range cumulative traffic at the target level of service (LOS) identified by the County of San Bernardino.
- Horizon Year (2040) With Project:

The following intersections were selected for this TA based on consultation with County staff:

1. Cedar Av. & I-10 Westbound Ramps
2. Cedar Av. & I-10 Eastbound Ramps
3. Cedar Av. & Orange Av.
4. Cedar Av. & Slover Av.
5. Cedar Av. & Driveway 1

Study area freeway mainline analysis locations were selected based on Caltrans TA guidelines, which may require the analysis of State highway facilities. The TA evaluates the following freeway facilities:

1. I-10 Freeway Westbound, West of Cedar Av.
2. I-10 Freeway Westbound, On-Ramp at Cedar Av.
3. I-10 Freeway Westbound, Off-Ramp at Cedar Av.
4. I-10 Freeway Westbound, East of Cedar Av.
5. I-10 Freeway Eastbound, West of Cedar Av.
6. I-10 Freeway Eastbound, Off-Ramp at Cedar Av.
7. I-10 Freeway Eastbound, On-Ramp at Cedar Av.
8. I-10 Freeway Eastbound, East of Cedar Av.

Existing plus Project Conditions

Consistent with Existing (2020) traffic conditions, the study area intersections are anticipated to operate at acceptable LOS during the peak hours. There are no movements that are anticipated to experience off-ramp queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows, consistent with Existing (2020) traffic conditions. The study area freeway mainline segments and merge/diverge ramp junctions are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours, consistent with Existing (2020) traffic conditions.

Opening Year Cumulative (2021) Conditions

The following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2021) Without Project traffic conditions:

- Cedar Avenue & I-10 Westbound Ramps – LOS E PM peak hour only
- Cedar Avenue & I-10 Eastbound Ramps – LOS E PM peak hour only
- Cedar Avenue & Orange Street – LOS E PM peak hour only
- Cedar Avenue & Slover Avenue – LOS F PM peak hour only
- Cedar Avenue & Driveway 1 – LOS E PM peak hour only

There are no additional intersections anticipated to operate at a deficient LOS during the peak hours with the addition of Project traffic. It should be noted with mitigation measures below, the intersection of Cedar Avenue & Driveway 1 is anticipated to operate at an acceptable LOS during the peak hours. There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2021) traffic conditions, consistent with Existing (2020) traffic conditions. The study area freeway mainline segments and merge/diverge ramp junctions are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours, consistent with Existing (2020) traffic conditions.

Horizon Year (2040) Conditions

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) Without Project traffic conditions:

- Cedar Avenue & I-10 Westbound Ramps – LOS E AM peak hour; LOS F PM peak hour
- Cedar Avenue & I-10 Eastbound Ramps – LOS E PM peak hour only
- Cedar Avenue & Slover Avenue – LOS E AM peak hour; LOS F PM peak hour

With the addition of Project traffic, there are no additional study area intersections anticipated to operate at a deficient LOS during one or both peak hours for Horizon Year (2040) With Project traffic conditions. There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2040) traffic conditions, consistent with Existing (2020) traffic conditions. The following study area freeway mainline segments and merge/diverge ramp junctions are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours for Horizon Year (2040) Without Project and With Project traffic conditions:

- I-10 Freeway Westbound, West of Cedar Avenue – LOS F AM and PM peak hours
- I-10 Freeway Westbound, On-Ramp at Cedar Avenue – LOS F AM and PM peak hours
- I-10 Freeway Westbound, Off-Ramp at Cedar Avenue – LOS F AM and PM peak hours
- I-10 Freeway Westbound, East of Cedar Avenue – LOS E AM and PM peak hours
- I-10 Freeway Eastbound, West of Cedar Avenue – LOS E PM peak hour only
- I-10 Freeway Eastbound, East of Cedar Avenue – LOS E PM peak hour only

Bicycle and Pedestrian Facilities

Field observations indicate nominal pedestrian and bicycle activity within the study area. Pedestrian facilities are built out along portions Cedar Avenue and Slover Avenue. However, there are limited pedestrian facilities within close proximity to the Project Site on Cedar Avenue. Therefore, no significant impacts to bicycle and pedestrian facilities are anticipated.

Transit Service

The study area is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, with bus service along Cedar Avenue and Slover Avenue via Route 29. Omnitrans Route 29 runs along the I-10 Freeway but does not provide transit service to the study area. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

The following recommendations are based on the improvements needed to address site access and unacceptable LOS.

Mitigation measures T-1 and T-2 are based on improvements needed to accommodate site access.

Mitigation Measure T-1:

Cedar Avenue & Driveway 1 – The following improvements are necessary to accommodate site access:

- Project to install a traffic signal. In order to support the Cedar Avenue corridor signal timing coordination efforts by San Bernardino County Transportation Authority, the Proposed Project should ensure that the traffic signal is interconnected by copper or fiber.
- Project to construct a northbound left turn lane within the existing raised median with a minimum of 100-feet of storage.
- Project to construct an eastbound shared left-through-right turn lane.

Mitigation Measure T-2:

Cedar Avenue is a north-south oriented roadway located along the Project Site's eastern boundary. The Proposed Project is to construct Cedar Avenue at its ultimate half-section width as a Major Highway (104-foot right-of-way) from the Project's northbound boundary to the Project's southern boundary consistent with the County's standards. On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project Site. Sight distance at each project access point should be reviewed with respect to standard Caltrans and County of San Bernardino sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

The recommended improvements needed to address the cumulative deficiencies identified under Existing (2020), E+P, Opening Year Cumulative (2021), and Horizon Year (2040) traffic conditions are summarized in Table 15.

Table 15
Summary of Improvements

Intersection	Existing (2020)	E+P	2021 without Project	2021 with Project	Horizon Year (2040) without Project	Horizon Year with Project
Cedar Av. & I-10 WB Ramps	None	None	Add 2nd NB left turn lane	Same	Same	Same
Cedar Av. & I-10 EB Ramps	None	None	None	None	Add 2nd SB left turn lane; Add EB right turn lane	Same Same

Cedar Av. & Slover Av.	None	None	Add SB right turn lane Modify the traffic signal to provide a 120- second cycle length during the AM and PM peak hours	Same Same	Same Same Restripe the EB approach to provide two left turn lanes, one through lane, and one shared through-right turn lane	Same Same Same

For those improvements listed above and not constructed as part of the Proposed Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fees or fair share that would be assigned to construction of the identified recommended improvements. A rough order of magnitude cost has been prepared to determine the appropriate contribution value based upon the Project's fair share of traffic as part of the project approval process. Based on the Project fair share percentages, the Project's fair share cost is estimated at $230,396. These estimates are a rough order of magnitude only as they are intended for disclosure purposes and do not imply any legal responsibility or formula for contributions or mitigation.

Mitigation Measure T-3:

Prior to the issuance of building permits, the Project Applicant shall pay the Proposed Project's fair share amount of $128,436 for the improvements identified above at intersections located within the County of San Bernardino, or as agreed to by the County and Project Applicant.

Mitigation Measure T-4:

The Developer's fair-share amount for the intersections that either share a mutual border with or are wholly located within the jurisdiction of Caltrans that have recommended improvements which are not covered by a pre-existing fee program is $101,960. Developer shall be required to pay the amount shown above to the County of San Bernardino prior to the issuance of building permits. The County of San Bernardino shall hold Developer's Fair Share contribution in trust and shall apply Developer's Fair Share Contribution to any fee program adopted or agreed upon by the County of San Bernardino and other agencies.

The following Mitigation Measure is necessary in order to accommodate the ingress and egress of heavy trucks:

Mitigation Measure T-5:

Driveway 1 on Cedar Avenue should be modified to provide a 45-foot radius on the northwest curb.

Less than Significant with Mitigation

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?*

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). In December 2018, the Natural Resources Agency finalized updates to CEQA Guidelines to incorporate SB 743 (i.e., Vehicle Miles Traveled [VMT]). The VMT thresholds and methodology outlined in the County's July 2019 TA guidelines will be utilized to conduct the VMT analysis for the Project.

The San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (Screening Tool) allows users to input an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). The County Guidelines provides details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into the following three types:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

A land use project needs to meet one of the above screening thresholds to result in a less-than-significant impact.

TPA Screening

Consistent with guidance identified in the Technical Advisory, County Guidelines note that projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor") may be presumed to have a less than significant impact absent substantial evidence to the contrary. Based on the Screening Tool results, the Project Site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. The TPA screening threshold is not met.

Low VMT Area Screening

As noted in the Technical Advisory, "residential and office projects that are located in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT." The Screening Tool uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the region. The Project's physical location, based on parcel number, is input into the Screening Tool to

determine project generated VMT. The Proposed Project is located in APN 025703112 and TAZ 53742201. The parcel containing the Proposed Project was selected and the Screening Tool was run for Production/Attraction (PA) Home-Based Work VMT per Worker measure of VMT. Based on the Screening Tool results, it would appear that the Proposed Project TAZ may qualify as a low VMT area; however, the Project Site is located in an area currently shown as Commercial land use in the Countywide Plan. Additionally, the socio-economic data (SED) for the base year SBTAM was compared to the Proposed Project. Within TAZ 53742201, there is industrial employment which would exceed the Proposed Project. The Proposed Project is not anticipated to generate more VMT per worker than the existing TAZ. As such, the Proposed Project is consistent with the existing socio-economic data and can be screened out via the Low VMT Area screening. The Low VMT Area screening threshold is met.

Project Type Screening

The County Guidelines identifies that local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to local serving retail, other types of local serving uses (e.g., day care centers, non-destination hotels, affordable housing, places of worship, etc.) may also be presumed to have a less than significant impact as their uses are local serving in nature and would tend to shorten vehicle trips.

The Proposed Project is anticipated to provide overflow or excess truck trailer storage for nearby warehouses. Although the specific end user(s) are unknown at this time, it is reasonable to assume that the future tenant will select this location, at least in part, as to how it effects their transportation costs. Businesses who have shipping as a significant part of their operations are sensitive to transportation costs and by extension their relative proximity to customers and suppliers. Therefore, the proposed truck and trailer storage lot is anticipated to serve nearby warehouse and distribution facilities that would be looking to locate overflow trailer storage as close as possible to the primary warehouse or distribution facility. As a result, the trips are expected to be local serving. The Project Type screening threshold is met.

The Proposed Project meets the Project Type and Low VMT Area screening and would therefore be presumed to result in a less than significant VMT impact. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The Project Site is almost perfectly square-shaped and is not adjacent to windy roads. Moreover, the Proposed Project is the development of a truck terminal facility and includes installation of a four-way signal light. It does not include a geometric design or incompatible uses that would substantially increase hazards. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

d) *Result in inadequate emergency access?*

Access into the site would be via a 50-foot wide driveway at a new signalized intersection on Cedar Avenue. Secure access to the facility would then be via rolling gates at the guard shack, which was approved by the San Bernardino County Fire Department to maintain adequate emergency access. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Therefore, no significant adverse impacts are identified or anticipated with incorporation of mitigation measures T-1 to T-5.

Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVIII. TRIBAL CULTURAL RESOURCES				
a) Would the Project 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:				
i) 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), or	☐	☒	☐	☐
ii) 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

SUBSTANTIATION:

Phase I Cultural Resources Investigation McKenna et al., February 22, 2020, Tribal Consultation

a) *i) 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), or**;***

ii) 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

In February 2020, McKenna et al. completed a Phase I Cultural Resources Investigation for the Project Site (available at the County offices for review). The investigation has been completed for compliance with the California Environmental Quality Act (CEQA), as amended, the San Bernardino County policies and guidelines, and the local City of Rialto policies and guidelines.

The San Manuel Band of Mission Indians identify the general area as being within the Serrano traditional territory and noted a significant Serrano Village was present near the Santa Ana River (two miles east/southeast of the Project Site). The overall area was known to have been used by the Serrano, as evidenced by the few resources identified within one mile of the Project Site.

The Project Site is located in an area generally associated with Southern California Coastal desert region of the very western Sonoran Desert. This area is culturally associated with Serrano or Vanyume, the Native American populations that claimed the San Gabriel and San Bernardino Mountain areas, associated foothill areas, and some of the adjacent valley floors (e.g. San Gabriel Valley, San Bernardino Valley, Apple Valley and Lucerne Valley) as traditional territory(ies) and, more recently, have made claims to areas as far south as Riverside County and north past Barstow (in the Mojave Desert). The area is also claimed by the Gabrielino – predominantly associated with Los Angeles County, western San Bernardino and Riverside Counties, and northern Orange County.

McKenna et al. initiated consultation with the Native American Heritage Commission (NAHC) to inquire about any recorded sacred or religious sites in Project Site. The NAHC completed a record search of their Sacred Lands File (SLF) and results were negative. This level of consultation is considered preliminary, leaving SB-18 and/or AB-52 consultation to the County, as they are responsible for government-to-government consultation.

On July 31, 2020, the County of San Bernardino mailed notification pursuant to AB-52 to the following tribes: San Gabriel Band of Mission Indians, Twenty-Nine Palms Band

of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians and Gabrieleno Band of Mission Indians - Kizh Nation. AB-52 consultation concluded with the San Manuel tribe on December 3, 2020, the Gabrieleno Band of Mission Indians-Kizh Nation on January 7, 2021. Mitigation measures recommended by each tribe are included below, and will be added as final Conditions of Approval upon approval of the project. Any additional mitigation measures that result from ongoing

Pursuant to SB-18 notification emails were sent on July 31, 2020 to ten (10) tribes based on a list provided by the Native American Heritage Commission (NAHC) on July 27, 2020. Those notifications were sent to the:

- Soboba Band of Luiseno Indians
- San Manuel Band of Mission Indians
- Quechan Tribe of Fort Yuma
- Morongo Band of Mission Indians
- Gabrieleno Band of Mission Indians-Kizh Nation
- Gabrieleno Tongva Tribe
- Aqua Caliente Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Gabrieleno Tongva Nation
- Gabrieleno Tongva San Gabriel Band of Mission Indians

No further comment letters were received regarding the SB-18 notification.

San Manuel Band of Mission Indians

Mitigation Measure TCR-1:

The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

Mitigation Measure TCR-2:

Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

Gabrieleno Band of Mission Indians-Kizh Nation

Mitigation Measure TCR-3:

Retain a Native American Monitor/Consultant: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) 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-4:

Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the

qualified archaeologist and tribal monitor/consultant approved by the Tribal Governments. If the resources are Native American in origin, the tribal representatives shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

Mitigation Measure TCR-5:

Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in pace is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin 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, they shall be offered to a local school or historical society in the area for education purposes.

Mitigation Measure TCR-6:

Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this stature. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

Mitigation Measure TCR-7:

Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Mitigation Measure TCR-8:

If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated 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; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Mitigation Measure TCR-9:

Prior to continuation of ground disturbing activities, 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. In the case where discovered human remains cannot be fully documented and recovered 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 recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Mitigation Measure TCR-10:

Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or

separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

With implementation of these mitigation measures, impacts to tribal cultural resources would be less than significant.

Less than Significant with Mitigation

No significant adverse impacts are identified or anticipated, and no mitigation measures are required at this time.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIX.	**UTILITIES AND SERVICE SYSTEMS -** Would the project:				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	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?	☐	☐	☐	☒
d)	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?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials; California Energy Commission Energy Report

a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

The Proposed Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. It will utilize an on-site septic system. Stormwater would be captured via an underground infiltration system chamber and overflow would be directed to the San Bernardino County Flood Control District right-of-way (ROW) along the western boundary of the Project Site. The Proposed Project has received an Adequate Service Certification (ASC) for domestic water from the West Valley Water District. There are currently existing adequate source, storage, and distribution line capacities to provide potable water to the Project Site to satisfy the domestic water service requirements of the Proposed Project. The water mains to serve each service connections are currently installed and operable.

The Project Site is serviced by Southern California Edison (SCE), which provides the electrical service to the general area. The Proposed Project will receive electrical power by connecting to existing power lines along Cedar Avenue. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 Gigawatt hours between the years 2015 and 2026. According to the California Energy Commission's Energy Report, the Industry Sector was responsible for 17806.763595 GWh of electricity consumption in the SoCalGas Planning Area in 2019. The Proposed Project's estimated electricity demand is 0.186358. The increase in electricity demand from the Proposed Project would represent an insignificant percent of the overall electricity demand in SCE's service area and industry sector.

Southern California Gas Company (SoCalGas) would provide natural gas service to the Project Site. Therefore, the Proposed Project would connect to SoCalGas's high-pressure distribution lines along Slover Avenue. The Project Site is currently vacant and has no demand on natural gas. Therefore, the development of the Proposed Project will create a permanent increase demand for natural gas. According to the California Energy Commission's Energy Report, the Industry Sector was responsible for 1724.870500 million therms of natural gas consumption in the SoCalGas Planning Area in 2019.[34] The Proposed Project's estimated annual natural gas demand is 2,339.28 therms; it would represent an insignificant percentage to the overall natural gas demand in SoCalGas's service area. Therefore, the existing SoCalGas facilities is expected to meet the increased demand for natural gas.

[34] California Energy Commission. Energy Reports. https://ecdms.energy.ca.gov/Default.aspx. Accessed November 10, 2020.

The Proposed Project is the development of a truck terminal facility. The Proposed Project will be served by AT&T for telecommunication services. AT&T continues to drive reductions in emissions and increases in resource efficiency and alternative energy deployment. The company will enable their customers to lead more sustainable lives by expanding access technology and further integrating sustainability solutions.[35] It would not adversely impact or conflict with AT&T's sustainability goals. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) *Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Water supply to the Project Site would be provided by the West Valley Water District (WVWD). The San Bernardino Valley Municipal Water District (SBVMWD) covers about 325 square miles in southwestern San Bernardino County, including the Community of Bloomington. The WVWD is within the SBVMWD service area. The 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP), in compliance with the UMWP Act, compares the total projected water use with the projected water supply over the next twenty years.[36] According to the UWMP, water supplies are expected to exceed water demand for the next twenty years during normal, dry and multiple dry years.

The Project Site's current designation is General Commercial (CG). The CG land use zone provides sites for retail trade and personal services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. Development of the Project Site for these general commercial uses would be accounted for in SBVMWD's projected water demand. The Proposed Project is the development of a truck terminal facility. The only sources of water demand would be the use of the 2,400-SF office space and 4,800-SF repair bays, management of the landscape and occasional maintenance.

Therefore, the expected water demand for the Proposed Project would be lower than SBVMWD's projected water demand for the Project Site. Water supplies would be sufficient to serve the Proposed Project and reasonably foreseeable future development. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

[35] AT&T. Progress Toward our 2020/2025 Goals. https://about.att.com/ecms/dam/csr/sustainability-reporting/PDF/2017/ATT-Goals.pdf.
[36] https://www.sbvmwd.com/home/showdocument?id=4196. Accessed February 14, 2020.

c) *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?*

The Proposed Project would not require use of a wastewater treatment plant but would utilize an on-site septic system. Since the Proposed Project would not connect to an existing wastewater treatment facility, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

d) *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?*

The Project Site is located approximately 5.8 miles southeast of the West Valley Transfer Station and approximately 5.55 miles south of the Mid-Valley Landfill. The 2,400 square-foot office building would be the Proposed Project's greatest generator of solid waste. According to the CalRecycle's estimated solid waste generation rates for the industrial sector, the Proposed Project would generate at most, approximately 98.23 pounds of solid waste per day or approximately 0.05 tons per day based on 8.93 pounds per employee per day.[37] The Mid-Valley Sanitary Landfill currently has a maximum permitted throughput of 7,500 tons/day.

Waste generated from the Proposed Project is not expected to significantly impact solid waste collection systems. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Burrtec is the franchise waste hauler for the general area. The purpose of California Assembly Bill 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills by recycling. It mandates businesses and public entities generating 4-cubic yards or more of trash to establish and maintain recycling services. County of San Bernardino, Department of Public Works, Solid Waste Management Division reviews and approves all new construction projects which are required to submit a Construction and Demolition Solid Waste Management Plan (waste management plan).

A project's waste management plan is to consist of two parts which are incorporated into the Conditions of Approval (COA's) by the County of San Bernardino Planning and Building & Safety divisions. As part of the plan, projects are required to estimate the amount of tonnage to be disposed and diverted during construction. Additionally, projects must provide the amount of waste that will be diverted and disposed of. Disposal/diversion receipts or certifications are required as a part of that summary.

[37] https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed March 30, 2020.

The mandatory requirement to prepare a Construction and Demolition Solid Waste Management Plan would ensure that impacts related to construction waste would be less than significant. The Proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste. Solid waste produced during the construction phase or operational phase of the Proposed Project would be disposed of in accordance with all applicable statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XX.	**WILDFIRE:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

SUBSTANTIATION:

County of San Bernardino Countywide Plan; Submitted Project Materials; CalFire VHFHSZ in LRA

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

The Project Site is not located within a Very High Fire Hazard Severity Zone.[38] The Project Site does not contain any emergency facilities. The I-10 freeway is an evacuation route within the Valley Region of the County.[39] The Project Site is approximately 0.25 miles south of Slover Ave and approximately 0.57 miles south of the I-10. The Proposed Project is the development of a truck terminal facility; it would reduce the number of trucks parked illegally out in the streets of Bloomington. Therefore, it would facilitate, rather than interfere with, the use of evacuation routes. Furthermore, adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Operations at the site would not interfere with an adopted emergency response or evacuation plan. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?*

With no major slopes, elevations on-site range from approximately 1037 feet to 1050 feet. The Project Site is not located within a Very High Fire Hazard Severity Zone.[40]

The Project Site is currently vacant. It is surrounded by either commercial or residential development to the south, east, and north. No wildlands occur within the vicinity. Due to the lack of wildfire fuel factors within the Project Site, the risk of wildfires is low. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The Proposed Project is the development of a truck terminal facility that includes landscaping, repair bays and office space. It does not include the installation or maintenance of associated infrastructure that would exacerbate fire risk.

[38] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."
[39] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Table 5.8-10 "Evacuation Routes in San Bernardino County."
[40] San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

Implementation of the Proposed Project would reduce the risk of wildfires by eliminating ruderal grasses and providing hardscape. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Elevations on the Project Site range from 1037 feet to 1050 feet. Therefore, the Project Site is not subject to post-fire slope instability. The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.[41] Moreover, there are no dams, reservoirs, or large bodies of water near the Project Site. Therefore, the Proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE:**				
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project	☐	☒	☐	☐

[41] San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions.".

	are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			
c)	Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Potential impacts to biological resources would be reduced to a less than significant level with implementation of Mitigation Measures BIO-1 through BIO-3. Therefore, the Proposed Project is not anticipated to have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. No significant impacts to cultural resources were identified in the Phase I Cultural Resources Investigation prepared for the Proposed Project. McKenna et al. did not find any evidence of historical or prehistorical resources on the Project Site. However, implementation of Mitigation Measures CR-1, CR-2, TRC-1 and TRC-2 would ensure that the Proposed Project does not eliminate important examples of the major periods of California history or prehistory. With implementation of Mitigation Measure GEO-2, the potential impacts to paleontological resources can be reduced to a less than significant level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant with Mitigation

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

A cumulative project list was developed for the purposes of the Traffic Analysis through consultation with planning and engineering staff from the County of San Bernardino. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Cumulative projects from the neighboring jurisdictions of Fontana, Rialto, Jurupa Valley, and Colton have also been included. The TIA analyzed Opening Year Cumulative conditions with and without the Proposed Project. There are no additional intersections anticipated to operate at a deficient LOS during the peak hours with the addition of Project traffic, in addition to the locations identified for Opening Year Cumulative (2021) Without Project traffic conditions. Impacts associated with the Proposed Project would not be considered individually or cumulatively adverse or considerable.

With implementation of Mitigation Measures GHG-1 to GHG-5, greenhouse emissions resulting from the Proposed Project would not exceed County thresholds. Therefore, impacts are not cumulatively considerable. Development of the Proposed Project will be conditioned to comply with current SCAQMD rules and regulations to minimize impacts to air quality.

Impacts identified in this Initial Study can be reduced to a less than significant impact. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less than Significant with Mitigation

c) *Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?*

Bloomington, as is the case for most of Southern California, is located within a seismically active region. As stated in the soils report, the San Jacinto Fault is 5.06 miles from the Project Site. Although the potential for rupture on-site cannot be dismissed, it is considered low due to the absence of known faults within the immediate vicinity. Nonetheless, the Proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Furthermore, implementation of Mitigation Measure GEO-1 can reduce the potential environmental effects due to geological hazards.

All potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the project will be required to meet the conditions of approval for the project to be implemented. It

is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

The incorporation of design measures, County of San Bernardino policies, standards, and guidelines and proposed mitigation measures as identified within this Initial Study would ensure that the Proposed Project would have no significant adverse effects on human beings, either directly or indirectly on an individual or cumulative basis.

Less than Significant with Mitigation

Therefore, no significant adverse impacts are identified or anticipated with incorporation of mitigation measures.

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EXHIBIT C

Response to Comments

Colton Joint Unified School District

Dr. Frank Miranda, Ed.D., Superintendent
Rick Jensen, Assistant Superintendent, Business Services
Owen Chang, Director, Facilities, Planning & Construction

June 22, 2021

Anthony DeLuca, Senior Planner
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Subject: Response to IS/MND for the Truck Terminal Facility in Bloomington
(Project No. PROJ-2020-00035; APN: 0257-031-12)

Dear Mr. DeLuca:

Thank you for the opportunity to provide our input on the truck terminal facility project ("proposed project") in the community of Bloomington. The proposed project is located on one parcel (APN 0257-031-12 at 10746 Cedar Avenue). Colton Joint Unified School District (District or CJUSD) operates five schools within approximately one mile of the project site including:

- Walter Zimmerman Elementary School, at 11050 Linden Avenue, approximately 0.3 miles southwest from the project site;
- Crestmore Elementary School at 18870 Jurupa Avenue, approximately 0.56 miles southeast of the project site;
- Slover Mountain High School and Adult Education at 18829 Orange Street, approximately 0.36 miles northeast of the project site;
- Bloomington High School at 10750 Laurel Street, approximately 0.89 miles west of the project site; and
- Ruth Grimes Elementary School at 1609 Spruce Avenue, approximately 1-mile northeast from the project site.

1

In addition, the District also owns a property within 0.25 mile of the Project Site. This District-owned property has the following APNs: 025710123, 025710124, 025710113, and 025710103.

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1212 Valencia Drive, Colton, CA 92324-1798 – (909) 580-6642

Colton Joint Unified School District

Dr. Frank Miranda, Ed.D., Superintendent
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Owen Chang, Director, Facilities, Planning & Construction

In response to a notice received in October 2020, the District submitted a letter indicating the District's environmental concerns about the project. The letter explained its concerns related to air quality, greenhouse gas emissions, hazards/hazardous materials, noise, transportation, health risk assessment, and cumulative projects. The District continues to have concerns related these topics and has concerns about the inadequate analysis throughout the Initial Study/Mitigated Negative Declaration (IS/MND). 3

Below we outline our understanding of the project and provide our comments on the IS/MND.

Understanding of the Project

The project site includes one parcel located at 10746 Cedar Avenue (APN: 0257-031-12) in the unincorporated community of Bloomington. The project site currently includes undeveloped, but disturbed land. The proposed project includes the construction and operation of a truck terminal facility that would provide storage for trailers during delivery off-seasons and/or between deliveries. The proposed project would have a total of 275 parking spaces, including 260 spaces for trailers (12 feet by 55 feet), 14 standard car spaces, and 1 handicap accessible space. The proposed project would construct a total of 7,450 square feet of building square footage, which includes a 2,400 square-foot building for office use and storage, a 250 square-foot guard shack, and a 4,800 square-foot maintenance shop with four repair bays. The proposed project would include 330,035 square feet of impervious surfaces and 59,327 square feet of pervious surfaces. Access into the project site would be via a 50-foot wide driveway at a new signalized intersection on Cedar Avenue. A stormwater retention basin is proposed in the southern portion of the project site. Two 8-foot block walls would also run along the northern and southern property boundary. 4

Storage of these trailers would typically range between a couple days to months. The facility would typically operate at a maximum of 80 percent occupancy. The proposed project would operate 24 hours a day, seven days a week, require up to 10 office and maintenance employees and one full-time employee.

The proposed project would require approval of a Conditional Use Permit (CUP) and Zone Change to change the existing zoning from General Commercial (CG) to Service Commercial (CS).

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Comments

Project Description

» Inadequate Project Description. The Project Description does not adequately disclose the operations of the proposed project. For example, the Project Description needs to describe the maintenance activities that would occur onsite; how hazardous materials used in maintenance would be maintained; and steps taken to address leakage and spills from vehicles, including from parked vehicles and trailers. The Project Description needs to explain the best management practices to ensure that polluted stormwater would not leave the site. 5

» Zoning Descriptions. The Project Description does not identify the full zoning designation for the project site. Additionally, the "Existing Land Use and Land Use Category" table inaccurately describes the surrounding zoning. See Table below. The project description needs to accurately describe existing conditions.

Direction	Zoning (from IS/MND)	Zoning
Project Site	General Commercial (CG)	General Commercial (BL/CG-SCp)
North	General Commercial (CG) Single-Family Residential (RS)	General Commercial (BL/CG-SCp) Single-Family Residential (BL/RS)
South	General Commercial (BL/CG-SCp) Multiple Density Residential (RM)	General Commercial (BL/CG-SCp) Single-Family Residential – 20,000 square feet minimum (BL/RS-20M)
East	Multiple Residential (RM)	Multiple Density Residential (BL/RM)
West	Multiple Residential (RM)	Single-Family Residential – 20,000 square feet minimum (BL/RS-20M)

6

Air Quality, Greenhouse Gas Emissions, and Health Risk

» **The Air Quality Analysis Fails to Adequately Describe the Project's Existing Environmental Setting.** As documented in recent California Attorney General comment letters on CEQA and Environmental Justice, it is 7

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well established that when evaluating the environmental impacts associated with a proposed project under CEQA, "[t]he significance of an activity depends upon the setting" (Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 718). As a result, CEQA requires an environmental impact report to include a full description of "the physical environmental conditions in the vicinity of a proposed project" (CEQA Guidelines Section 15125(a)). A project that may ordinarily have insignificant impacts on the environment could have significant impacts "in a particularly sensitive environment" (CEQA Guidelines Section 15300.2(a)). Therefore, the discussion of a project's environmental setting should describe the sensitive receptors in the vicinity of a project, the background environmental burdens faced by impacted communities, and any unique sensitivities of those communities to pollution.[1] 7

The air quality analysis needs to address cumulative air quality impacts to sensitive receptors in environmental justice communities. The Bloomington community has been identified as such a community in the Countywide Plan (CWP). Low-income communities and communities of color often bear a disproportionate burden of pollution and associated health risks when compared to their more affluent neighbors. 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 4.0 and the CWP identifies that the Bloomington community is an environmental justice community that is disproportionately affected by and vulnerable to poor air quality. 8

The Initial Study is silent on the unique characteristics of the Bloomington Community, including its population characteristics and the disproportionate, longstanding pollution burdens borne by its residents.

» **The Initial Study Fails to Fully Disclose the Potential Project-Level and Cumulative Health Risks Associated the Proposed Project.** The Initial Study does not adequately identify project-related toxic air contaminant (TAC) emissions in context with the existing and planned sources in the Bloomington community. Residents proximate to the project site already experience elevated levels of diesel particulate matter (DPM) associated with proximity to the Colton Rail Yard, the freeway, and warehousing/industrial sources. The proposed project incrementally increases health risks associated with a net increase of 572 truck trips. However, the Initial Study fails to consider the potential impacts associated with an increase of TACs, including DPM, under Air Quality Thresholds (c). Rather, the impact analysis under this CEQA checklist 9

[1] Office of the California Attorney General, Environmental Justice at the Local and Regional Level (July 10, 2012), 3, available at https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf .

threshold only considers the potential criteria air pollutant emissions impacts. South Coast AQMD has adopted threshold for project-level impacts of 10 in a million-cancer risk and a hazard index of 1 to address impacts associated with project-related TACs. The proposed project is a truck terminal, which would generate 572 daily truck trips. The Project Description does not adequately disclose the operations of the proposed facility. The traffic study identifies that 80 percent of the trips generated by the proposed project would be truck trips, resulting in 64 trucks per day (Appendix D to the Initial Study). The air quality analysis does not identify how the truck terminal would operate. Based on our understanding of truck terminals operated by truck fleet owners, the trailer spaces would accommodate not only the trucks but the employees that drive for the trucking facility. These trucks may have sleeper berths as well as the main engines that would idle. Additionally, the project includes a maintenance area for the truck fleet operator to repair trucks onsite. These potential activities and the emissions associated with these activities are not adequately disclosed and may result in a significant impact on the environment. 9 10

At a minimum, the air quality analysis needs to evaluate the potential TAC emissions generated by the proposed project. The Initial Study is deficient in this regard as no such analysis has been done. Furthermore, consistent with letters submitted by the California Attorney General's Office on CEQA projects, the County should consider a more restrictive health risk threshold for areas that have a high air quality burden, as identified on CalEnviroScreen, to address the cumulative pollution burden to residents and students proximate to the project site. For example, in the Bay Area, the Bay Area Air Quality Management District updated Regulation 11, Rule 18 to address health risk impacts in priority communities. Priority communities are areas where levels of TACs are higher than other areas and where people may be particularly vulnerable and bear a disproportionately higher adverse health effects. In their rule, a significant risk threshold for a single facility in a priority community was identified as 1 in a million, rather than 10 in a million. While South Coast AQMD has not yet modified its existing regulations to address disadvantaged communities, conservatively applying this criteria to the proposed project's health risk impacts would help address the existing pollution burden since it would set a 'lower bar' (i.e., higher threshold), requiring additional mitigation to help ensure that the exposure burden and effects on disadvantaged communities are considered. 11

» **The Initial Study Fails to Fully Evaluate and Mitigate Greenhouse Gas Emissions Impacts.** The Initial Study tiers off the County of San Bernardino's GHG Reduction Plan to evaluate and mitigate GHG emissions impacts. This approach would have been sufficient if it could be demonstrated that the County's GHG Reduction Plan fully mitigates GHG emissions impacts. However, the Initial Study fails to substantiate that 12

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the County's GHG Reduction Plan meets the definitions of CEQA Guidelines Section 15183.5 in order to follow this approach. With the passage of Senate Bill 32 (SB 32) and the fact that we are now past the 2020 target year of Assembly Bill 32 (AB 32), the County's GHG Reduction Plan no longer fully mitigates GHG emissions impacts in the County. This is specifically identified by the County's own Environmental Impact Report for the Countywide Plan.[2] As stated in the Draft EIR, "Adherence to the County's GHG Reduction Plan would also reduce GHG emissions in the unincorporated communities to meet the year 2020 AB 32 reduction target. Mitigation Measure GHG-1 would require the County to update the GHG Reduction Plan to the 2030 horizon to ensure consistency with the goals of SB 32." 12

The County has not yet updated the GHG Reduction Plan to achieve the SB 32 goal. The GHG Reduction Plan currently only responds to the AB 32 goal and consistency with the 2008 Scoping Plan. The County's GHG Reduction Plan is not a plan that fully mitigates GHG emissions. The California Air Resources Board (CARB) has adopted a 2017 Scoping Plan to align with statewide GHG emissions reduction target under SB 32. Therefore, the County's current GHG Reduction Plan can no longer demonstrate that it meets the criteria under CEQA Guidelines Section 151835.5 now that the current Legislative target is SB 32, since it does not respond to the need to reduce GHG emissions by an additional 40 percent by 2030. Therefore, reliance on the County's GHG Reduction Plan to reduce project-level impacts in the Initial Study is not a valid approach under CEQA Guidelines threshold criteria (a). 13

» **The Initial Study Fails to Disclose Significant and Unavoidable Greenhouse Gas Emissions Impacts.** Moreover, the quantitative analysis provided in the Initial Study, identifies that GHG emissions would exceed the screening criteria identified of 3,000 MTCO2e (i.e., 3,038 MTCO2e), resulting in a significant impact that would warrant preparation of an EIR. The Initial Study does not identify quantifiable mitigation measures that would reduce emissions to less than significant levels. Furthermore, as documented below, the air quality and GHG emissions do not fully capture the total emissions generated by the proposed project. Therefore, GHG emissions in the Initial Study are underreported. 14

» **Mitigation Measures that should be Considered to Reduce Environmental Impacts.** 15

  - Mitigation fund to upgrade HVAC systems with MERV 13 or higher filtration systems in schools within 1,000 feet.

[2] San Bernardino, County. 2019, June. San Bernardino Countywide Plan Draft Environmental Impact Report. State Clearinghouse No. 2017101033 http://countywideplan.com/eir/

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- Quarterly replacement of MERV 13 filters.
- Electric infrastructure in the truck trailer parking lot to support transition to ZE trucks.
- Purchase and use of NZE and ZE trucks in the truck fleet owned by the operator of the terminal.

A full list of mitigation measures the proposed project should consider is provided by the California Attorney General's office at:

https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/warehouse-best-practices.pdf

15

» **Modeling of Regional and Localized Air Quality and Greenhouse Gas Emissions Impacts are Underestimated.** Modeling of criteria air pollutants in Table 6 show that the proposed project would generate 54 pounds per day (lbs/day) of NOx, which is just below the 55 lbs/day South Coast AQMD threshold. Therefore, even a slight increase in VMT or emissions rates could result in emissions that exceed the regional significant thresholds for criteria air pollutants. In addition, GHG emissions are 3,038 MTCO2e, which are already above the 3,000 MTCO2e South Coast AQMD threshold.

16

Emissions Factors for Mobile Sources are Outdated

Modeling of the proposed project emissions were conducted using CalEEMod 2016.3.2. However, CalEEMod 2016.3.2 transportation sector is based on the California Air Resources Board's EMFAC2014 model, which is no longer the latest model approved by the USEPA and used by CARB. The latest model approved by the USEPA is EMFAC2017. In addition, EMFAC2021 was released by CARB in January 2021, and is currently being reviewed by the USEPA for review and approval. EMFAC2017 and EMFAC2021 was corrected for non-compliance in the heavy-duty truck sector, which results in higher emissions of NOx.[3] Modeling of the project's transportation emissions may be underreport and should be modeled using the latest version of EMFAC.

17

Modeling Grossly Underestimates VMT and Truck VMT from the 572 Heavy-Duty Truck Trips

Modeling of criteria air pollutants and GHG emissions is based on 716 average daily trips and approximately 8,686 miles per day (3,170,505 annual VMT/ 365 days per year).

18

[3] https://www.arb.ca.gov/msei/downloads/emfac2017-volume-iii-technical-documentation.pdf

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- Because modeling is based on actual estimates from the traffic report, all trips should be primary trips (100 percent) and diverted and pass-by trips should be zeroed out.
- The traffic study (Appendix D) identifies that there are 572 four-axle truck trips generated by the project (see Table 4-2 in Appendix D). These should all be modeled as heavy-duty trucks and not a mix of heavy-duty trucks and medium-duty trucks based on the number of axles.
- More importantly, the CalEEMod trip lengths were not modified, resulting in an underestimate of VMT and associated emissions generated by the proposed project.

18

  - The Initial Study should describe where trucks owned by the Applicant are likely to come from. It is likely that because the truck terminal operates like a rest stop (i.e., showers, laundry, and cooking facilities for truck drivers) that a high percent of the truck trips are associated with the proposed project are likely from out-of-state. Therefore, a conservative truck trip length would be from the boundary of the South Coast AQMD to Colton (~35 miles).
  - The South Coast AQMD has cited substantial longer trip lengths (e.g., 40 miles) as an average truck trip length for warehouse projects in the South Coast Air Basin.
  - A study conducted by CARB identified that the average truck trip length for container trucks from local distribution the SCAG region is 33.2 miles.[4]

19

Air quality and GHG modeling assumes that the VMT fleet mix is 45 percent heavy-duty trucks (3,909 miles/day), 15 percent medium heavy-duty trucks (1,303 miles/day), and 40 percent passenger vehicle (3,474 miles/day). However, the fleet mix in CalEEMod is based on VMT not based on trips. It is unclear where the 45 percent heavy-duty trucks and 15 percent medium duty trucks for a total of 60 percent trucks and 40 percent passenger vehicles is derived from. Regardless, it is incorrect. Based on an average truck trip length of 33.2 miles, the fleet mix in CalEEMod should be more like 91 percent trucks and 9 percent passenger vehicles. As a result, the VMT in CalEEMod is grossly underestimated and does not accurately reflect the high percentage of truck trips associated with the proposed project.

20

[4] CARB. Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards. Table II-7. https://ww3.arb.ca.gov/msei/onroad/downloads/drayage_trucks/appbf.pdf

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Commitment to Equal Opportunity

VEHICLE TYPE	NUMBER OF TRIPS	MILES PER TRIP	VMT/DAY	% OF VMT
Passenger Vehicles[1]	144	13.0	1,878	**9%**
4-Axle Trucks (HHDT)[2]	572	33.2	18,990	**91%**
TOTAL	716	NA	20,869	100%

Notes

[1] Trip length for passenger vehicles is based on the project's CalEEMod run. Based on 16.60 miles C-W x 59% + 8.4 miles C-C trips x 28% + 6.9 miles C-NW x 13%

[2] Trip length for truck trips based on: CARB. Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards. Table II-7. https://ww3.arb.ca.gov/msei/onroad/downloads/drayage_trucks/appbf.pdf

Based on the comments above the emissions in Table 6 need to be updated to accurately reflect the project's truck trip lengths, fleet mix, and emissions rates. 20

» **Truck Idling Emissions from 572 Heavy-Duty Truck Trips Not Accounted For.** Modeling does not consider other sources of emissions onsite. The project description does not provide a clear description of the proposed activities associated with the truck terminal. The proposed operation would essentially function as a truck rest stop for employees of the operator's fleet. Trucks are likely to have sleeper berths and maintenance activities could result in additional truck idling onsite. The type of trucks and the age of the truck fleet owned by the applicant should be disclosed in the Initial Study. If trucks have sleeper berths, then the Initial Study should disclose the technology installed on the sleeper berths to prevent idling of auxiliary engines onsite. Additionally, the Initial Study should fully disclose emissions from truck idling onsite. Currently the analysis does not consider additional idling associated with trucks parked in the trailer parking spots. In accordance with the CARB Airborne Toxic Control Measure, trucks are limited to 15 minutes of non-essential idling. However, if maintenance activities are occurring onsite then essential idling could be longer than 15 minutes. The Initial Study fails to disclose and quantify emissions from onsite idling. 21 22

It is also unclear from the project description whether the proposed project would require use of off-road equipment that generated emissions onsite, such as yard trucks or forklift, or if any trucks within the applicant's truck fleet include trucks with transport refrigeration units (TRUs). If these sources are present onsite. They should be modeled. 23

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» **Missing Analysis.** The impact analysis under Air Quality (c) is missing an impact analysis of the project's onsite emissions (e.g., idling, off-road equipment, TRUs) compared to South Coast AQMD's Localized Significance Thresholds (LSTs). In addition, Air Quality (c) is missing an analysis of cancer and non-cancer health risk from diesel particulate matter (DPM) from onsite sources at the maximum exposed individual receptor (MEIR) compared to South Coast AQMD's cancer risk threshold of 10 in a million and a hazard index of 1 from the project's 572 daily truck trips. 24

Hazards and Hazardous Materials

» **Release of Pollutants from Operations Not Adequately Disclosed.** As disclosed in the project description, the proposed project would include 275 parking spaces, including 260 parking spaces for short and long-term storage of trailers, and 4,800 maintenance shop with four repair bays. The circulation, idling, and parking of trucks and trailers onsite for long periods of time has the potential to release pollutants, such as drips from oil, grease, antifreeze, hydraulic fluids, cleaning agents, among other pollutants. Additionally, the operation of the maintenance shop would require the use, transport, storage, and disposal of hazardous materials, including but not limited to, oils, greases, lubricants, antifreeze, hydraulic fluids, cleaning agents, and paints. Checklist questions IX(a), (b), and (c) do not disclose nor properly analyzes the use, transport, storage and disposal of these hazardous materials, nor does it identify procedures to prevent spills and response to leaks from trucks and the maintenance shop. The Section (b) purely states "Operational activities include standard maintenance that involve the use of commercially available productions." Hazardous materials are used in "standard maintenance" and are "commercially available." The District has concerns about the quantity and type of materials onsite and the transport of such materials near District schools and property. This is not adequately evaluated in the IS/MND. 25

» Polluted Stormwater. The Water Quality Management Plan is not provided as part of the IS/MND. As such there is no way of reviewing the stormwater best management practices in that plan to ensure that polluted runoff would not leave the site. The IS/MND does not explain nor describe the systems that would be in place to ensure that polluted runoff would not leave the site. The District operates five schools that may be impacted by the transport and use of such materials onsite, and the IS/MND does not adequately disclose potential impacts to nearby properties, including the District's schools and property. 26

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» Providing Proper Documentation. Section IX(d) states that the proposed project received a Hazardous Waste Site Certification (February 2, 2020) that certifies that the project site is not included on the Cortese list. However, this reference is not provided as an appendix. 27

Hydrology and Water Quality

» The proposed project would allow tractors and trailers to be stored for long periods of time. Runoff pollutants from this practice would include drips of oil, grease, antifreeze, hydraulic fluids, and cleaning agents amongst others. Vehicles also contribute to polluted runoff by carrying solids from urban roadways, construction sites, farms, and dirt roads. The proposed project would also include service bays where vehicles can be washed and/or vehicle maintenance will be performed. The IS/MND notes that runoff will be diverted to an underground infiltration/retention system. The project site is in an area with predominantly sandy soils and compromised groundwater quality. Water provided by the West Valley Water District (WVWD) to Bloomington and the CJUSD service area is 100 percent provided by groundwater. The WVWD is already dealing with contamination issues in the area. While the project should meet the requirements of the MS4 the preliminary WQMP and the soils report are not disclosed in the IS/MND and are not made public. Therefore, it's not clear whether a pretreatment system will be provided prior to infiltration and whether impacts to groundwater quality are properly mitigated. The IS/MND defers water quality issues to a later stage (the final permitting process) without adequate substantiation. 28 29

» The proposed project will utilize an on-site septic tank and leach lines to the west of the office building. There is next no discussion in the IS/MND with regards to the impact of this system to groundwater quality which is especially sensitive given the compromised quality of groundwater in the area and the heavy reliance on groundwater for water supply. The geotechnical section, under impact (e), includes mitigation measure GEO-1. The mitigation measure refers to Section 5 of the Soils Report which is not included as an appendix to the IS/MND. The document does not describe the system, does not include any discussion on the infiltration analysis that should be performed when such a system is installed, and does not disclose the permits to be obtained. The discussion of this system is extremely lacking and gives the public no means of assessing how the impacts to water quality are being managed. 30 31

Land Use and Planning

» **Consistency with Applicable Plans.** As described under "Project Description", the Land Use does not identify the overlay onsite (Sign Control Primary). As such, the Land Use section does not evaluate the proposed project's consistency with this overlay. The Land Use section additionally does not evaluate the proposed 32

project's consistency with applicable plans, including the General Plan and Southern California Association of Governments Connect SoCal. The Land Use and Planning section is lacking and needs to be properly evaluated. 32

» **Discretionary Requests.** The Land Use and Planning Section does not address nor explain why the Conditional Use Permit is needed, and how allowing the use granted under the conditional use permit would be consistent with applicable plans. The Land Use and Planning section is lacking and needs to be properly evaluated. 33

Noise

The World Health Organization guidelines specify 35 dBA Leq as the maximum background noise level for school classrooms. Appendix A5, Section A5.507.5, of the California Building Code specifies a maximum background noise level of no more than 45 dBA Leq in classrooms. For young children and those experiencing hearing loss and/or Auditory Processing Disorder (APD), a limit of 40 dBA is used (McLaren, SJ, and Page, WH, 2015). Assuming that standard building construction with windows closed would reduce exterior-to-interior noise levels by approximately 25 dBA, exterior noise affecting school classrooms (which would be increased by the proposed project truck traffic) should not exceed 65 dBA Leq (1-hr) at the classroom façade to avoid classroom disruption. 34

» **Slover Mountain High School and Colton Joint Unified School District Adult Education:** The noise study analyzed traffic noise along Cedar Avenue north of I-10 westbound ramps, but then skips over Cedar Avenue south of I-10 eastbound ramps and analyzed Cedar Avenue south of Slover. The noise study fails to analyze this critical segment as it is adjacent to Slover Mountain High School, a noise-sensitive use. Similarly, the noise study also analyzes Slover Avenue west of Cedar Avenue but fails to analyze Slover Avenue east of Cedar Avenue, which is a roadway segment adjacent to the high school and adult education center are located. 35

» **Bloomington High School:** The noise study fails to analyze off-site operational traffic noise impacts on Bloomington High School, a noise-sensitive receptor, and disclose potential traffic noise increases along Santa Ana Avenue, east of Alder Avenue and Alder Avenue between Santa Ana Avenue and Slover Avenue. 36

» **Cumulative Traffic Noise Impacts:** The noise study fails to properly address cumulative noise impacts. A review of Table 7-11 of the noise study indicates that only the project's contribution to a potentially significant cumulative impact has been addressed (Horizon Year 2040 with Project traffic noise levels minus 37

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Horizon Year 2040 without Project traffic noise levels). This skips the crucial step of first identifying if the cumulative traffic noise increase would be significant. The cumulative traffic noise increase would be the difference between the Year 2040 Plus Project noise levels and Existing (No Project) noise levels. Then, if a potentially significant cumulative noise impact is identified, the project's contribution to the cumulative impact may be considered. A threshold of 1 dBA or more is reasonable when considering a project's contribution to a potentially significant cumulative traffic noise impact. Evaluating impacts based only on the traffic noise increase between Plus Project and No Project conditions under future scenarios (2040) is using a future baseline to assess noise impacts, which was ruled to be inadequate in the Sunnyvale West Neighborhood Association v. City of Sunnyvale case. 37

» **Construction Noise Impacts:** Section 10.6 for construction vibration impacts states that vibration levels due to the project would range from 0 to 0.134 in/sec PPV. However, Table 10-4, which uses FTA reference noise levels, fails to disclose FTA's reference vibration levels for a vibratory roller which is commonly analyzed if the project involves paving. The vibration analysis states distances would range from 19 feet to 395 from the project site boundary. A vibratory roller would exceed the 0.20 in/sec PPV threshold at 19 feet. Secondly, the site plan shows that the project boundary as close as five feet to the nearest residential home to the north and these five feet is from a public utility easement. 38

Transportation

» **Pedestrian Safety and School Routes.** District operates schools on roadways that lead to the project site, such as Jurupa Avenue and Slover Avenue. The proposed project's increase in 716 actual vehicle trips poses a safety risk to students, employees, and CJUSD families, especially during pick up and drop off times. The IS/MND purely states that "field observations indicate nominal pedestrian and bicycle activity" and finds that no significant impact would occur to bicycle and pedestrian facilities. The IS/MND provides no analysis to support this claim. The District is concerned about the increase of truck traffic adjacent to District schools and its impacts to safety of pedestrians and students. 39

Additionally, field observations were conducted in May 2020 (Urban Crossroads 2020) in the middle of the COVID-19 pandemic. It is likely that the use of pedestrian facilities during this time would be lower compared to non-pandemic conditions. Field observations may not accurately capture use of these facilities. 40

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» **Consistency with Applicable Plans.** The IS/MND provides no analysis of how the proposed project would be consistent and/or not conflict the County's Circulation and Infrastructure Element. 41

» **Cumulative projects.** In the District's November 11, 2020 letter to the project notice, the District requested that the Bloomington Center project at 10951 Cedar Avenue, be included as a cumulative project. The Bloomington Center project is a mere 750 feet south of the project site and needs to be considered in the cumulative impacts analysis. The Traffic Study did not include this project as a cumulative project. Therefore, the IS/MND underestimates the cumulative truck traffic and trips in the vicinity of the project site and how this may impact schools. 42

Cumulative Projects

» As stated under "Transportation," the District requested that the Bloomington Center project be included as a cumulative project. This project was omitted from the Transportation Study. As such, the discussion under Section XXI, Mandatory Findings of Significance, and is incomplete. 43

» Figure 1 shows warehousing, industrial or truck-related projects within one mile from the proposed project. These cumulative projects would contribute to an increase of trucks and truck-related services. Cumulatively, these projects would contribute to potentially significant air quality, greenhouse gas, hazard materials, hydrology and water quality, noise, and pedestrian safety and transportation impacts in the area. The IS/MND does not properly evaluate cumulative impacts. The District requests that cumulative impacts are properly evaluated. 44

We appreciate the opportunity to submit these comments on the proposed truck terminal project. The District has serious concerns about the potential impacts on its schools and District property.

Sincerely,

Owen Chang
Director Facilities & Energy Management

Cc Rick Jensen, Assistant Superintendent of Business
File

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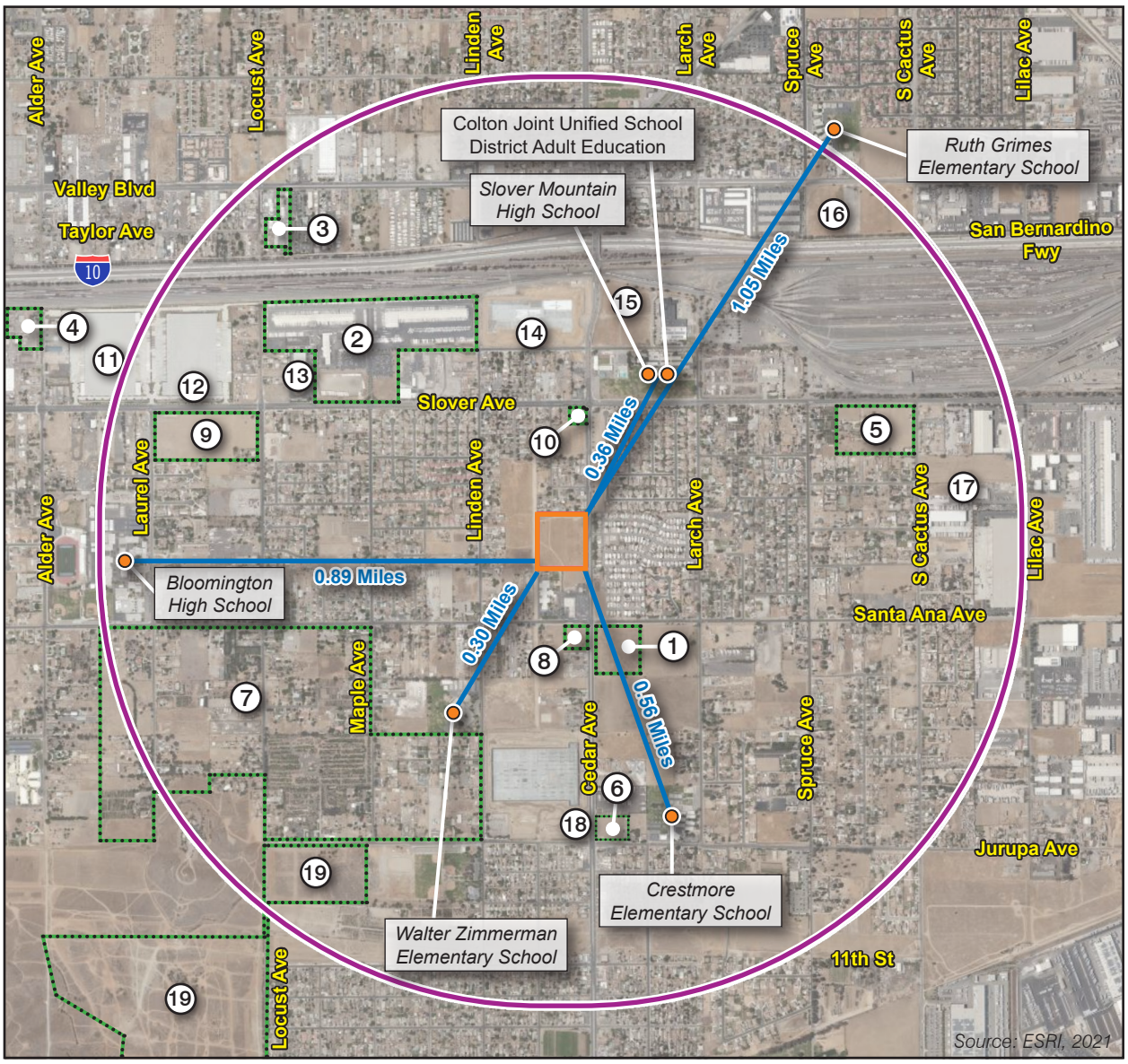
Figure 1 - Schools and Cumulative Projects within 1 Mile of Project Site



- Project Boundary
- 1-Mile Radius
- Surrounding Truck and Industrial Projects

1. Bloomington Center Project
2. Pacific Industrial (Bloomington Truck Terminal)
3. Truck Terminal/Storage Yard
4. 10336 Alder Avenue Industrial Project
5. Alere Warehouse at Slover/Cactus
6. Arco AM/PM
7. Bloomington Business Park Specific Plan
8. CK Store at Santa Ana Avenue
9. Slover Distribution Center
10. Karaki Western States Engineering (Gas Station and Convenience Store)
11. NWC of Slover Avenue and Locust Avenue (Warehouse, Retail, Fast Food)
12. Slover Avenue between Locust Avenue and Laurel Avenue (High-Cube Warehouse)
13. Linden Avenue north of Slover Avenue (Tire Store)
14. NEC and NWC of Cedar Avenue and Orange Street (Warehouse)
15. Cedar Avenue Technology Center (Warehouse)
16. South of Valley Blvd, West of Cactus Avenue (Warehouse)
17. South of Slover Avenue, East of Cactus Avenue (Wheeler Trucking)
18. NWC of Cedar Avenue and Jurupa Avenue (High-Cube Warehouse)
19. West Valley Logistics Center (High-Cube Warehouse)

0 2,000
Scale (Feet)

Note: Cumulative Projects come from County of San Bernardino Website and Traffic Study (2020, Urban Crossroads) prepared for the IS/MND.

CONSULTING TEAM RESPONSES TO COLTON JOINT UNIFIED SCHOOL DISTRICT LETTER DATED JUNE 22, 2021 "Subject: Response to IS/MND for the Truck Terminal Facility in Bloomington (Project No. PROJ-2020-00035; APN: 0257-031-12)"

Response to Comment 1:

Introductory comment stating the CJUSD operates five schools within approximately one mile of the project site and owns property within 0.25 miles of the site. The CEQA Guidelines require recognition of school sites located within 0.25- miles of a project site that would emit or handle acutely hazardous materials, substances, or waste. The subject Initial Study finds that Slover Mountain High School is the nearest school to the Project Site. It occurs approximately 0.26 miles northeast of the Project Site at 18829 Orange Street. No hazardous materials would be emitted as a result of the construction and operation of the Proposed Project. Therefore, no impacts associated with emission of hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of a school are anticipated.

Response to Comment 2:

The referenced property owned by the District is vacant and therefore no impact to the property from the Proposed Project would occur. An Application for future development of the site is not in the County system.

Response to Comment 3:

The County is in receipt of the referenced letter and it is the Project File and Administrative Record.

Response to Comment 4:

Comment reiterates the Proposed Project as described in the Initial Study.

Response to Comment 5:

Specific analysis and discussion for hazards and hazardous materials was not elaborated in the project description as this section provides an overview of the Project and its intent. Direct analysis of hazards was included and discussed in Section IX of the Initial Study. As stated in the Initial Study hazardous materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. In addition, the Initial Study describes that all construction materials would be kept in compliance with State and local regulations. Operational activities include standard maintenance that involve the use of commercially available products, which would not create significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment.

During construction, the project would be subject to Best Management Practices and would be subject to the NPDES permit requirements. Requirements of the permit would include development and implementation of a SWPPP, which is subject to Santa Ana Regional Water Quality Control Board (RWQCB) review and approval.

The Maintenance building will include four covered maintenance bays that will be utilized for minor truck-tractor repairs and general maintenance. All hazardous materials will be handled in accordance with all OSHA and state/federal requirements and will be confined to the extents of the maintenance building. All parking areas will generally have non-motorized trailers parked throughout (i.e., no oil or petroleum-based products) and therefore the potential for leakage and spills of hazardous materials would be minimized.

Response to Comment 6:

The correct land use designations and zoning is included in the Staff Report prepared for the project and is therefore a part of the public record for the project. However, it should be noted that he zoning designations for surrounding properties that was provided in the IS/MND does not affect the environmental analysis as it does not affect the outcome of potential impacts (e.g. RM residential verse RS residential is still residential) of the Project, and no new impacts would result with the correct designations and zones for the surrounding properties. In additional, the initial study was prepared with the knowledge that the Project is within the Community of Bloomington, although this label was erroneously omitted from the Initial Study.

Response to Comment 7:

A Health Risk Assessment (HRA) was prepared (see Attachment A) subsequent to circulation of the Initial Study and in response to a comment letter received from the South Coast AQMD. The HRA modeled 716 trips, 144 automobile and 572 4-axle truck trips per day. This represents a worst-case analysis as operations similar to the Proposed Project operate with a mixture of 2-, 3-, and 4-axle trucks.

Sensitive receptors include residential land uses, schools, day care centers, and other places where people reside, including prisons. The nearest sensitive receptors to the proposed project are the single-family residential dwelling units located adjacent to the north, approximately 55 feet southwest, 85 feet southeast (across Cedar Avenue), 235 feet to the northeast (across Cedar Avenue), and 385 feet to the west and the mobile home park located approximately 85 feet east (across Cedar Avenue) of the project site. The Cedar House Life Change Center is also located adjacent to the south of the project site.

Additionally, the community of Bloomington is an environmental justice community and is considered a sensitive environment as identified in the Countywide Plan. The HRA determined that nearby sensitive receptors would not be exposed to a cancer risk more than 10 in a million from operation of the project. The operational health risk impacts for non-cancer related impacts are less than 1.0. To meet requirements of current Countywide Plan and Policies, the Applicant attended the October 2020 MAC Meeting to present the Project and has conducted community outreach by mail (see Attachment B).

Response to Comment 8:

The Air Quality/Greenhouse Gas Emissions analysis presented in the Initial Study and the HRA both evaluated the potential for cumulatively significant impacts. The AQ/GHG model was run subsequent to circulation of the Initial Study using the updated CalEEMod version and applying a fleet mix of 144 automobile and 572, 4-axle truck trips per day. As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no cumulative impacts would result directly from the Proposed Project.

The HRA concluded that based on the applied ultra-conservative assumptions, the 30.25-year, cumulative carcinogenic health risk (3rd trimester [-0.25 to 0 years] + infant [0-2 years] + child [2-16 years] + adult [16-30 years]) to an individual born during the opening year of the project and located in the project vicinity for the entire 30-year duration, is a maximum of 5.06 in a million at receptor location 2, as demonstrated in the HRA (see Attachment A). Therefore, as the residential cancer risk does not exceed 10 in a million, the on-going operations would not result in a significant impact due to the cancer risk from diesel emissions created by the proposed project.

Response to Comment 9:

See Response to Comment 8. The HRA modeled 716 trips, 144 automobile and 572 4+-axle truck trips per day. This represents a worst-case analysis as these types of operations typically exhibit a fleet mixture of 2-, 3-, and 4- axle trucks. Refer Table 9 of the HRA for Cumulative Impacts. Cumulative impacts remain significantly below 10 in a million. Therefore, impacts are considered less than significant.

Response to Comment 10:

The District has a misunderstanding of the type of operations associated with the Proposed Project. It is not the intent for employees to park at the facility. Drivers would enter the facility, proceed to the parking area, unhitch the trailer, and leave the facility. The project would not function as a truck stop by providing related facilities (overnight stays, showers). The facility would have up to 10 employees that would be responsible for facility maintenance, administrative duties, etc. The facility includes an approximate 6,200 sf office building with employee breakroom. There are no sleeping facilities provided.

Further, the Project is not designed or intended to accommodate long-haul truckers with sleepers. Truck/trailers would not be occupied by drivers when stored at the facility. No showers, breakroom areas, or other such accommodating facilities are proposed as a part of the project.

Response to Comment 11:

See Responses to Comments 7 and 8.

Response to Comment 12:

The project was modeled using CalEEMod 2016.4. Subsequently CalEEMod 2020.4 was released. The project was modeled using the revised model subsequent to release of the Initial Study for a recalculation of emissions. The resulting emissions from the two model versions are shown in Attachment C). With 572, 4-axle truck trips per day, greenhouse gas emissions exceed San Bernardino County GHG Screen thresholds by 658.3 pounds of MTCO2e. Therefore, the Applicant reviewed the Screening Table for Implementation of GHG Mitigation Measures in order to determine measures that could be taken to reduce GHG emissions by meeting the 100 points required by the County as part of the Development Review Process to determine emissions would be less than significant. The Applicant is committing to the measures as shown in the San Bernardino County GHG Emissions Reduction Plan, Table 2. This process allows for the County, as part of the Development Review Process, to determine that emissions would be less than significant.

Response to Comment 13:

The Project demonstrates a reduction of project-level GHG emissions that is consistent with SB 32. Consistent with the implementation program in the recently adopted Countywide Plan and Program Environmental Impact Report, the County is currently preparing a GHG Reduction Plan *Update* with 2030 GHG reduction targets under SB 32 (40 percent below 1990 levels by 2030). For projects implemented beyond year 2020, the County complies with *CEQA Guidelines* § 15064.4 by utilizing interim screening tables developed as part of the forthcoming GHG Emissions Reduction Plan *Update*. The levels of GHG reductions designed into the interim screening tables are based on the current GHG Reduction Plan and consistent with the State goal of achieving 40 percent below 1990 levels by 2030. This process is consistent with *CEQA Guidelines* §§ 15064.7, 15183.5 and is necessary given the lack of current statewide thresholds.

See Response to Comment 12 for discussion regarding project-emissions as less than significant.

Response to Comment 14:

See Response to Comment 12.

Response to Comment 15:

The Applicant would implement the measures shown in the San Bernardino County GHG Emissions Reduction Plan, Table 2. Proposed measures would ensure that potential impacts would be reduced to less than significant level. No additional mitigation measures are warranted.

Response to Comment 16:

See Responses to Comments 12.

Response to Comment 17:

The Diesel Particulate Matter (DPM) emission factors for the various vehicle types were derived from the CARB EMFAC2017 mobile source emission model for the Health Risk Assessment prepared for the Project. The emissions factors were derived for San Bernardino County. Third trimester exposure used opening year (2021) emissions factors, 2-year factors (for infant exposure) reflect years 2022 and 2023, 14-year average factors (for child exposure during years 2-16) reflect emissions during the first 14 years of operation (2024 to 2037), the second 14 years of exposure (years 2038-2051) were used for assessment of exposure during years 16 to 30.

Response to Comment 18:

Since the preparation of the Initial Study, the new CalEEMod 2020.4 was released. Both the TIA and the HRA modeled 716 trips, 144 automobile and 572, 4+-axle truck trips per day. This represents a worst-case analysis as these types of operations typically exhibit a fleet mixture of 2-, 3-, and 4- axle trucks operating from the project Site.

Response to Comment 19:

See Response to comment 10. The Proposed Project will not operate "like a truck stop." The objective of the project is to serve local industry in the area of Bloomington, Fontana and Rialto where truck/trailer storage at existing warehouse/distribution facilities are at or near capacity. There is a known need for providing storage for trucks and trailers illegally parking on local streets.

Response to Comment 20:

Both the TIA and the HRA modeled 716 trips, 144 automobile and 572 4+-axle truck trips per day. This represents a worst-case analysis as these types of operations typically exhibit a fleet mixture of 2-, 3-, and 4- axle trucks operating from the project Site.

The HRA concluded the proposed project, would not expose a cancer risk more than 10 in a million from operation of the project. The operational health risk impacts for non-cancer related impacts are less than 1.0; therefore, they are also considered to be less significant. Refer to Table 9 of the HRA for additional information.

Response to Comment 21:

CARB and SCAQMD currently have rules and/or regulations in place that govern idling. In addition, the HRA determined that impacts from model emissions were less than significant. Furthermore, The Proposed Project will not operate "like a truck stop"; trailers will be dropped off and stored on-site.

Response to Comment 22:

CARB and SCAQMD currently have rules in place that govern idling. In addition, the HRA determined that impacts from model emissions were less than significant.

Any idling associated with maintenance activities may in fact exceed 15-minutes for a specific maintenance job, but these will not be occurring 8 hours/day, 7 days/week.

Response to Comment 23:

No refrigerated units are proposed for the proposed project and it will not be designed to accommodate TRUs. On-site equipment will be electric to the extent feasible to reduce emissions.

Response to Comment 24:

No TRUs are proposed for the proposed use as it will be a truck storage yard. CARB and SCAQMD currently have rules in place that govern idling. In addition, the HRA determined that impacts from model emissions were less than significant.

Response to Comment 25:

The Project would not result in truck idling as drivers would enter the facility, proceed to the parking area, unhitch the trailer, and leave. In the event trailers need to be moved, a terminal tractor[1] would be used to move the trailers from one area to another. No unnecessary idling would take place.

The Maintenance building will include four covered maintenance bays that will be utilized for minor truck-tractor repairs and general maintenance. All hazardous materials will be handled in accordance with all OSHA and state/federal requirements and will be confined to the extents of the maintenance building. All parking areas will generally have non-motorized trailers parked throughout (i.e., no oil or petroleum-based products) and therefore the potential for leakage and spills of hazardous materials would be minimized. Trucks simply driving on-site would not result in hazardous material release, as no other unusual activities from standard driving activities would result (e.g., a truck traveling along a highway or city street would not arbitrarily result in a hazardous spill.

As stated in Response to Comment 5, the Initial Study states that operational activities including maintenance would involve the use of commercially available products that would not create significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment.

[1] A type of equipment, a terminal tractor is used to tow trailers for trucks from one place to another.

Response to Comment 26:

See Response to Comment 1. A Preliminary WQMP, dated September 2, 2020, was prepared for the Proposed Project by Joseph E. Bonadiman & Associates, Inc. and is available for review at the County LUSD Offices. The WQMP was prepared to comply with the requirements of the County of San Bernardino and the NPDES Area wide Stormwater Program requiring the preparation of a WQMP. All BMPs included as part of the project WQMP are required to be maintained through regularly scheduled inspection and maintenance. Review and approval of the WQMP by the County would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Per the MS4 permit, preventative LID site design practices and methods were identified.

Response to Comment 27:

The Initial Study further states that The Project Site was not found on the list of hazardous materials sites complied pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.24 EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the immediate vicinity of the Project Site. Envirostar data is footnoted in the IS as: 24California Department of Toxic Substances Control. EnviroStor. Accessed January 31, 2020.

Response to Comment 28:

See Response to Comment 25. As stated in the IS/MND, all materials required during construction would be kept in compliance with State and local regulations and will comply with Best Management Practices. The Proposed Project will be subject to the NPDES permit requirements. Requirements of the permit would include development and implementation of a SWPPP, which is subject to Santa Ana Regional Water Quality Control Board (RWQCB) review and approval.

Response to Comment 29:

See Response to Comments 25, 26 & 28.

Response to Comment 30:

The on-site septic system will be designed to County Environmental Health Services requirements and permits will be issued by the County and the Regional Water Quality Control Board prior to construction.

Response to Comment 31:

See Response to Comment 30.

Response to Comment 32:

The CEQA does not include the evaluation of signs, their intended use, or conformance with applicable plans. The Proposed Project will comply with the standards required by the Service Commercial designation and would be reviewed during plan check.

Response to Comment 33:

Truck storage facilities require a Minor Use Permit within the Service Commercial (CS) zone. However, at the discretion of the County, a Conditional Use Permit application was requested to ensure that appropriate conditions for the project would be met. This type of application would ensure that the Proposed Project would comply with specific conditions and development standards required by the CS zone. As part of project approval, the Project Applicant would also be subject to the Conditions of Approval, which is made up of conditions from all departments in the County.

Response to Comment 34:

The comment outlines the recommended and voluntary interior noise level standards for school classrooms. These standards are consistent with the County of San Bernardino Mobile Noise Level Standards identified in Exhibit 3-A of the *Cedar Avenue Trucking Storage Noise Impact Analysis*. As indicated in Section 3, Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies. The Project noise impact analysis describes the off-site traffic noise increases due to the added Project traffic volumes, the stationary source operational noise level increases associated with truck storage activity, entry gate & truck movements, roof-top air conditioning units, trash enclosure activity, and repair shop activity and the potential impacts resulting from the short-term construction activities.

The Project noise impact analysis does not evaluate the off-site traffic noise level impacts at the Slover Mountain High Scholl / Colton Joint Unified School District Adult Education or Bloomington High School. Rather, consistent with the significance criteria provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines (1), describes the…*increase in ambient noise levels in the vicinity of the project.*

Response to Comment 35:

The off-site traffic noise impact analysis evaluates the off-site traffic noise levels on the key study area roadways segments impacted by the Project. Consistent with Exhibit 4-1 and 4-2 of the *Cedar Avenue Trucking Storage Traffic Analysis*, prepared by Urban Crossroads, Inc., 100 percent of the Project truck traffic will travel north on Cedar Avenue to the I-10 Freeway, with 25 percent of the Project passenger car traffic heading south on Cedar Avenue. According to Exhibit 3-6 *Cedar Avenue Trucking Storage Traffic Analysis,* the existing ADT traffic volumes are much lower on Cedar Avenue south of Slover Avenue, and therefore, the Project related noise level contributions on this roadway segment represent a higher percentage of the existing ADT. Since the Project traffic volumes are the same on Cedar Avenue north of the Project site, the Cedar Avenue south of Slover Avenue roadway

segment represents the roadway segment with the highest Project noise level increase and estimated noise level increase of less than 1 dBA.

Since the primary source of off-site traffic noise is attributed to the Project truck trips, the analysis focuses on the key roadway segments impacted by the Project on Cedar Avenue. Only 5 percent or roughly 7 of the Project passenger cars are estimated to utilize Slover Avenue west and east of the Cedar Avenue (144 passenger cars * 5 percent). An increase in 7 daily passenger cars will not measurably increase the off-site traffic noise levels on Slover Avenue.

Response to Comment 36:

Consistent with Exhibit 4-1 and 4-2 of the *Cedar Avenue Trucking Storage Traffic Analysis*, prepared by Urban Crossroads, Inc., 100 percent of the Project truck traffic will travel north on Cedar Avenue to the I-10 Freeway, with 25 percent of the Project passenger car traffic heading south on Cedar Avenue. Since all the Project truck traffic is expected to travel north on Cedar Avenue to the I-10 Freeway, the off-site Project traffic noise levels are not expected to measurably increase the off-site traffic noise levels on the roadway segments near Bloomington High School.

Response to Comment 37:

Consistent with *Sunnyvale West Neighborhood Assoc. v. City of Sunnyvale City Council,* the noise impact analysis considers the existing conditions in assessing the Project's environmental noise impacts. The noise impact analysis considers several traffic conditions including Existing 2020, Opening Year Cumulative (2021), and Horizon Year (2040). The existing with Project conditions describing the highest Project noise level increase is included in the analysis even though the existing with Project condition will not occur, since the Project will not be fully developed and occupied under Existing conditions.

The County of San Bernardino has recognized in the Countywide Plan PEIR that buildout of the community would cause a substantial noise increase related to traffic on highways and local roadways and could locate sensitive receptors in areas that exceed established noise standards (Impact 5.12-2). The project is not responsible for this cumulative increase, rather as the comment notes, the Project is responsible for its contribution. The Project's contribution is shown in Table 7-11 to be less than 1 dBA and is thus less than cumulatively considerable. Furthermore, the information to determine the cumulative increase is provided in Table 7-9 and Table 7-11.

Response to Comment 38:

A review of the Project site plan shows that distance from the pavement area to nearest receiver (R1) is approximately 33 feet. The construction vibration analysis provided in the *Cedar Avenue Trucking Storage Noise Impact Analysis* describes the potential vibration levels from Project construction activities (at the Project site boundary) and not the pavement area. At a distance of 33 feet, construction vibration levels due to vibratory rollers are estimated at 0.138 PPV (in/sec) at the nearest receiver location. Therefore, consistent with the findings in the in the *Cedar Avenue Trucking Storage Noise Impact Analysis*, the Project-related vibration impacts below 0.2 PPV (in/sec) and are considered *less than significant* during the construction activities at the Project site.

Further, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating simultaneously adjacent to the Project site perimeter.

Response to Comment 39:

Aside from the proposed project driveway, no changes are proposed to the existing pedestrian facilities near the Project Site. As stated in the Draft IS/MND, a traffic signal light will be installed on the intersection of Cedar Avenue and the project driveway. A traffic signal light is currently needed at that location and installation would reduce existing hazards and any hazards posed by the Proposed Project. Moreover, the width of existing roads will not be reduced. The Project is consistent with the County's Circulation Element in that the traffic study prepared utilizes the level of service thresholds for County roadways and identifies necessary improvements to stay within those thresholds. The Project would ensure accommodating the ultimate 1/2 section along its frontage on Cedar Avenue consistent with the County's Circulation Element.

Response to Comment 40:

Assuming pedestrian facilities are used more often than what was observed in May 2020, no significant impacts to pedestrian facilities are anticipated as stated in Response to Comment 39.

Response to Comment 41:

The Project is consistent with the County's Circulation Element in that the traffic study prepared utilizes the level of service thresholds for County roadways and identifies necessary improvements to stay within those thresholds. In addition, the Project would ensure accommodating the ultimate 1/2 section along its frontage on Cedar Avenue consistent with the County's Circulation Element.

Response to Comment 42:

The Cedar Trucking Storage project was scoped with the County in March 2020 and the initial traffic study was completed in July 2020. Subsequently, we received comments from the County and addressed those comments in a final traffic study submitted in October 2020. The Bloomington Commerce Center project was not included on the list of cumulative projects at the time we obtained them from the County in March 2020 at the commencement of the traffic study and it was not identified as a cumulative project to add as part of the County's comments issued in October 2020. The cumulative projects included are a reasonable representation of projects that are known at the time of the preparation of the traffic study. The purpose of adding an ambient growth (2% per year, compounded annually) is to capture traffic for other projects that may not otherwise be identified in the Project's cumulative list at the time of preparation of the traffic study. It should be noted that the Final Traffic Impact Study for the Bloomington Commercial Center (prepared by Minagar & Associates, Inc., dated June 18, 2020) also did not include the Cedar Trucking Storage project in its traffic study. However, a comparison of the Opening Year Cumulative volumes between the proposed Project and the Bloomington Commercial Center Traffic Study show the volumes are higher in the Cedar Trucking Storage

Traffic Study. Similar findings can be made of the comparisons of the Horizon Year (2040) long-range traffic forecasts between the two studies. As such, the application of growth adjustment factors and further long-range forecast adjustments in the Cedar Trucking Storage Traffic Study account for traffic associated with other projects such as the Bloomington Commercial Center project that are not explicitly identified on the cumulative map/list. The intersection operations analysis, deficiency findings, and improvement needs are not any less than those identified in the Bloomington Commercial Center project (and in most cases are more conservative) for the same overlapping study area intersections. In other words, the analysis and findings are not understated in the Cedar Trucking Storage Traffic Study as compared to the Bloomington Commercial Center Traffic Study.

Response to Comment 43:
See Response to Comment 42.

Response to Comment 44:
See Response to Comment 42.

BLOOMINGTON TRUCK STORAGE PROJECT HEALTH RISK ASSESSMENT ANALYSIS

County of San Bernardino

June 14, 2021

Traffic Engineering ● Transportation Planning ● Parking ● Noise & Vibration
Air Quality ● Global Climate Change ● Health Risk Assessment

BLOOMINGTON TRUCK STORAGE PROJECT HEALTH RISK ASSESSMENT ANALYSIS

County of San Bernardino

June 14, 2021

prepared by
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Project No. 19394

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EXECUTIVE SUMMARY

The purpose of this health risk assessment analysis is to provide an assessment of the impacts resulting from the operation of the proposed Bloomington Truck Storage project and to identify measures that may be necessary to reduce potentially significant impacts.

Cancer and Non-Cancer-Related Health Risk Impacts

The analysis contained in this report shows that the existing sensitive receptors, within the vicinity of the proposed Bloomington Truck Storage project, would not be exposed to a cancer risk in excess of 10 in a million from operation of the project. Impacts are considered to be less than significant.

The operational health risk impacts for non-cancer related impacts are less than 1.0; therefore, they are also considered to be less significant. No mitigation is required.

1. INTRODUCTION AND SETTING

This section describes the purpose of this health risk assessment, project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the project site plan.

PURPOSE AND OBJECTIVES

This study was performed to address the possibility of cancer and non-cancer risk from project related diesel emissions. The objectives of the study include:

- discussion of the cancer risk thresholds of significance
- analysis of the operations related cancer risk from diesel emissions
- recommendations for mitigation measures

The County of San Bernardino is the lead agency for this health risk assessment, in accordance with the California Environmental Quality Act authorizing legislation. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with terms unique to air quality, a definition of terms has been provided in Appendix A.

PROJECT LOCATION

The proposed project is located west of Cedar Avenue, between Slover Avenue and Santa Ana Avenue, in the County of San Bernardino. The site is currently vacant. A vicinity map showing the project location is provided on Figure 1.

PROJECT DESCRIPTION

The project is proposed to consist of up to 8.94 acres of truck terminal use. The facility would provide storage for trailers during delivery off seasons and/or between deliveries. Storage typically ranges from a couple of days to months and these types of sites are typically at a maximum of 80 percent occupancy. The project requires the approval of a Conditional Use Permit (CUP) and Zone Change to change the existing zoning from General Commercial (CG) to Service Commercial (CS). Access to the project site will be provided to Cedar Avenue via a proposed full-access signalized driveway. Secure access to the facility would then be via rolling gates at the guard shack. Regional access to the project site will be provided by the Interstate 10 Freeway via Cedar Avenue. The facility would include 275 parking spaces in total: 260 truck trailer spaces each at 12 foot by 55 foot, 14 standard car spaces, and 1 handicap accessible space. The proposed project includes a 2,400 square-foot building for office use and storage, an approximate 250 square-foot guard shack, and a 4,800 square-foot maintenance shop with four repair bays. The proposed project is planned to operate 24 hours a day, seven days a week, and requires less than 10 office and maintenance employees and one full-time employee on-site at all times. Figure 2 illustrates the proposed site plan.

According to the SCAQMD's MATES-IV study, the project area has an estimated, ambient cancer risk between 727.4 and 771.83 in one million. In comparison, the average cancer risk for the South Coast Air Basin portion of San Bernardino County is 339 in one million. This increased cancer risk is largely due to the proximity to the Union Pacific Railroad rail line and Interstate 10 Freeway.

PHASING AND TIMING

The proposed project is anticipated to be operational in 2021.

SENSITIVE RECEPTORS IN PROJECT VICINITY

Sensitive receptors include residential land uses, schools, day care centers, and other places where people reside, including prisons. The nearest sensitive receptors to the proposed project are the single-family residential dwelling units located adjacent to the north, approximately 55 feet southwest, 85 feet southeast (across Cedar Avenue), 235 feet to the northeast (across Cedar Avenue), and 385 feet to the west and the mobile home park located approximately 85 feet east (across Cedar Avenue) of the project site. The Cedar House Life Change Center is also located adjacent to the south of the project site.

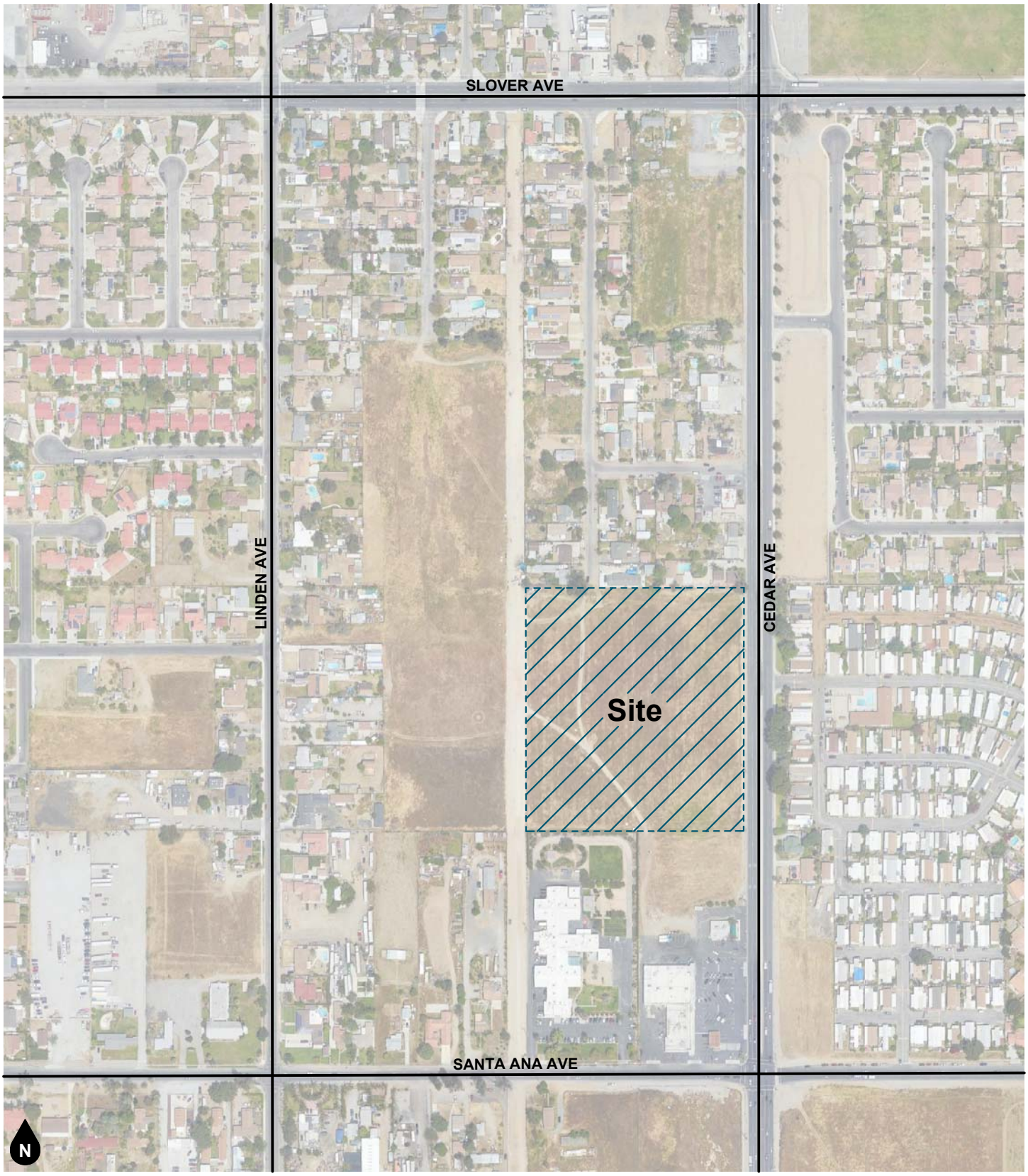


Figure 1
Project Location Map

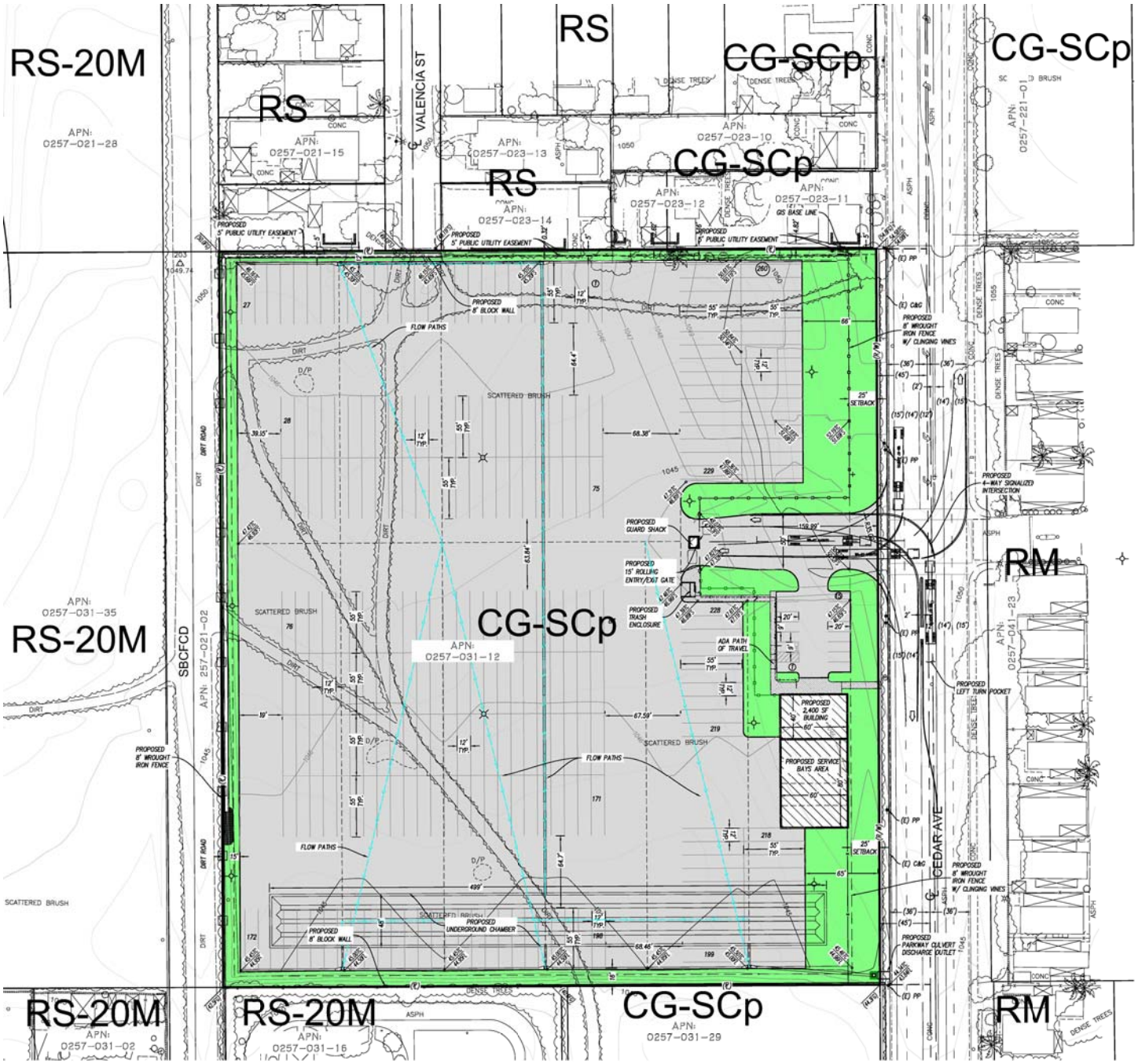


Figure 2
Site plan

2. POLLUTANTS AND REGULATORY SETTING

POLLUTANTS

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important of these toxic air contaminants, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to toxic air contaminants can result from emissions from normal operations as well as from accidental releases. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

Toxic air contaminants are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of toxic air contaminants with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to the 2013 California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). Diesel particulate matter is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of diesel particulate matter as a toxic air contaminant in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in diesel particulate matter by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot". Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of diesel particulate matter as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to diesel particulate matter is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

The California Air Resources Board (CARB) have monitoring networks that measure ambient concentrations of certain TACs that are associated with important health-related effects and are present in appreciable concentrations in the area. The CARB publishes annual Statewide, air basin, and location-specific summaries of the concentration levels of several TACs and their resulting cancer risks[1]. The most recent summary is the CARB Air Quality Almanac for 2013 (CARB 2013). The Almanac presents the relevant concentration and

[1] Cancer risk is expressed as a probability of an individual out of a population of one million contracting cancer via a continuous exposure to TACs over a 30-year lifetime.

cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data. These TACs are: acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene. DPM is not directly measured but is indirectly estimated based on fine particulate matter measurements and special studies on the chemical speciation of ambient fine particulate data along with receptor modeling techniques. CARB showed that Diesel PM emissions decreased 37 percent from 2000 to 2010 primarily as a result of more stringent emissions standards and the introduction of cleaner burning diesel fuel. Emissions from diesel mobile sources are projected to continue to decrease after 2010. Overall, statewide emissions are forecasted to decline by 71 per cent between 2000 and 2035. CARB estimates that 78 percent of the known statewide cancer risks are from the top 10 outdoor air toxics in addition to DPM.

Estimates of total cancer risk Statewide have shown a steady decline from the early 1990s when the cancer risk from DPM was estimated to be 1,696 in one million. By the year 2000, the cancer risk was estimated to be 1,005 in one million or a reduction of 41 percent. Reductions in cancer risk are expected to continue into the future as new emission controls are implemented that further reduce DPM emissions, the major component of the total airborne cancer risk. Table 1 provides this summary of TACs and health risk information from the ARB Annual Toxic Summary for the most recent three-year period, 2017-2019 for the Riverside-Rubidoux air monitoring station, the closest air monitoring station to the project site with recent data, located approximately 4.05 miles southwest of the project site. The cancer risk attributable to the non-DPM chemicals (i.e., the 10 TACs measured by the ARB described above) have also shown reductions at the Riverside-Rubidoux location declining from an estimated cancer risk of 397 in one million in 2017, to 366 in one million in 2018.

Asbestos

Asbestos is listed as a TAC by the CARB and as a Hazardous Air Pollutant by the United States Environmental Protection Agency (EPA). Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in San Bernardino County. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California prepared by the California Division of Mines and Geology, is located at Asbestos Mountain, in the San Jacinto Mountains, approximately 61 miles southeast of the project site. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

REGULATORY SETTING

The proposed project is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

Federal – United States Environmental Protection Agency (EPA)

The EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The National Ambient Air Quality Standards (NAAQS) pollutants were identified using medical evidence.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The State Implementation Plan (SIP) must integrate federal, state, and local components and

regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the State Implementation Plan (SIP).

State – California Air Resources Board

The CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP). In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

CARB Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling adopts new section 2485 within Chapter 10, Article 1, Division 3, title 13 in the California Code of Regulations. The measure limits the idling of diesel vehicles (i.e., commercial trucks over 10,000 pounds) to reduce emissions of toxics and criteria pollutants. The driver of any vehicle subject to this section: (1) shall not idle the vehicle's primary diesel engine for greater than five minutes at any location; and (2) shall not idle a diesel-fueled auxiliary power system for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools).

CARB Requirements to Reduce Idling Emissions from New and In-Use Trucks. Amendments were made to Title 13 in California Code of Regulations in Sections 1956.8, 2404, 2424, 2425, and 2485. The amendment states: "all new 2008 and subsequent model-year heavy-duty diesel engines shall be equipped with an engine shutdown system that automatically shuts down the engine after 300 seconds of continuous idling operation once the vehicle is stopped, the transmission is set to 'neutral' or 'park,' and the parking brake is engaged. If the parking brake is not engaged, then the engine shutdown system shall shut down the engine after 900 seconds of continuous idling operation once the vehicle is stopped and the transmission is set to 'neutral' or 'park.'" There are a few conditions where the engine shutdown system can be overridden to prevent engine damage. Any project trucks manufactured after 2008 would be consistent with this rule, which would ultimately reduce air emissions.

Statewide Truck and Bus Regulation (Regulation to Reduce Emissions of DPM, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles, Title 13, California Code of Regulations, Section 2025). On December 12, 2008, the ARB approved this regulation to reduce emissions from existing on-road diesel trucks and buses operating in California. This regulation applies to all on-road heavy-duty diesel-fueled vehicles with a gross vehicle weight rating greater than 14,000 pounds, agricultural yard trucks with off-road certified engines, and certain diesel fueled shuttle vehicles of any gross vehicle weight rating. Out-of-state trucks and buses that operate in California are also subject. Under the regulation, older, heavier trucks (i.e., those with pre-2000-year engines and a gross vehicle weight rating greater than 26,000 pounds), are required to have installed a particulate matter filter and must be replaced with a 2010 engine between 2015 and 2020, depending on the model year. By 2015, all heavier pre-1994 trucks must be upgraded to 2010 engines and newer trucks are thereafter required to be replaced over the next eight years. Older, more polluting trucks are required to be replaced first, while trucks that already have relatively clean 2007-2009 engines are not required to be replaced until 2023. Lighter trucks (14,001-26,000 pounds) must adhere to a similar schedule. Furthermore, nearly all trucks that are not required under the Truck and Bus Regulation to be replaced by 2015 were required to be upgraded with a particulate matter filter by that date.

The CARB is also responsible for regulations pertaining to toxic air contaminants. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely

release into the air basin. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

AB 617 Nonvehicular air pollution: criteria air pollutants and toxic air contaminants

This bill requires the state board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. The bill requires those stationary sources to report their annual emissions of criteria air pollutants and toxic air contaminants, as specified. This bill required the state board, by October 1, 2018, to prepare a monitoring plan regarding technologies for monitoring criteria air pollutants and toxic air contaminants and the need for and benefits of additional community air monitoring systems, as defined. The bill requires the state board to select, based on the monitoring plan, the highest priority locations in the state for the deployment of community air monitoring systems. The bill requires an air district containing a selected location, by July 1, 2019, to deploy a system in the selected location. The bill would authorize the air district to require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. The bill authorizes the state board, by January 1, 2020, and annually thereafter, to select additional locations for the deployment of the systems. The bill would require air districts that have deployed a system to provide to the state board air quality data produced by the system. By increasing the duties of air districts, this bill would impose a state-mandated local program. The bill requires the state board to publish the data on its Internet Web site.

Regional

The project site is located in Bloomington, in San Bernardino County, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

SCAQMD

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

In addition to attaining and maintaining air quality standards set by State and Federal Governments, the District is also responsible for ensuring that toxic air pollutants do not pose a nuisance or significant health threat to the surrounding community. Every year, the State's Air Toxics Hot Spots program (AB 2588) requires the District to quantify and assess health risks from subject facilities to nearby residents, notify affected residents of significant risks, and to reduce those significant health risks to acceptable levels.

Health Risk Significant Thresholds

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the proposed project may have a significant impact related to hazardous air pollutants (HAP), the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling

Emissions for CEQA Air Quality Analysis, (Diesel Analysis), prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create hazardous air pollutants through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

As determined in the *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369 (CBIA) case the California Supreme Court determined that CEQA does not generally require an impact analysis of the existing environmental conditions on the future residents of a proposed project and generally only requires an analysis of the proposed project's impact on the environment. However, the CBIA case also stated that when a proposed project brings development and people into an area already subject to specific hazards and the new development/people exacerbate the existing hazards, then CEQA requires an analysis of the hazards and the proposed project's effect in terms of increasing the risks related to those hazards. Regarding air quality hazards, TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a proposed project would not exacerbate pre-existing hazards (e.g., TAC health risks) then an analysis of those hazards and the proposed project's effect on increasing those hazards is not required.

However, the project is an industrial truck storage project and will be a source of toxic air contaminants; therefore, an HRA was conducted.

Table 1
TAC Concentration Levels and Associated Risks - Riverside-Rubidoux

TAC	Concentration[1] / Risk[2]	Year		
		2017	2018	2019
Acetaldehyde	Annual Average	1.080	1.230	ND
	Health Risk	16	18	ND
Benzene	Annual Average	0.271	0.239	ID
	Health Risk	70	62	ID
1,3-Butadiene	Annual Average	0.044	0.043	ID
	Health Risk	48	46	ID
Carbon Tetrachloride	Annual Average	0.090	0.073	ID
	Health Risk	69	56	ID
Chromium, Hex	Annual Average	6.7	ID	ND
	Health Risk	ND	ND	ND
Para-Dichlorobenzene	Annual Average	ID	ID	ID
	Health Risk	ID	ID	ID
Formaldehyde	Annual Average	3.350	4.210	ND
	Health Risk	70	88	ND
Methylene Chloride	Annual Average	12.300	9.590	ID
	Health Risk	122	95	ID
Perchloroethylene	Annual Average	0.013	0.011	ID
	Health Risk	2	1	ID
Diesel PM	Annual Average	No monitoring data available		
	Health Risk			
Total Health Risk (without DPM)		**397**	**366**	**-**

Source: http://www.arb.ca.gov/adam/toxics/toxics.html (for Riverside-Rubidoux-5888 Mission Boulevard Air Monitoring Station)

Notes:

ND = no data reported; ID = insufficient data

1. Concentrations for Hexavalent Chromium are expressed as ng/m3, and concentrations for Diesel PM are expressed as µg/m3. Concentrations for all other TACs are expressed as ppb.

2. Health Risk represents the number of excess cancer cases per million people based on a lifetime (30-year) exposure to the annual average concentration. Total Health Risk represents only those compounds listed in this table and only those with data for the year. There may be other significant compounds for which monitoring and/or health risk information is not available.

3. DIESEL EMISSIONS HEALTH RISK ASSESSMENT

The on-going operation of the proposed project would generate toxic air contaminant emissions from diesel truck emissions created by the on-going operations of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology.[2]

A health risk assessment requires the completion and interaction of four general steps:

(1) Quantify project-generated TAC emissions.
(2) Identify nearby ground-level receptor locations that may be affected by the emissions (including any special sensitive receptor locations such as residences, schools, hospitals, convalescent homes, and daycare centers).
(3) Perform air dispersion modeling analyses to estimate ambient pollutant concentrations at each receptor location using project TAC emissions and representative meteorological data to define the transport and dispersion of those emissions in the atmosphere.
(4) Characterize and compare the calculated health risks with the applicable health risk significance thresholds.

EMISSIONS INVENTORY DEVELOPMENT

Important issues that affect the dispersion modeling include the following: (1) Model Selection, (2) Source Treatment, (3) Meteorological Data, and (4) Receptor Grid. Each of these issues is addressed below.

Emission Source Estimates – DPM for Motor Vehicles

DPM emissions from the various sources were calculated using information derived from the project description, and mobile source emission factors from the CARB EMFAC2017 emissions factor model. Truck mix information was obtained from the *Cedar Avenue Trucking Storage (PROJ-2020-00035) Traffic Analysis* prepared by Urban Crossroads (October 28, 2020).

Four pieces of information are required to generate the mobile source emissions from the proposed project:

- Number of vehicle trips for each component of the proposed project;
- Types of vehicles that access the proposed project (passenger car vs. heavy-duty truck and gasoline vs. diesel);
- The allocation of the vehicle trips to each building that comprises the proposed project; and
- Estimate of the vehicle emission factors for estimating exhaust and idling emissions.

Estimate of Vehicle Trips and Vehicle Types

The Traffic Analysis showed the project is expected to generate approximately 716 (non-passenger car equivalents) vehicle trips per day. Of those vehicle trips, for the truck storage use 144 are automobile round trips and 572 are 4+-axle truck round trips per day (non-passenger car equivalents).

[2] In February 2015, the Office of Environmental Health Hazard Assessment updated their "Air Toxics Hot Spots Program, Risk Assessments Guidelines, Guidance Manual for Preparation of Health Risk Assessments; however, the updated OEHHA guidance states in the page footers "do not cite or quote." SCAQMD staff have incorporated the updates into their methodology for SCAQMD's Rules 1401, 1401.1, 1402, and 212, and have updated their HRA Guidance for permitting; however they are still in the process of updating the guidance for CEQA analyses (via working group sessions); however, to be conservative, the new OEHHA guidance was used to assess HRA impacts in this analysis. Per SCAQMD staff (personal communication with Dr. Jillian Wong 6-19-2015 and 12-22-15), updated SCAQMD HRA guidance will be forthcoming.

As stated in the Traffic Analysis, truck terminal rates based on acreage are not readily available in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017); therefore, the vehicle mix followed the *Wheeler Trucking Project Focused Traffic Memorandum* prepared by LSA (2017) with a mix of 20 percent cars and 80 percent 4-axle trucks for the truck storage use.

Estimate of Emission Factors

The DPM emission factors for the various vehicle types were derived from the CARB EMFAC2017 mobile source emission model. The emissions factors were derived for San Bernardino County. Third trimester exposure used opening year (2021) emissions factors, 2-year factors (for infant exposure) reflect years 2022 and 2023, 14-year average factors (for child exposure during years 2-16) reflect emissions during the first 14 years of operation (2024 to 2037), the second 14 years of exposure (years 2038-2051) were used for assessment of exposure during years 16 to 30.

Emissions factors were estimated to establish the emissions generated while the vehicles travel off-site, along travel links from the entrance to the parking areas, and while idling at the parking areas and service area. All vehicles were assumed to travel on-site at a speed of 10 miles per hour. Off-site, the speeds along the roads were anticipated to average 35 miles per hour. Heavy-duty vehicles were assumed to idle for a maximum of 15 minutes per vehicle per day (5 minutes per location: at the truck service area and throughout the parking areas), in keeping with the CARB Air Toxic Control Measure (ATCM), which regulates truck idling time (CARB 2005). The four different sets of emissions factors used in this assessment are detailed in Table 2. It should be noted that the DPM emissions on both the gram per mile and gram per idle hour bases decline beyond 2021 for all vehicle classes and in particular the heavy-heavy-duty truck class (the 4+ axle "big rig" trucks). This is due to the CARB emissions' requirements on heavy-duty trucks that call for either the replacement of older trucks with cleaner trucks or the installation of diesel particulate matter filters on the truck fleet.

Emission Source Characterization

Each of the emission source types described above also requires geometrical and emission release specifications for use in the air dispersion model. Table 3 provides a summary of the assumptions used to configure the various emission sources. The following definitions are used to characterize the emission source geometrical configurations referred to in Table 3:

- Point source: A single, identifiable, local source of emissions; it is approximated in the AERMOD air dispersion model as a mathematical point in the modeling region with a location and emission characteristics such as height of release, temperature, etc., for example, a truck idle location where emissions are sourced from the truck's exhaust stack while the vehicle is stationary.

- Line source: A series of volume sources along a path, for example, vehicular traffic volumes along a roadway.

Figure 3 provides the location of the project buildings, emission source locations, and the locations of the nearest sensitive receptors (single-family detached residential dwelling units located adjacent to the project's northern property line, 55 feet southwest of the project site's southern property line, 85 feet southeast of the project's southern property line, 235 feet northeast of the project site's northern property line, 385 feet west of the project site's western property line, and along Cedar Avenue, the mobile home park located 85 feet east of the project site's eastern property line, and the rehabilitation treatment facility located adjacent to the project site's southern property line). Receptors are shown as orange triangles. Receptors are shown as orange triangles and are labeled 1 through 3, 5 through 8, and 10 and 11 for residential receptors, 4 for the school receptor, and 9 for the medical facility receptor. The direction of on-site and off-site truck travel were obtained from the site plan and Traffic Analysis.

RECEPTOR NETWORK

The assessment requires that a network of receptors be specified where the impacts can be computed at the various locations surrounding the project. Receptors were located at existing sensitive receptors surrounding the proposed project (as detailed above). In addition, the identified sensitive receptor locations were supplemented by the specification of a modeling grid that extended around the proposed project to identify other potential locations of impact. The locations of the receptors are shown as orange triangles on Figure 3.

DISPERSION MODELING

The next step in the assessment process utilizes the emissions inventory along with a mathematical air dispersion model and representative meteorological data to calculate impacts at the various receptor locations. The dispersion model used in this assessment is described below.

Model Selection

The assessment of air quality and health risk impacts from pollutant emissions from this project applied the USEPA AERMOD Model, which is the air dispersion model accepted by the SCAQMD for performing air quality impact analyses. AERMOD predicts pollutant concentrations from point, area, volume, line, and flare sources with variable emissions in terrain from flat to complex with the inclusion of building downwash effects from buildings on pollutant dispersion. It captures the essential atmospheric physical processes and provides reasonable estimates over a wide range of meteorological conditions and modeling scenarios.

General Model Assumptions

A summary of Emission Configurations is shown in Table 3. The basic options used in the dispersion modeling are summarized in Table 4.

As indicated in Table 4 the analysis takes into account the effects of building downwash on the dispersion of emissions from the various sources located on the project's property. Building downwash occurs when the aerodynamic turbulence, induced by nearby buildings, causes pollutants emitted from an elevated source to be mixed rapidly toward the ground (downwash), resulting in potentially higher ground-level concentrations than if the buildings were not present. The AERMOD dispersion model contains algorithms to account for building downwash effects. The required information includes the location of the emission source; the location of adjacent buildings; and the building geometry in terms of length, width, and height. For purposes of this analysis, the emission source and building locations were taken from the project site plan. The proposed building geometries were estimated from the project plans, assuming a building height of 23 feet for the proposed office and service bay building and 12 feet for the guard shack.

Meteorological Data

Meteorological data (processed with the ADJ_U option) from the Air District's Fontana monitoring site was selected for this modeling application. Five full years of sequential meteorological data was collected at the site from January 1, 2011 to December 31, 2013 and January 1, 2015 to December 31, 2016 by the SCAQMD. The SCAQMD processed the data for input to the model. The data was obtained at SCAQMD's https://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/data-for-aermod (see Figure 4).

ESTIMATION OF HEALTH RISKS

Health risks from diesel particulate matter are twofold. First, diesel particulate matter is a carcinogen according to the State of California. Second, long-term chronic exposure to diesel particulate matter can cause health effects to the respiratory system. Each of these health risks is discussed below.

Cancer Risks

According to the *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*, released by the Office of Environmental Health Hazard Assessment (OEHHA) in February 2015 and formally adopted in March 2015, the residential inhalation dose for cancer risk assessment should be calculated using the following formula:

[Dose-air (mg/(Kg-day)]*Cancer Potency*[1x10^{-6}] = Potential Cancer Risk

Where:
Cancer Potency Factor = 1.1
Dose-inh = (C¬air * DBR * A * EF * ED *ASF*FAH* 10-6) / AT

Where:
Cair [Concentration in air (µg/m3)] = (Calculated by AERMOD Model)
DBR [Daily breathing rate (L/kg body weight – day)] = 261 for adults, 572 for children, and 1,090 for infants, and 361 for 3rd trimester per SCAQMD Permit Application Package "N" Table 4.1 D guidance.

A [Inhalation absorption factor] = 1
EF [Exposure frequency (days/year)] = 350
ED [Exposure duration (years)] = 30 for adults (for an individual who is an adult at opening year), 14 for children (from 2-16 years), 14 for adults (from 16-30 years), 2 for infants, and 1 for 3rd Trimester
ASF [Age sensitivity factor) = 10 for 3rd trimester to 2 years of age, 3 for 2 to 16 years of age, and 1 for 16 to 30 years of age
FAH [Fraction of time spent at home] = 1 for 3rd trimester to 2 years of age, 1 for 2 to 16 years of age, and 0.73 for 16 to 30 years of age
10^6 [Micrograms to milligrams conversion]
AT [Average time period over which exposure is averaged in days] = 25,550

The model run results are shown in Appendix B. Figure 5 illustrates the cancer risk to the most affected age-group, infants (0-2 years).

Table 5 show the cancer risk for the unborn child during the 3rd trimester, Table 6 shows the cancer risk to infants (0-2 years), Table 7 shows the cancer risk to children ages 2 to 16 years and Table 8 shows the cancer risk as that child becomes an adult (years 16-30). The highest cancer risk corresponds to infant cancer risk 0-2 years (see Table 6), and is at receptor 3, with a maximum risk of 0.45 in one million. The highest infant cancer risk 0-2 years is also at receptor 2; with a maximum risk of 2.79 in one million. Therefore, no unborn babies, infants, children or adults are exposed to cancer risks in excess of 10 in a million.

The assessment of cancer-related health risk to sensitive receptors within the project vicinity is based on the following most-conservative scenario:

An unborn child in its 3rd trimester is potentially exposed to DPM emissions (via exposure of the mother) during the opening year. That child is born opening year and then remains at home for the entire first two years of life. From age 2 to 16, the child remains at home 100 percent of the time. From age 16 to 30, the child continues to live at home, growing into an adult that spends 73 percent of its time at home and lives there until age 30.

Based on the above, ultra-conservative assumptions, the 30.25-year, cumulative carcinogenic health risk (3rd trimester [-0.25 to 0 years] + infant [0-2 years] + child [2-16 years] + adult [16-30 years]) to an individual born during the opening year of the project and located in the project vicinity for the entire 30-year duration, is a maximum of 5.06 in a million at receptor location 2, as shown in Table 9. Therefore, as the residential cancer risk does not exceed 10 in a million, the on-going operations of the proposed project would result in a less than significant impact due to the cancer risk from diesel emissions created by the proposed project.

Non-Cancer Risks

The relationship for non-cancer health effects is given by the equation:

HIDPM = CDPM/RELDPM

Where,

HIDPM	=	Hazard Index; an expression of the potential for non-cancer health effects.
CDPM	=	Annual average diesel particulate matter concentration in µg/m3.
RELDPM	=	Reference Exposure Level (REL) for diesel particulate matter; the diesel particulate matter concentration at which no adverse health effects are anticipated.

The non-carcinogenic hazards to adult, child and infant receptors are also detailed in Tables 5 through 8 column (j). The RELDPM is 5 µg/m3. The Office of Environmental Health Hazard Assessment as protective for the respiratory system has established this concentration. Using the maximum DPM concentration from years 2021-2051, the resulting Hazard Index is:

HIDPM = 0.02429/5 = 0.0048

The criterion for significance is a Hazard Index increase of 1.0 or greater. Therefore, the on-going operations of the proposed project would result in a less than significant impact due to the non-cancer risk from diesel emissions created by the proposed project.

Table 2
DPM Emissions Factors for the Proposed Project

Vehicle Class	14-Year Average (First 14 years of Operation - 2024-2037)		
	Idling (g/hr)	On-Site Travel (g/mi)	Off-Site Travel (g/mi)
Light Heavy Duty Truck 2	0.79348	0.03822	0.01657
Medium Heavy Duty Truck	0.01881	0.00501	0.00387
Heavy Heavy Duty Truck	0.01113	0.01049	0.00853

Vehicle Class	14-Year Average (Second 14 years of Operation - 2038-2051)		
	Idling (g/hr)	On-Site Travel (g/mi)	Off-Site Travel (g/mi)
Light Heavy Duty Truck 2	0.79386	0.02939	0.01440
Medium Heavy Duty Truck	0.00786	0.00437	0.00368
Heavy Heavy Duty Truck	0.01017	0.00959	0.00810

Vehicle Class	2-Year Average (2022-2023)		
	Idling (g/hr)	On-Site Travel (g/mi)	Off-Site Travel (g/mi)
Light Heavy Duty Truck 2	0.78735	0.05065	0.01953
Medium Heavy Duty Truck	0.09549	0.03406	0.01910
Heavy Heavy Duty Truck	0.01380	0.02424	0.01325

Vehicle Class	1-Year Average (Opening Year-2021)		
	Idling (g/hr)	On-Site Travel (g/mi)	Off-Site Travel (g/mi)
Light Heavy Duty Truck 2	0.78639	0.05383	0.02026
Medium Heavy Duty Truck	0.24358	0.17489	0.06839
Heavy Heavy Duty Truck	0.02224	0.07840	0.03670

Notes:

Source: EMFAC2017.

Table 3
Summary of Emission Configurations

Emission Source Type	Geometric Configuration	Relevant Assumptions
Off-Site Diesel Truck Traffic	Line Sources	Stack release height: 12 feet
		Vehicle speed: 35 mph
		Length of the line source (along Cedar Avenue from Project Driveway toward Interstate 10 Freeway)
		Vehicle types: heavy-heavy-duty diesel trucks
		Emission factor: CARB EMFAC2017
On-Site Diesel Truck Traffic	Line Sources	Stack release height: 12 feet
		Vehicle speed: 10 mph
		Length of the line source (distance from the project driveway to truck parking spaces)
		Vehicle types: heavy-heavy-duty diesel trucks
		Emission factor: CARB EMFAC2017
On-Site Diesel Truck Idling	Point Sources located at various locations on-site.	Stack release height: 12 feet
		Stack release characteristics
		> Stack diameter: 0.1 meter (0.3 feet)
		> Stack velocity: 51.9 mps (170 feet/sec)
		> Stack temperature: 366 °k (200° F)
		Idle time: 15 minutes per truck per day
		Vehicle types: heavy-heavy-duty diesel trucks
		Emission factor: CARB EMFAC2017

Table 4
General Modeling Assumptions - AERMOD Model

Feature	Option Selected
Terrain processing	AERMAP - NED GEOTIFF 30 min
Emission source configuration	See Table 3
Regulatory dispersion options	Default
Land use	Urban
Coordinate system	UTM, Zone 11 north
Building downwash	Included in calculations
Receptor height	0 meters above ground (per OEHHA methodology)
Meteorological data	SCAQMD Fontana Meteorological Data

Table 5
Carcinogenic Risks and Non-Carcinogenic 3rd Trimester Exposure Scenario (0.25-Year)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Index (j)
1	0.01798	1.8E-05	1.00E+00	DPM	1.1E+00	0.24	5.0E+00	1.4E-03	0.0036
2	0.02429	2.4E-05	1.00E+00	DPM	1.1E+00	0.33	5.0E+00	1.4E-03	0.0049
3	0.02056	2.1E-05	1.00E+00	DPM	1.1E+00	0.28	5.0E+00	1.4E-03	0.0041
4_Sch	0.01836	1.8E-05	1.00E+00	DPM	1.1E+00	0.25	5.0E+00	1.4E-03	0.0037
5	0.00558	5.6E-06	1.00E+00	DPM	1.1E+00	0.08	5.0E+00	1.4E-03	0.0011
6	0.01137	1.1E-05	1.00E+00	DPM	1.1E+00	0.15	5.0E+00	1.4E-03	0.0023
7	0.0231	2.3E-05	1.00E+00	DPM	1.1E+00	0.31	5.0E+00	1.4E-03	0.0046
8	0.0086	8.6E-06	1.00E+00	DPM	1.1E+00	0.12	5.0E+00	1.4E-03	0.0017
9_Med	0.01008	1.0E-05	1.00E+00	DPM	1.1E+00	0.14	5.0E+00	1.4E-03	0.0020
10	0.00421	4.2E-06	1.00E+00	DPM	1.1E+00	0.06	5.0E+00	1.4E-03	0.0008
11	0.00512	5.1E-06	1.00E+00	DPM	1.1E+00	0.07	5.0E+00	1.4E-03	0.0010

Notes:

OEHHA 95th percentile Exposure factors used to calculate TAC intake:

Exposure Frequency (days/year)	350
Exposure Duration (years)	0.25
Daily Breathing Rate	361
Age Sensitivity Factor	10
Fraction of Time At Home (FAH)	1
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	91.25

E= 10^{X}, i.e. E-02 = 10^{-2}

Table 6
Carcinogenic Risks and Non-Carcinogenic Infant Exposure Scenario (2-Year)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Index (j)
1	0.00587	5.9E-06	1.00E+00	DPM	1.1E+00	1.93	5.0E+00	1.4E-03	0.0012
2	0.0085	8.5E-06	1.00E+00	DPM	1.1E+00	2.79	5.0E+00	1.4E-03	0.0017
3	0.00728	7.3E-06	1.00E+00	DPM	1.1E+00	2.39	5.0E+00	1.4E-03	0.0015
4_Sch	0.0066	6.6E-06	1.00E+00	DPM	1.1E+00	2.17	5.0E+00	1.4E-03	0.0013
5	0.00199	2.0E-06	1.00E+00	DPM	1.1E+00	0.65	5.0E+00	1.4E-03	0.0004
6	0.00404	4.0E-06	1.00E+00	DPM	1.1E+00	1.33	5.0E+00	1.4E-03	0.0008
7	0.00799	8.0E-06	1.00E+00	DPM	1.1E+00	2.62	5.0E+00	1.4E-03	0.0016
8	0.00297	3.0E-06	1.00E+00	DPM	1.1E+00	0.98	5.0E+00	1.4E-03	0.0006
9_Med	0.00346	9.0E-05	1.00E+00	DPM	1.1E+00	1.14	5.0E+00	1.4E-03	0.0007
10	0.00149	9.0E-05	1.00E+00	DPM	1.1E+00	0.49	5.0E+00	1.4E-03	0.0003
11	0.00175	1.9E-04	1.00E+00	DPM	1.1E+00	0.57	5.0E+00	1.4E-03	0.0004

Notes:

OEHHA 95th percentile Exposure factors used to calculate TAC intake:

Exposure Frequency (days/year)	350
Exposure Duration (years)	2
Daily Breathing Rate	1090
Age Sensitivity Factor	10
Fraction of Time At Home (FAH)	1
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	730

E= 10^{X}, i.e. E-02 = 10^{-2}

Table 7
Carcinogenic Risks and Non-Carcinogenic Child Exposure Scenario (2-16 Years)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Index (j)
1	0.00283	2.8E-06	1.00E+00	DPM	1.1E+00	1.02	5.0E+00	1.4E-03	0.0006
2	0.00486	4.9E-06	1.00E+00	DPM	1.1E+00	1.76	5.0E+00	1.4E-03	0.0010
3	0.00432	4.3E-06	1.00E+00	DPM	1.1E+00	1.56	5.0E+00	1.4E-03	0.0009
4_Sch	0.00421	4.2E-06	1.00E+00	DPM	1.1E+00	1.52	5.0E+00	1.4E-03	0.0008
5	0.00121	1.2E-06	1.00E+00	DPM	1.1E+00	0.44	5.0E+00	1.4E-03	0.0002
6	0.00231	2.3E-06	1.00E+00	DPM	1.1E+00	0.84	5.0E+00	1.4E-03	0.0005
7	0.00439	4.4E-06	1.00E+00	DPM	1.1E+00	1.59	5.0E+00	1.4E-03	0.0009
8	0.00156	1.6E-06	1.00E+00	DPM	1.1E+00	0.56	5.0E+00	1.4E-03	0.0003
9_Med	0.00178	1.8E-06	1.00E+00	DPM	1.1E+00	0.64	5.0E+00	1.4E-03	0.0004
10	0.00081	8.1E-07	1.00E+00	DPM	1.1E+00	0.29	5.0E+00	1.4E-03	0.0002
11	0.0009	9.0E-07	1.00E+00	DPM	1.1E+00	0.33	5.0E+00	1.4E-03	0.0002

Notes:

OEHHA 95th percentile Exposure factors used to calculate TAC intake:

Exposure Frequency (days/year)	350
Exposure Duration (years)	14
Daily Breathing Rate	572
Age Sensitivity Factor	3
Fraction of Time At Home (FAH)	1
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	5110

E= 10^{X}, i.e. E-02 = 10^{-2}

Table 8
Carcinogenic Risks and Non-Carcinogenic Hazards Adult Exposure Scenario (16-30 Years)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Noncarcinogenic Hazards Index (j)
1	0.0026	2.6E-06	1.00E+00	DPM	1.1E+00	0.10	5.0E+00	1.4E-03	0.0005
2	0.00453	4.5E-06	1.00E+00	DPM	1.1E+00	0.18	5.0E+00	1.4E-03	0.0009
3	0.00406	4.1E-06	1.00E+00	DPM	1.1E+00	0.16	5.0E+00	1.4E-03	0.0008
4_Sch	0.00399	4.0E-06	1.00E+00	DPM	1.1E+00	0.16	5.0E+00	1.4E-03	0.0008
5	0.00114	1.1E-06	1.00E+00	DPM	1.1E+00	0.05	5.0E+00	1.4E-03	0.0002
6	0.00215	2.2E-06	1.00E+00	DPM	1.1E+00	0.09	5.0E+00	1.4E-03	0.0004
7	0.00407	4.1E-06	1.00E+00	DPM	1.1E+00	0.16	5.0E+00	1.4E-03	0.0008
8	0.00143	1.4E-06	1.00E+00	DPM	1.1E+00	0.06	5.0E+00	1.4E-03	0.0003
9_Med	0.00163	1.6E-06	1.00E+00	DPM	1.1E+00	0.07	5.0E+00	1.4E-03	0.0003
10	0.00074	7.4E-07	1.00E+00	DPM	1.1E+00	0.03	5.0E+00	1.4E-03	0.0001
11	0.00083	8.3E-07	1.00E+00	DPM	1.1E+00	0.03	5.0E+00	1.4E-03	0.0002

Notes:

OEHHA 95th percentile Exposure factors used to calculate TAC intake:

Exposure Frequency (days/year)	350
Exposure Duration (years)	14
Daily Breathing Rate	261
Age Sensitivity Factor	1
Fraction of Time At Home (FAH)	0.73
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	5110

E= 10^{X}, i.e. E-02 = 10^{-2}

Table 9
Cumulative Carcinogenic Risk 30.25-Year Exposure Scenario

Receptor ID	Cumulative RISK (per million)
1	3.30
2	5.06
3	4.40
4_Sch	4.10
5	1.21
6	2.40
7	4.69
8	1.71
9_Med	1.98
10	0.87
11	1.00

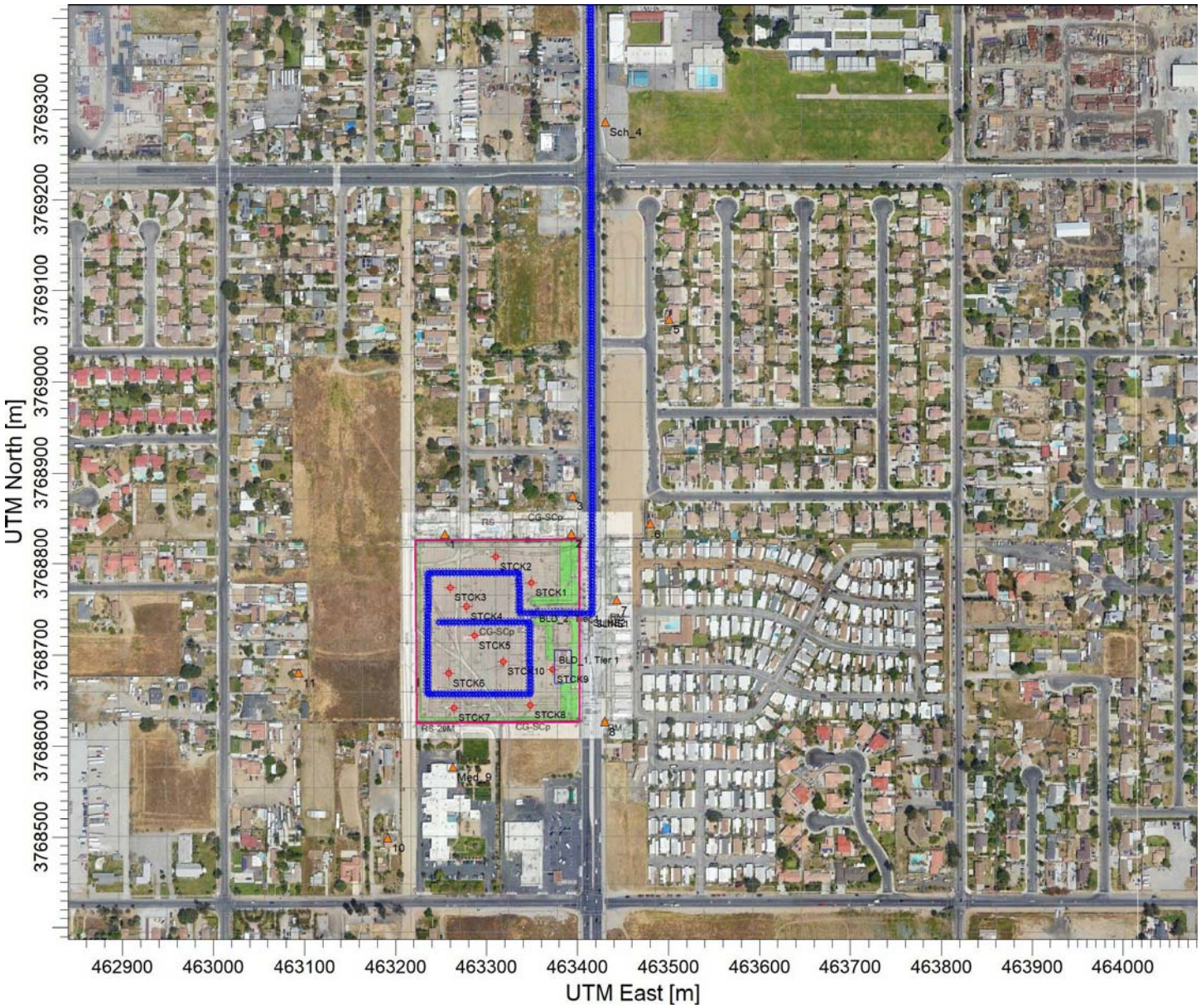


Figure 3
AERMOD Model Source and Receptor Placement

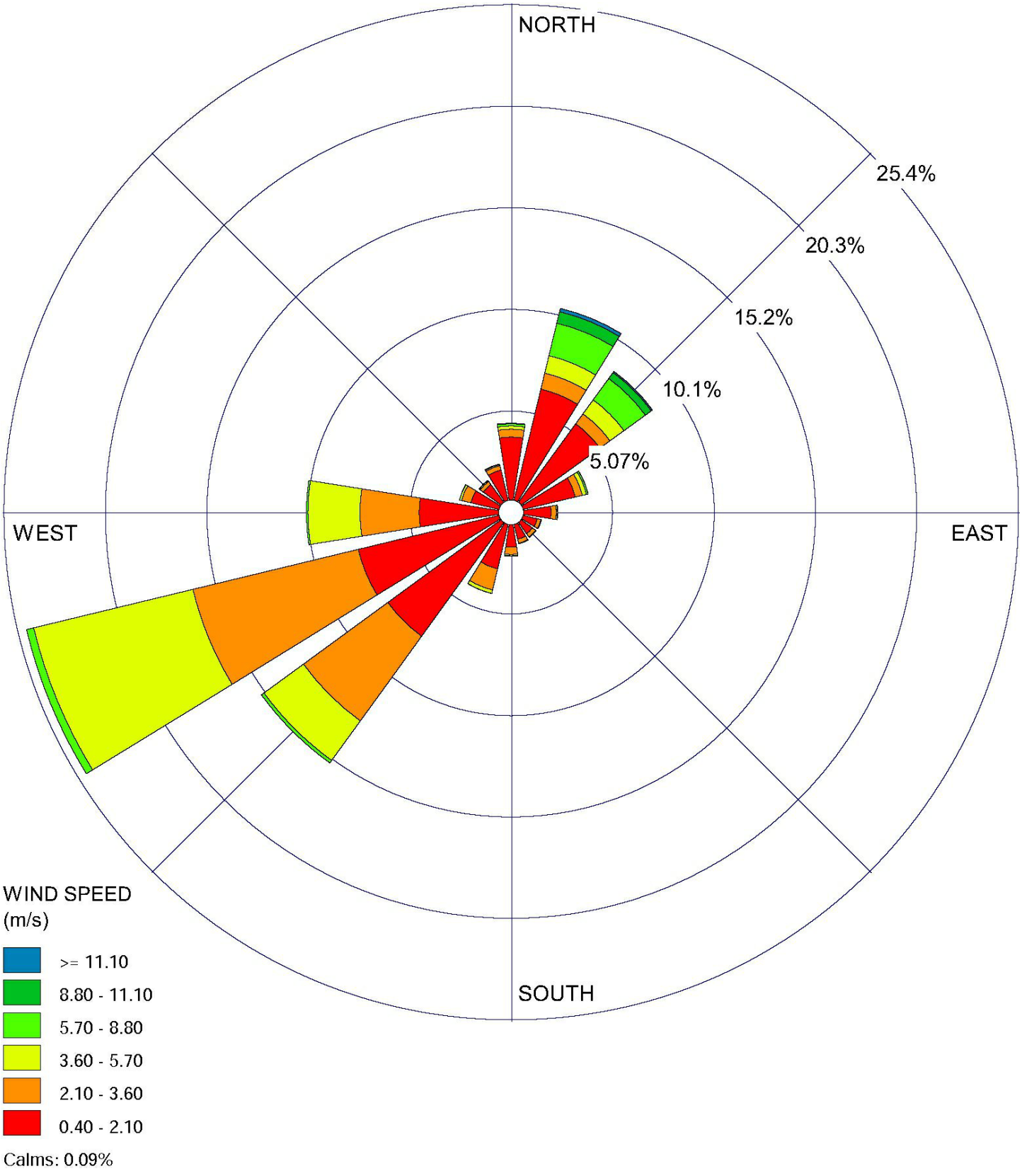
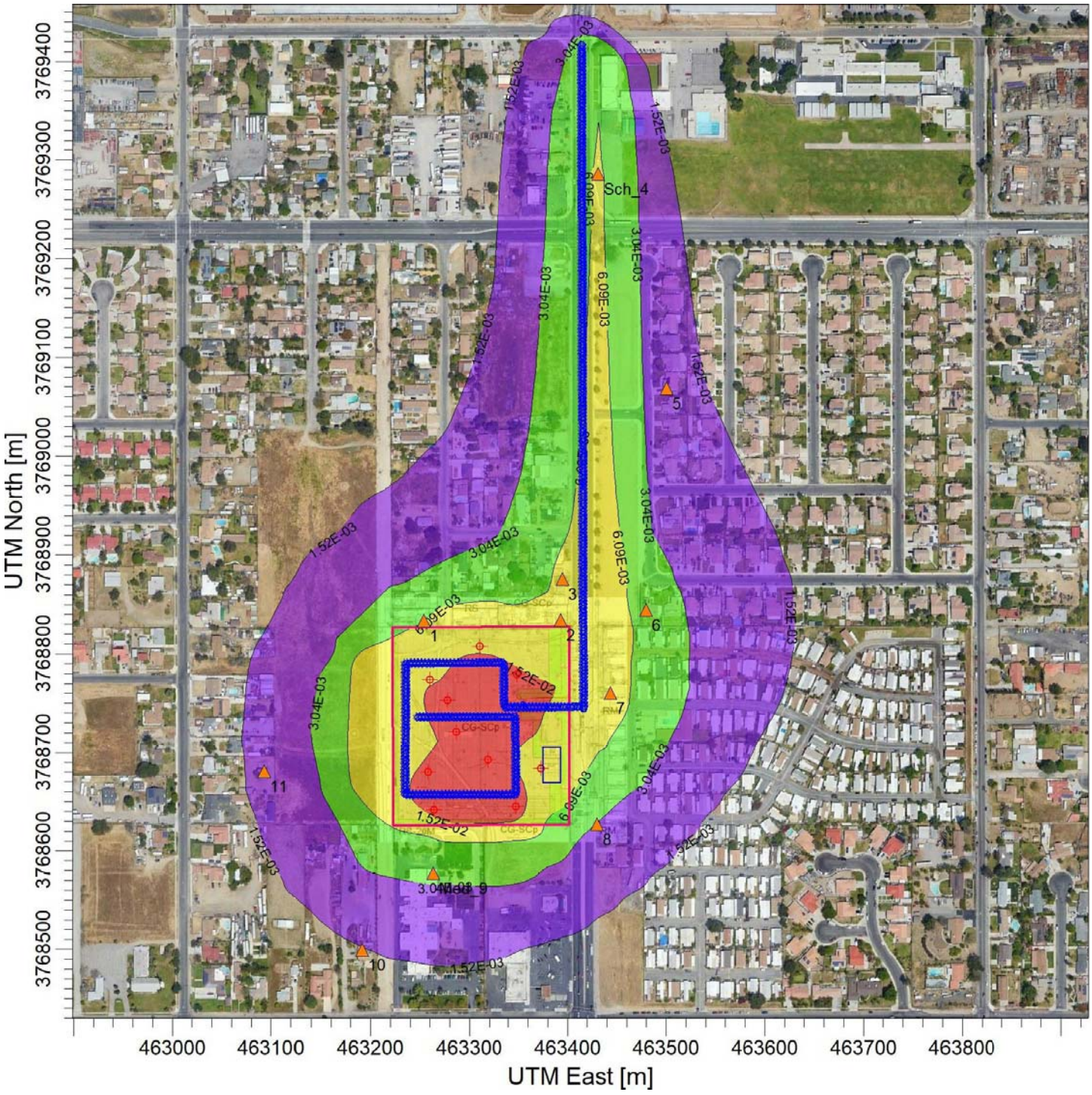


Figure 4
Wind Rose, Fontana



N

Legend

Cancer Risk to Infants 0-2 Years

- 5 in a million
- 2 in a million
- 1 in a million
- 0.5 in a million

Figure 5
Modeled Study Area Highest Cancer Risk from Annual DPM Emissions

4. MITIGATION MEASURES

OPERATIONAL MEASURES

Health risk impacts are less than significant. No operational mitigation is required.

5. REFERENCES

California Air Pollution Control Officers Association

2009 Health Risk Assessments for Proposed Land Use Projects

California Air Resources Board

2008 Resolution 08-43

2008 Airborne Toxic Control Measure for in-use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, Section 2477 of Division 3, Chapter 9, Title 13, California Code of Regulations

2008 ARB Recommended Interim Risk Management Policy for Inhalation-Based Residential Cancer Risk – Frequently Asked Questions

2013 Almanac of Emissions and Air Quality.
Source: https://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm

Office of Environmental Health Hazard Assessment

2015 Air Toxics Hot Spots Program Risk Assessment Guidelines

South Coast Air Quality Management District

2003 Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis

2015 Final MATES-IV Multiple Air Toxics Exposure Study in the South Coast Air Basin. May.

Urban Crossroads

2020 Cedar Avenue Trucking Storage (PROJ-2020-00035) Traffic Analysis. October 28.

U.S. Geological Survey

2011 Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California

APPENDICES

APPENDIX A

GLOSSARY

AQMP	Air Quality Management Plan
BACT	Best Available Control Technologies
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH_4	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	East Kern Air Pollution Control District
EKAPCD	Diesel particulate matter
EPA	U.S. Environmental Protection Agency
GHG	Greenhouse gas
GWP	Global warming potential
HIDPM	Hazard Index Diesel Particulate Matter
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
$MTCO_2e$	Metric tons of carbon dioxide equivalent
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
NO_2	Nitrogen dioxide
N_2O	Nitrous oxide
OEHHA	Office of Environmental Health Hazard Assessment
O_3	Ozone
OPR	Governor's Office of Planning and Research
PFCs	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
SF_6	Sulfur hexafluoride
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SOx	Sulfur Oxides
TAC	Toxic air contaminants
VOC	Volatile organic compounds

APPENDIX B

AERMOD MODEL PRINTOUT

Emission Assumptions **DPM** Emissions

19394 Bloomington Truck Storage Project

Facility Operations

Buildout year: 2021

Emission Factors

1) Onsite Vehicle Emissions

a) Truck

(1) EMFAC2017

(a) Annual Meteorology

Temperature: 66 degF

Relative Humidity: 60%

(b) Calculations for SB County

(c) Truck Mix

4+ axle heavy-heavy duty diesel trucks (HHDT)

4 axle diesel trucks (MHDT)

2 axle diesel trucks (LHDT2)

(d) Onsite Truck Travel Speed: 10 mph

(e) Off-site Truck Travel Speed: 35 mph

(f) Idle speed: 0 mph

(g) Truck Idle time: 15 minutes per truck per day

2) Other Parameters

(a) Width of Volume Source: 12 feet

(b) Truck Operational Schedule 24 hours/day

(c) Height of Plume: 12 feet

19394 Bloomington Truck Storage Project | **Emission:** | **DPM**

Processes Modeled

Build-out: **2021**

Onsite delivery traffic
Truck idling
Offsite delivery traffic

Facilities in Operation

Location	Truck type	Daily trucks
Project Site	HHDT	572
Project Site	MHDT	0
Project Site	LHDT2	0
Total		**572**

Delivery Schedule:

24 **hrs/day, 52 weeks/year**

Emission Factors 1 Year (2021)

Vehicle Class	Onsite Exhaust (g/mi)	Offsite Exhaust (g/mi)	Idle (g/hr)
HHDT	0.07840	0.03670	0.02224
MHDT	0.17489	0.06839	0.24358
LHDT2	0.05383	0.02026	0.78639

Onsite Roadway Links Modeled

Link	Truck Type	Emission Factor (g/mi)	Trips per day (in and out)	Length (m)	Length (mi)	Daily Emissions Over the Link (g/day)	Emissions Over the Link (g/sec)	Emissions Over Link (lb/hr)	Daily Emissions (lbs/day)	Annual Avg Emissions Over Link (tons/yr)	Total Daily Emissions for all Vehicles (g/sec)	
From Project Driveway to Truck Spaces	HHDT	0.07840	572	647.2	0.40	1.80E+01	2.09E-04	1.43E+02	3.97E-02	7.25E-03		
From Project Driveway to Truck Spaces	MHDT	0.17489	0	647.2	0.40	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	**2.09E-04**	100% of trucks
From Project Driveway to Truck Spaces	LHDT2	0.05383	0	647.2	0.40	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		

Truck Idling

Idle time 15 minutes

Building/Location	Truck Type	Emission Factor (g/idle-hour)	Idling Time (min)	Daily Trucks	Total Emissions (g/day)	Max Hourly Emissions (g/sec)	Max Hourly Emissions (lb/hr)	Total Daily Emissions (lbs/day)	Total Emissions (tons/yr)	Total Emissions (tons/yr)		
At parking areas & service bay	HHDT	0.02224	15	572	3.18	3.68E-05	2.92E-04	7.01E-03	1.28E-03			
At parking areas & service bay	MHDT	0.24358	15	0	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		3.68E-05	
At parking areas & service bay	LHDT2	0.78639	15	0	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		**3.68E-06**	per idling location
												(10 total)

Offsite Roadway Links Modeled

Link	Truck Type	Emission Factor (g/mi)	Trips per day	Length (m)	Length (mi)	Daily Emissions Over the Link (g/day)	Emissions Over the Link (g/sec)	Max Hourly Emissions Over Link (lb/hr)	Daily Emissions (lbs/day)	Annual Avg Emissions Over Link (tons/yr)		
Cedar Ave from Project Driveway to I-10 Freeway	HHDT	0.03670	572	673.5	0.42	8.78E+00	1.02E-04	6.96E+01	1.93E-02	3.53E-03	100% of trucks	
Cedar Ave from Project Driveway to I-10 Freeway	MHDT	0.06839	0	673.5	0.42	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	**1.02E-04**	
Cedar Ave from Project Driveway to I-10 Freeway	LHDT2	0.02026	0	673.5	0.42	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		

19394 Bloomington Truck Storage Project | **Emission:** | **DPM**

Processes Modeled | **Build-out:** | **2021**

Onsite delivery traffic
Truck idling
Offsite delivery traffic

Facilities in Operation

Location	Truck type	Daily trucks
Project Site	HHDT	572
Project Site	MHDT	0
Project Site	LHDT2	0
Total		**572**

Delivery Schedule: 24 **hrs/day, 52weeks/year**

Emission Factors 2 Year

Vehicle Class	Onsite Exhaust (g/mi)	Offsite Exhaust (g/mi)	Idle (g/hr)
HHDT	0.02424	0.01325	0.01380
MHDT	0.03406	0.01910	0.09549
LHDT2	0.05065	0.01953	0.78735

Onsite Roadway Links Modeled

Link	Truck Type	Emission Factor (g/mi)	Trips per day (in and out)	Length (m)	Length (mi)	Daily Emissions Over the Link (g/day)	Emissions Over the Link (g/sec)	Emissions Over Link (lb/hr)	Daily Emissions (lbs/day)	Annual Avg Emissions Over Link (tons/yr)	Total Daily Emissions for all Vehicles (g/sec)	
From Project Driveway to Truck Spaces	HHDT	0.02424	572	647.2	0.40	5.57E+00	6.45E-05	4.42E+01	1.23E-02	2.24E-03		
From Project Driveway to Truck Spaces	MHDT	0.03406	0	647.2	0.40	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	**6.45E-05**	100% of trucks
From Project Driveway to Truck Spaces	LHDT2	0.05065	0	647.2	0.40	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		

Truck Idling | Idle time | 15 minutes

Building/Location	Truck Type	Emission Factor (g/idle-hour)	Idling Time (min)	Daily Trucks	Total Emissions (g/day)	Max Hourly Emissions (g/sec)	Max Hourly Emissions (lb/hr)	Total Daily Emissions (lbs/day)	Total Emissions (tons/yr)	Total Emissions (tons/yr)		
At parking areas & service bay	HHDT	0.01380	15	572	1.97	2.28E-05	1.81E-04	4.35E-03	7.93E-04			
At parking areas & service bay	MHDT	0.09549	15	0	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		2.28E-05	
At parking areas & service bay	LHDT2	0.78735	15	0	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		**2.28E-06**	per idling location
												(10 total)

Offsite Roadway Links Modeled

Link	Truck Type	Emission Factor (g/mi)	Trips per day	Length (m)	Length (mi)	Daily Emissions Over the Link (g/day)	Emissions Over the Link (g/sec)	Max Hourly Emissions Over Link (lb/hr)	Daily Emissions (lbs/day)	Annual Avg Emissions Over Link (tons/yr)		
Cedar Ave from Project Driveway to I-10 Freeway	HHDT	0.01325	572	673.5	0.42	3.17E+00	3.67E-05	2.51E+01	6.98E-03	1.27E-03	100% of trucks	
Cedar Ave from Project Driveway to I-10 Freeway	MHDT	0.01910	0	673.5	0.42	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	**3.67E-05**	
Cedar Ave from Project Driveway to I-10 Freeway	LHDT2	0.01953	0	673.5	0.42	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		

19394 Bloomington Truck Storage Project		Emission:	DPM									
Processes Modeled		**Build-out:**	**2021**									
Onsite delivery traffic												
Truck idling												
Offsite delivery traffic												
Facilities in Operation												
Location	**Truck type**	**Daily trucks**										
Project Site	HHDT	572										
Project Site	MHDT	0										
Project Site	LHDT2	0										
Total		**572**										
Delivery Schedule:												
	24	**hrs/day, 52weeks/year**										
Emission Factors 14 Year 2024-2037	**Onsite Exhaust**	**Offsite Exhaust**	**Idle**									
Vehicle Class	**(g/mi)**	**(g/mi)**	**(g/hr)**									
HHDT	0.01049	0.00853	0.01113									
MHDT	0.00501	0.00387	0.01881									
LHDT2	0.03822	0.01657	0.79348									
Onsite Roadway Links Modeled												
Link	**Truck Type**	**Emission Factor (g/mi)**	**Trips per day (in and out)**	**Length (m)**	**Length (mi)**	**Daily Emissions Over the Link (g/day)**	**Emissions Over the Link (g/sec)**	**Emissions Over Link (lb/hr)**	**Daily Emissions (lbs/day)**	**Annual Avg Emissions Over Link (tons/yr)**	**Total Daily Emissions for all Vehicles (g/sec)**	
From Project Driveway to Truck Spaces	HHDT	0.01049	572	647.2	0.40	2.41E+00	2.79E-05	1.91E+01	5.31E-03	9.70E-04		
From Project Driveway to Truck Spaces	MHDT	0.00501	0	647.2	0.40	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	**2.79E-05**	100% of trucks
From Project Driveway to Truck Spaces	LHDT2	0.03822	0	647.2	0.40	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		
Truck Idling	Idle time		15 minutes									
Building/Location	**Truck Type**	**Emission Factor (g/idle-hour)**	**Idling Time (min)**	**Daily Trucks**	**Total Emissions (g/day)**	**Max Hourly Emissions (g/sec)**	**Max Hourly Emissions (lb/hr)**	**Total Daily Emissions (lbs/day)**	**Total Emissions (tons/yr)**	**Total Emissions (tons/yr)**		
At parking areas & service bay	HHDT	0.01113	15	572	1.59	1.84E-05	1.46E-04	3.51E-03	6.40E-04			
At parking areas & service bay	MHDT	0.01881	15	0	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		1.84E-05	
At parking areas & service bay	LHDT2	0.79348	15	0	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		**1.84E-06**	per idling location
												(10 total)
Offsite Roadway Links Modeled												
Link	**Truck Type**	**Emission Factor (g/mi)**	**Trips per day**	**Length (m)**	**Length (mi)**	**Daily Emissions Over the Link (g/day)**	**Emissions Over the Link (g/sec)**	**Max Hourly Emissions Over Link (lb/hr)**	**Daily Emissions (lbs/day)**	**Annual Avg Emissions Over Link (tons/yr)**		
Cedar Ave from Project Driveway to I-10 Freeway	HHDT	0.00853	572	673.5	0.42	2.04E+00	2.36E-05	1.62E+01	4.50E-03	8.21E-04	100% of trucks	
Cedar Ave from Project Driveway to I-10 Freeway	MHDT	0.00387	0	673.5	0.42	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	**2.36E-05**	
Cedar Ave from Project Driveway to I-10 Freeway	LHDT2	0.01657	0	673.5	0.42	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		

19394 Bloomington Truck Storage Project | **Emission:** | **DPM**

Processes Modeled | **Build-out:** | **2021**

Onsite delivery traffic
Truck idling
Offsite delivery traffic

Facilities in Operation

Location	Truck type	Daily trucks
Project Site	HHDT	572
Project Site	MHDT	0
Project Site	LHDT2	0
Total		**572**

Delivery Schedule: 24 **hrs/day, 52weeks/year**

Emission Factors 14 Year 2038-2051

Vehicle Class	Onsite Exhaust (g/mi)	Offsite Exhaust (g/mi)	Idle (g/hr)
HHDT	0.00959	0.00810	0.01017
MHDT	0.00437	0.00368	0.00786
LHDT2	0.02939	0.01440	0.79386

Onsite Roadway Links Modeled

Link	Truck Type	Emission Factor (g/mi)	Trips per day (in and out)	Length (m)	Length (mi)	Daily Emissions Over the Link (g/day)	Emissions Over the Link (g/sec)	Emissions Over Link (lb/hr)	Daily Emissions (lbs/day)	Annual Avg Emissions Over Link (tons/yr)	Total Daily Emissions for all Vehicles (g/sec)	
From Project Driveway to Truck Spaces	HHDT	0.00959	572	647.2	0.40	2.21E+00	2.55E-05	1.75E+01	4.86E-03	8.87E-04		
From Project Driveway to Truck Spaces	MHDT	0.00437	0	647.2	0.40	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	**2.55E-05**	100% of trucks
From Project Driveway to Truck Spaces	LHDT2	0.02939	0	647.2	0.40	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		

Truck Idling | Idle time | 15 minutes

Building/Location	Truck Type	Emission Factor (g/idle-hour)	Idling Time (min)	Daily Trucks	Total Emissions (g/day)	Max Hourly Emissions (g/sec)	Max Hourly Emissions (lb/hr)	Total Daily Emissions (lbs/day)	Total Emissions (tons/yr)	Total Emissions (tons/yr)		
At parking areas & service bay	HHDT	0.01017	15	572	1.45	1.68E-05	1.33E-04	3.20E-03	5.85E-04			
At parking areas & service bay	MHDT	0.00786	15	0	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		1.68E-05	
At parking areas & service bay	LHDT2	0.79386	15	0	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		**1.68E-06**	per idling location
												(10 total)

Offsite Roadway Links Modeled

Link	Truck Type	Emission Factor (g/mi)	Trips per day	Length (m)	Length (mi)	Daily Emissions Over the Link (g/day)	Emissions Over the Link (g/sec)	Max Hourly Emissions Over Link (lb/hr)	Daily Emissions (lbs/day)	Annual Avg Emissions Over Link (tons/yr)		
Cedar Ave from Project Driveway to I-10 Freeway	HHDT	0.00810	572	673.5	0.42	1.94E+00	2.24E-05	1.54E+01	4.27E-03	7.79E-04	100% of trucks	
Cedar Ave from Project Driveway to I-10 Freeway	MHDT	0.00368	0	673.5	0.42	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	**2.24E-05**	
Cedar Ave from Project Driveway to I-10 Freeway	LHDT2	0.01440	0	673.5	0.42	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00		

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** Lakes Environmental AERMOD MPI
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** AERMOD Input Produced by:
** AERMOD View Ver. 9.9.5
** Lakes Environmental Software Inc.
** Date: 6/9/2021
** File: C:\Lakes\AERMOD View\19394 Bloomington Truck Storage OY\19394 Bloomington Truck Storage OY.ADI
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**
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** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 19349 Bloomington Truck Storage
   TITLETWO DPM Concentrations Opening Year
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 2035210 County_of_San_Bernardino
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "19394 Bloomington Truck Storage OY.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC Cedar Avenue, Project Driveway toward I-10 Freeway
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.000102
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 2
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** End of LINE VOLUME Source ID = SLINE1
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC On-Site Truck Travel from Project Driveway to Truck Spaces
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.000209
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 10
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LOCATION L0004700     VOLUME   463271.760 3768790.732 320.17
LOCATION L0004701     VOLUME   463268.103 3768790.724 320.17
LOCATION L0004702     VOLUME   463264.445 3768790.715 320.17
LOCATION L0004703     VOLUME   463260.787 3768790.707 320.16
LOCATION L0004704     VOLUME   463257.130 3768790.699 320.16
LOCATION L0004705     VOLUME   463253.472 3768790.691 320.16
LOCATION L0004706     VOLUME   463249.815 3768790.683 320.16
LOCATION L0004707     VOLUME   463246.157 3768790.675 320.16
LOCATION L0004708     VOLUME   463242.500 3768790.666 320.16
LOCATION L0004709     VOLUME   463238.842 3768790.658 320.17
LOCATION L0004710     VOLUME   463235.733 3768790.100 320.16
LOCATION L0004711     VOLUME   463235.711 3768786.442 320.11
LOCATION L0004712     VOLUME   463235.689 3768782.785 320.07
LOCATION L0004713     VOLUME   463235.667 3768779.127 320.02
LOCATION L0004714     VOLUME   463235.645 3768775.469 319.97
LOCATION L0004715     VOLUME   463235.623 3768771.812 319.92
LOCATION L0004716     VOLUME   463235.601 3768768.154 319.87
LOCATION L0004717     VOLUME   463235.579 3768764.497 319.83
LOCATION L0004718     VOLUME   463235.557 3768760.839 319.78
LOCATION L0004719     VOLUME   463235.535 3768757.182 319.73
LOCATION L0004720     VOLUME   463235.513 3768753.524 319.68
LOCATION L0004721     VOLUME   463235.491 3768749.867 319.64
LOCATION L0004722     VOLUME   463235.469 3768746.209 319.59
LOCATION L0004723     VOLUME   463235.447 3768742.552 319.54
LOCATION L0004724     VOLUME   463235.425 3768738.894 319.49
LOCATION L0004725     VOLUME   463235.403 3768735.237 319.44
LOCATION L0004726     VOLUME   463235.381 3768731.579 319.39
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LOCATION L0004729     VOLUME   463235.315 3768720.606 319.24
LOCATION L0004730     VOLUME   463235.293 3768716.949 319.19
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LOCATION L0004736     VOLUME   463235.161 3768695.004 318.89
LOCATION L0004737     VOLUME   463235.139 3768691.346 318.84
LOCATION L0004738     VOLUME   463235.117 3768687.689 318.80
LOCATION L0004739     VOLUME   463235.095 3768684.031 318.75
LOCATION L0004740     VOLUME   463235.073 3768680.374 318.70
LOCATION L0004741     VOLUME   463235.051 3768676.716 318.66
LOCATION L0004742     VOLUME   463235.029 3768673.058 318.62
LOCATION L0004743     VOLUME   463235.007 3768669.401 318.58
LOCATION L0004744     VOLUME   463234.985 3768665.743 318.54
LOCATION L0004745     VOLUME   463234.963 3768662.086 318.50
LOCATION L0004746     VOLUME   463234.941 3768658.428 318.46
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LOCATION L0004751     VOLUME   463251.909 3768657.146 318.27
LOCATION L0004752     VOLUME   463255.566 3768657.153 318.28
LOCATION L0004753     VOLUME   463259.224 3768657.159 318.29
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LOCATION L0004755     VOLUME   463266.539 3768657.172 318.33
LOCATION L0004756     VOLUME   463270.197 3768657.179 318.35
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LOCATION L0004758     VOLUME   463277.512 3768657.192 318.38
LOCATION L0004759     VOLUME   463281.169 3768657.199 318.37
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LOCATION L0004761     VOLUME   463288.485 3768657.212 318.34
LOCATION L0004762     VOLUME   463292.142 3768657.218 318.32
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LOCATION L0004771     VOLUME   463325.061 3768657.277 318.15
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LOCATION L0004774     VOLUME   463336.033 3768657.296 318.15
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LOCATION L0004776     VOLUME   463343.349 3768657.309 318.19
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LOCATION L0004779     VOLUME   463347.721 3768663.853 318.28
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LOCATION L0004789     VOLUME   463347.361 3768700.427 318.75
LOCATION L0004790     VOLUME   463347.325 3768704.085 318.80
LOCATION L0004791     VOLUME   463347.289 3768707.742 318.85
LOCATION L0004792     VOLUME   463347.253 3768711.399 318.90
LOCATION L0004793     VOLUME   463347.217 3768715.057 318.94
LOCATION L0004794     VOLUME   463347.181 3768718.714 318.98
LOCATION L0004795     VOLUME   463347.145 3768722.372 319.02
LOCATION L0004796     VOLUME   463347.109 3768726.029 319.06
LOCATION L0004797     VOLUME   463347.073 3768729.687 319.11
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   LOCATION L0004801     VOLUME   463339.279 3768736.268 319.15
   LOCATION L0004802     VOLUME   463335.621 3768736.259 319.13
   LOCATION L0004803     VOLUME   463331.963 3768736.250 319.12
   LOCATION L0004804     VOLUME   463328.306 3768736.240 319.12
   LOCATION L0004805     VOLUME   463324.648 3768736.231 319.15
   LOCATION L0004806     VOLUME   463320.991 3768736.222 319.17
   LOCATION L0004807     VOLUME   463317.333 3768736.213 319.20
   LOCATION L0004808     VOLUME   463313.675 3768736.203 319.23
   LOCATION L0004809     VOLUME   463310.018 3768736.194 319.25
   LOCATION L0004810     VOLUME   463306.360 3768736.185 319.28
   LOCATION L0004811     VOLUME   463302.703 3768736.176 319.30
   LOCATION L0004812     VOLUME   463299.045 3768736.166 319.33
   LOCATION L0004813     VOLUME   463295.388 3768736.157 319.35
   LOCATION L0004814     VOLUME   463291.730 3768736.148 319.37
   LOCATION L0004815     VOLUME   463288.072 3768736.139 319.40
   LOCATION L0004816     VOLUME   463284.415 3768736.129 319.42
   LOCATION L0004817     VOLUME   463280.757 3768736.120 319.45
   LOCATION L0004818     VOLUME   463277.100 3768736.111 319.46
   LOCATION L0004819     VOLUME   463273.442 3768736.102 319.45
   LOCATION L0004820     VOLUME   463269.784 3768736.092 319.45
   LOCATION L0004821     VOLUME   463266.127 3768736.083 319.44
   LOCATION L0004822     VOLUME   463262.469 3768736.074 319.44
   LOCATION L0004823     VOLUME   463258.812 3768736.064 319.43
   LOCATION L0004824     VOLUME   463255.154 3768736.055 319.43
   LOCATION L0004825     VOLUME   463251.496 3768736.046 319.43
   LOCATION L0004826     VOLUME   463247.839 3768736.037 319.43
** End of LINE VOLUME Source ID = SLINE2
   LOCATION STCK1        POINT      463348.740  3768779.300      319.610
** DESCRSRC Idle Location 1
   LOCATION STCK2        POINT      463310.130  3768807.750      320.100
** DESCRSRC Idle Location 2
   LOCATION STCK3        POINT      463259.959  3768773.847      319.960
** DESCRSRC Idle Location 3
   LOCATION STCK4        POINT      463277.901  3768753.452      319.700
** DESCRSRC Idle Location 4
   LOCATION STCK5        POINT      463286.771  3768721.428      319.200
** DESCRSRC Idle Location 5
   LOCATION STCK6        POINT      463258.104  3768680.145      318.600
** DESCRSRC Idle Location 6
   LOCATION STCK7        POINT      463264.023  3768641.834      318.130
** DESCRSRC Idle Location 7
   LOCATION STCK8        POINT      463347.650  3768645.200      318.090
** DESCRSRC Idle Location8
   LOCATION STCK9        POINT      463372.967  3768684.075      319.250
** DESCRSRC Idle Location 9 - service bay
   LOCATION STCK10       POINT      463318.392  3768692.736      318.630
** DESCRSRC Idle Location 10
** Source Parameters **
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   SRCPARAM L0004621     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004622     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004623     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004624     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004625     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004626     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004627     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004628     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004629     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004630     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004631     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004632     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004633     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004634     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004635     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004636     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004637     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004638     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004639     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004640     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004641     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004642     0.0000005543      0.00      1.70      0.85
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   SRCPARAM L0004644     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004645     0.0000005543      0.00      1.70      0.85
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   SRCPARAM L0004647     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004648     0.0000005543      0.00      1.70      0.85
   SRCPARAM L0004649     0.0000005543      0.00      1.70      0.85
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** LINE VOLUME Source ID = SLINE2
   SRCPARAM L0004650     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004651     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004652     0.000001181      0.00      1.70      0.85
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   SRCPARAM L0004658     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004659     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004660     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004661     0.000001181      0.00      1.70      0.85
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   SRCPARAM L0004665     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004666     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004667     0.000001181      0.00      1.70      0.85
SRCPARAM L0004668     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004675     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004704     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004712     0.000001181      0.00      1.70      0.85
SRCPARAM L0004713     0.000001181      0.00      1.70      0.85
SRCPARAM L0004714     0.000001181      0.00      1.70      0.85
SRCPARAM L0004715     0.000001181      0.00      1.70      0.85
SRCPARAM L0004716     0.000001181      0.00      1.70      0.85
SRCPARAM L0004717     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004718     0.000001181      0.00      1.70      0.85
SRCPARAM L0004719     0.000001181      0.00      1.70      0.85
SRCPARAM L0004720     0.000001181      0.00      1.70      0.85
SRCPARAM L0004721     0.000001181      0.00      1.70      0.85
SRCPARAM L0004722     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004724     0.000001181      0.00      1.70      0.85
SRCPARAM L0004725     0.000001181      0.00      1.70      0.85
SRCPARAM L0004726     0.000001181      0.00      1.70      0.85
SRCPARAM L0004727     0.000001181      0.00      1.70      0.85
SRCPARAM L0004728     0.000001181      0.00      1.70      0.85
SRCPARAM L0004729     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004765     0.000001181      0.00      1.70      0.85
SRCPARAM L0004766     0.000001181      0.00      1.70      0.85
SRCPARAM L0004767     0.000001181      0.00      1.70      0.85
SRCPARAM L0004768     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004769     0.000001181      0.00      1.70      0.85
SRCPARAM L0004770     0.000001181      0.00      1.70      0.85
SRCPARAM L0004771     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004775     0.000001181      0.00      1.70      0.85
SRCPARAM L0004776     0.000001181      0.00      1.70      0.85
SRCPARAM L0004777     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004782     0.000001181      0.00      1.70      0.85
SRCPARAM L0004783     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004789     0.000001181      0.00      1.70      0.85
SRCPARAM L0004790     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004795     0.000001181      0.00      1.70      0.85
SRCPARAM L0004796     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004798     0.000001181      0.00      1.70      0.85
SRCPARAM L0004799     0.000001181      0.00      1.70      0.85
SRCPARAM L0004800     0.000001181      0.00      1.70      0.85
SRCPARAM L0004801     0.000001181      0.00      1.70      0.85
SRCPARAM L0004802     0.000001181      0.00      1.70      0.85
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SRCPARAM L0004808     0.000001181      0.00      1.70      0.85
SRCPARAM L0004809     0.000001181      0.00      1.70      0.85
SRCPARAM L0004810     0.000001181      0.00      1.70      0.85
SRCPARAM L0004811     0.000001181      0.00      1.70      0.85
SRCPARAM L0004812     0.000001181      0.00      1.70      0.85
SRCPARAM L0004813     0.000001181      0.00      1.70      0.85
SRCPARAM L0004814     0.000001181      0.00      1.70      0.85
SRCPARAM L0004815     0.000001181      0.00      1.70      0.85
SRCPARAM L0004816     0.000001181      0.00      1.70      0.85
SRCPARAM L0004817     0.000001181      0.00      1.70      0.85
SRCPARAM L0004818     0.000001181      0.00      1.70      0.85
SRCPARAM L0004819     0.000001181      0.00      1.70      0.85
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   SRCPARAM L0004820     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004821     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004822     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004823     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004824     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004825     0.000001181      0.00      1.70      0.85
   SRCPARAM L0004826     0.000001181      0.00      1.70      0.85
** ------------------------------------------------------------------
   SRCPARAM STCK1         3.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK2         3.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK3         3.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK4         3.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK5         3.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK6         3.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK7         3.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK8         3.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK9         3.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK10        3.68E-06     3.658   366.000  51.90000     0.100

** Building Downwash **
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
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BUILDHGT STCK5          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK5          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK5          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01

BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00

BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00

BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
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BUILDWID STCK2           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK9          24.52    29.81    34.20    37.54    39.75    40.74
BUILDWID STCK9          40.50    39.03    36.75    39.34    40.73    40.89
BUILDWID STCK9          39.80    37.50    34.07    29.60    24.23    18.49
BUILDWID STCK9          24.52    29.81    34.20    37.54    39.75    40.74
BUILDWID STCK9          40.50    39.03    36.75    39.34    40.73    40.89
BUILDWID STCK9          39.80    37.50    34.07    29.60    24.23    18.49
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BUILDWID STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK1	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK1	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK1	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK1	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK1	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK1	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK2	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK2	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK2	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK2	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK2	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK2	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN STCK7	0.00	0.00	0.00	0.00	0.00	0.00

BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK9	37.27	39.16	35.62	27.86	23.46	20.80
BUILDLEN	STCK9	19.21	18.37	18.12	18.43	19.36	21.05
BUILDLEN	STCK9	23.86	28.54	36.89	38.78	37.10	36.62
BUILDLEN	STCK9	37.27	39.16	35.62	27.86	23.46	20.80
BUILDLEN	STCK9	19.21	18.37	18.12	18.43	19.36	21.05
BUILDLEN	STCK9	23.86	28.54	36.89	38.78	37.10	36.62
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00

XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK9	-13.55	-12.73	-9.40	-4.22	-1.01	0.99
XBADJ	STCK9	2.12	2.52	2.08	1.22	-0.27	-2.42
XBADJ	STCK9	-5.39	-9.48	-15.56	-18.50	-19.67	-21.48
XBADJ	STCK9	-23.72	-26.43	-26.21	-23.63	-22.44	-21.80
XBADJ	STCK9	-21.34	-20.89	-20.21	-19.65	-19.09	-18.62
XBADJ	STCK9	-18.47	-19.05	-21.33	-20.28	-17.43	-15.14
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00

YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK9	-10.44	-9.41	-8.10	-6.54	-4.79	-2.88

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   YBADJ    STCK9           -0.89     1.12     3.17     5.08     6.85     8.41
   YBADJ    STCK9            9.71    10.71    11.39    11.73    11.71    11.14
   YBADJ    STCK9           10.44     9.41     8.10     6.54     4.79     2.88
   YBADJ    STCK9            0.89    -1.12    -3.17    -5.08    -6.85    -8.41
   YBADJ    STCK9           -9.71   -10.71   -11.39   -11.73   -11.71   -11.14

   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "19394 Bloomington Truck Storage OY.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\FONT_V9_ADJU\FONT_v9.SFC"
   PROFFILE "E:\New MET data\FONT_V9_ADJU\FONT_v9.PFL"
   SURFDATA 3102 2011
   UAIRDATA 3190 2011
   SITEDATA 99999 2011
   PROFBASE 367.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "19394 BLOOMINGTON TRUCK STORAGE OY.AD\PE00GALL.PLT" 31
   SUMMFILE "19394 Bloomington Truck Storage OY.sum"
OU FINISHED
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 *** Message Summary For AERMOD Model Setup ***

 --------- Summary of Total Messages --------

A Total of            0 Fatal Error Message(s)
A Total of           12 Warning Message(s)
A Total of            0 Informational Message(s)


   ******** FATAL ERROR MESSAGES ********
             ***  NONE  ***


   ********   WARNING MESSAGES   ********
SO W320     824        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     825        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     826        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     827        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     828        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     829        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     830        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     831        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     832        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     833        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
ME W186    1211       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used         0.50
ME W187    1211       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

**********************************
*** SETUP Finishes Successfully ***
**********************************


*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                  ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Opening Year                                  ***        17:19:02
                                                                                                                PAGE   1
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                         ***     MODEL SETUP OPTIONS SUMMARY       ***
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

**Model Is Setup For Calculation of Average CONCentration Values.

  --  DEPOSITION LOGIC  --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
**Model Uses NO WET DEPLETION.  WETDPLT  =  F

**Model Uses URBAN Dispersion Algorithm for the SBL for   371 Source(s),
  for Total of    1 Urban Area(s):
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  Urban Population =   2035210.0 ;  Urban Roughness Length =  1.000 m

**Model Uses Regulatory DEFAULT Options:
       1. Stack-tip Downwash.
       2. Model Accounts for ELEVated Terrain Effects.
       3. Use Calms Processing Routine.
       4. Use Missing Data Processing Routine.
       5. No Exponential Decay.
       6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
       ADJ_U*   - Use ADJ_U* option for SBL in AERMET
       TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    371 Source(s);       1 Source Group(s); and     452 Receptor(s)

              with:     10 POINT(s), including
                         0 POINTCAP(s) and      0 POINTHOR(s)
               and:    361 VOLUME source(s)
               and:      0 AREA type source(s)
               and:      0 LINE source(s)
               and:      0 RLINE/RLINEXT source(s)
               and:      0 OPENPIT source(s)
               and:      0 BUOYANT LINE source(s) with      0 line(s)


**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date:  16216

**Output Options Selected:
        Model Outputs Tables of PERIOD Averages by Receptor
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
        Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   367.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                              ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      4.2 MB of RAM.
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*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK1	0	0.36800E-05	463348.7	3768779.3	319.6	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK2	0	0.36800E-05	463310.1	3768807.8	320.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK3	0	0.36800E-05	463260.0	3768773.8	320.0	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK4	0	0.36800E-05	463277.9	3768753.5	319.7	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK5	0	0.36800E-05	463286.8	3768721.4	319.2	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK6	0	0.36800E-05	463258.1	3768680.1	318.6	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK7	0	0.36800E-05	463264.0	3768641.8	318.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK8	0	0.36800E-05	463347.6	3768645.2	318.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK9	0	0.36800E-05	463373.0	3768684.1	319.2	3.66	366.00	51.90	0.10	YES	YES	NO	
STCK10	0	0.36800E-05	463318.4	3768692.7	318.6	3.66	366.00	51.90	0.10	NO	YES	NO	

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004466	0	0.55430E-06	463416.2	3768746.8	321.2	0.00	1.70	0.85	YES	
L0004467	0	0.55430E-06	463416.2	3768750.4	321.3	0.00	1.70	0.85	YES	
L0004468	0	0.55430E-06	463416.2	3768754.1	321.3	0.00	1.70	0.85	YES	
L0004469	0	0.55430E-06	463416.2	3768757.7	321.4	0.00	1.70	0.85	YES	
L0004470	0	0.55430E-06	463416.2	3768761.4	321.5	0.00	1.70	0.85	YES	
L0004471	0	0.55430E-06	463416.2	3768765.0	321.5	0.00	1.70	0.85	YES	
L0004472	0	0.55430E-06	463416.2	3768768.7	321.6	0.00	1.70	0.85	YES	
L0004473	0	0.55430E-06	463416.2	3768772.4	321.6	0.00	1.70	0.85	YES	

L0004474	0	0.55430E-06	463416.1	3768776.0	321.7	0.00	1.70	0.85	YES
L0004475	0	0.55430E-06	463416.1	3768779.7	321.7	0.00	1.70	0.85	YES
L0004476	0	0.55430E-06	463416.1	3768783.3	321.8	0.00	1.70	0.85	YES
L0004477	0	0.55430E-06	463416.1	3768787.0	321.8	0.00	1.70	0.85	YES
L0004478	0	0.55430E-06	463416.1	3768790.6	321.9	0.00	1.70	0.85	YES
L0004479	0	0.55430E-06	463416.1	3768794.3	321.9	0.00	1.70	0.85	YES
L0004480	0	0.55430E-06	463416.1	3768798.0	322.0	0.00	1.70	0.85	YES
L0004481	0	0.55430E-06	463416.1	3768801.6	322.0	0.00	1.70	0.85	YES
L0004482	0	0.55430E-06	463416.1	3768805.3	322.1	0.00	1.70	0.85	YES
L0004483	0	0.55430E-06	463416.1	3768808.9	322.1	0.00	1.70	0.85	YES
L0004484	0	0.55430E-06	463416.0	3768812.6	322.2	0.00	1.70	0.85	YES
L0004485	0	0.55430E-06	463416.0	3768816.2	322.2	0.00	1.70	0.85	YES
L0004486	0	0.55430E-06	463416.0	3768819.9	322.3	0.00	1.70	0.85	YES
L0004487	0	0.55430E-06	463416.0	3768823.6	322.3	0.00	1.70	0.85	YES
L0004488	0	0.55430E-06	463416.0	3768827.2	322.4	0.00	1.70	0.85	YES
L0004489	0	0.55430E-06	463416.0	3768830.9	322.4	0.00	1.70	0.85	YES
L0004490	0	0.55430E-06	463416.0	3768834.5	322.4	0.00	1.70	0.85	YES
L0004491	0	0.55430E-06	463416.0	3768838.2	322.5	0.00	1.70	0.85	YES
L0004492	0	0.55430E-06	463416.0	3768841.8	322.6	0.00	1.70	0.85	YES
L0004493	0	0.55430E-06	463415.9	3768845.5	322.6	0.00	1.70	0.85	YES
L0004494	0	0.55430E-06	463415.9	3768849.2	322.7	0.00	1.70	0.85	YES
L0004495	0	0.55430E-06	463415.9	3768852.8	322.7	0.00	1.70	0.85	YES
L0004496	0	0.55430E-06	463415.9	3768856.5	322.8	0.00	1.70	0.85	YES
L0004497	0	0.55430E-06	463415.9	3768860.1	322.8	0.00	1.70	0.85	YES
L0004498	0	0.55430E-06	463415.9	3768863.8	322.9	0.00	1.70	0.85	YES
L0004499	0	0.55430E-06	463415.9	3768867.4	322.9	0.00	1.70	0.85	YES
L0004500	0	0.55430E-06	463415.9	3768871.1	323.0	0.00	1.70	0.85	YES
L0004501	0	0.55430E-06	463415.9	3768874.8	323.0	0.00	1.70	0.85	YES
L0004502	0	0.55430E-06	463415.9	3768878.4	323.1	0.00	1.70	0.85	YES
L0004503	0	0.55430E-06	463415.8	3768882.1	323.2	0.00	1.70	0.85	YES
L0004504	0	0.55430E-06	463415.8	3768885.7	323.2	0.00	1.70	0.85	YES
L0004505	0	0.55430E-06	463415.8	3768889.4	323.3	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004506	0	0.55430E-06	463415.8	3768893.1	323.3	0.00	1.70	0.85	YES	
L0004507	0	0.55430E-06	463415.8	3768896.7	323.4	0.00	1.70	0.85	YES	
L0004508	0	0.55430E-06	463415.8	3768900.4	323.4	0.00	1.70	0.85	YES	
L0004509	0	0.55430E-06	463415.8	3768904.0	323.4	0.00	1.70	0.85	YES	
L0004510	0	0.55430E-06	463415.8	3768907.7	323.5	0.00	1.70	0.85	YES	

L0004511	0	0.55430E-06	463415.8	3768911.3	323.5	0.00	1.70	0.85	YES
L0004512	0	0.55430E-06	463415.8	3768915.0	323.6	0.00	1.70	0.85	YES
L0004513	0	0.55430E-06	463415.7	3768918.7	323.6	0.00	1.70	0.85	YES
L0004514	0	0.55430E-06	463415.7	3768922.3	323.6	0.00	1.70	0.85	YES
L0004515	0	0.55430E-06	463415.7	3768926.0	323.7	0.00	1.70	0.85	YES
L0004516	0	0.55430E-06	463415.7	3768929.6	323.7	0.00	1.70	0.85	YES
L0004517	0	0.55430E-06	463415.7	3768933.3	323.8	0.00	1.70	0.85	YES
L0004518	0	0.55430E-06	463415.7	3768936.9	323.8	0.00	1.70	0.85	YES
L0004519	0	0.55430E-06	463415.7	3768940.6	323.9	0.00	1.70	0.85	YES
L0004520	0	0.55430E-06	463415.7	3768944.3	323.9	0.00	1.70	0.85	YES
L0004521	0	0.55430E-06	463415.7	3768947.9	323.9	0.00	1.70	0.85	YES
L0004522	0	0.55430E-06	463415.6	3768951.6	324.0	0.00	1.70	0.85	YES
L0004523	0	0.55430E-06	463415.6	3768955.2	324.0	0.00	1.70	0.85	YES
L0004524	0	0.55430E-06	463415.6	3768958.9	324.1	0.00	1.70	0.85	YES
L0004525	0	0.55430E-06	463415.6	3768962.5	324.1	0.00	1.70	0.85	YES
L0004526	0	0.55430E-06	463415.6	3768966.2	324.2	0.00	1.70	0.85	YES
L0004527	0	0.55430E-06	463415.6	3768969.9	324.2	0.00	1.70	0.85	YES
L0004528	0	0.55430E-06	463415.6	3768973.5	324.2	0.00	1.70	0.85	YES
L0004529	0	0.55430E-06	463415.6	3768977.2	324.3	0.00	1.70	0.85	YES
L0004530	0	0.55430E-06	463415.6	3768980.8	324.3	0.00	1.70	0.85	YES
L0004531	0	0.55430E-06	463415.6	3768984.5	324.4	0.00	1.70	0.85	YES
L0004532	0	0.55430E-06	463415.5	3768988.2	324.4	0.00	1.70	0.85	YES
L0004533	0	0.55430E-06	463415.5	3768991.8	324.4	0.00	1.70	0.85	YES
L0004534	0	0.55430E-06	463415.5	3768995.5	324.4	0.00	1.70	0.85	YES
L0004535	0	0.55430E-06	463415.5	3768999.1	324.5	0.00	1.70	0.85	YES
L0004536	0	0.55430E-06	463415.5	3769002.8	324.5	0.00	1.70	0.85	YES
L0004537	0	0.55430E-06	463415.5	3769006.4	324.6	0.00	1.70	0.85	YES
L0004538	0	0.55430E-06	463415.5	3769010.1	324.6	0.00	1.70	0.85	YES
L0004539	0	0.55430E-06	463415.5	3769013.8	324.6	0.00	1.70	0.85	YES
L0004540	0	0.55430E-06	463415.5	3769017.4	324.7	0.00	1.70	0.85	YES
L0004541	0	0.55430E-06	463415.4	3769021.1	324.7	0.00	1.70	0.85	YES
L0004542	0	0.55430E-06	463415.4	3769024.7	324.7	0.00	1.70	0.85	YES
L0004543	0	0.55430E-06	463415.4	3769028.4	324.7	0.00	1.70	0.85	YES
L0004544	0	0.55430E-06	463415.4	3769032.0	324.8	0.00	1.70	0.85	YES
L0004545	0	0.55430E-06	463415.4	3769035.7	324.8	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004546	0	0.55430E-06	463415.4	3769039.4	324.8	0.00	1.70	0.85	YES	
L0004547	0	0.55430E-06	463415.4	3769043.0	324.8	0.00	1.70	0.85	YES	

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L0004548         0   0.55430E-06  463415.4 3769046.7   324.9     0.00     1.70     0.85     YES
L0004549         0   0.55430E-06  463415.4 3769050.3   324.9     0.00     1.70     0.85     YES
L0004550         0   0.55430E-06  463415.4 3769054.0   324.9     0.00     1.70     0.85     YES
L0004551         0   0.55430E-06  463415.3 3769057.6   325.0     0.00     1.70     0.85     YES
L0004552         0   0.55430E-06  463415.3 3769061.3   325.0     0.00     1.70     0.85     YES
L0004553         0   0.55430E-06  463415.3 3769065.0   325.0     0.00     1.70     0.85     YES
L0004554         0   0.55430E-06  463415.3 3769068.6   325.1     0.00     1.70     0.85     YES
L0004555         0   0.55430E-06  463415.3 3769072.3   325.1     0.00     1.70     0.85     YES
L0004556         0   0.55430E-06  463415.3 3769075.9   325.1     0.00     1.70     0.85     YES
L0004557         0   0.55430E-06  463415.3 3769079.6   325.2     0.00     1.70     0.85     YES
L0004558         0   0.55430E-06  463415.3 3769083.2   325.2     0.00     1.70     0.85     YES
L0004559         0   0.55430E-06  463415.3 3769086.9   325.2     0.00     1.70     0.85     YES
L0004560         0   0.55430E-06  463415.2 3769090.6   325.3     0.00     1.70     0.85     YES
L0004561         0   0.55430E-06  463415.2 3769094.2   325.3     0.00     1.70     0.85     YES
L0004562         0   0.55430E-06  463415.2 3769097.9   325.4     0.00     1.70     0.85     YES
L0004563         0   0.55430E-06  463415.2 3769101.5   325.4     0.00     1.70     0.85     YES
L0004564         0   0.55430E-06  463415.2 3769105.2   325.4     0.00     1.70     0.85     YES
L0004565         0   0.55430E-06  463415.2 3769108.9   325.5     0.00     1.70     0.85     YES
L0004566         0   0.55430E-06  463415.2 3769112.5   325.5     0.00     1.70     0.85     YES
L0004567         0   0.55430E-06  463415.2 3769116.2   325.6     0.00     1.70     0.85     YES
L0004568         0   0.55430E-06  463415.2 3769119.8   325.6     0.00     1.70     0.85     YES
L0004569         0   0.55430E-06  463415.2 3769123.5   325.6     0.00     1.70     0.85     YES
L0004570         0   0.55430E-06  463415.1 3769127.1   325.7     0.00     1.70     0.85     YES
L0004571         0   0.55430E-06  463415.1 3769130.8   325.7     0.00     1.70     0.85     YES
L0004572         0   0.55430E-06  463415.1 3769134.5   325.8     0.00     1.70     0.85     YES
L0004573         0   0.55430E-06  463415.1 3769138.1   325.8     0.00     1.70     0.85     YES
L0004574         0   0.55430E-06  463415.1 3769141.8   325.8     0.00     1.70     0.85     YES
L0004575         0   0.55430E-06  463415.1 3769145.4   325.9     0.00     1.70     0.85     YES
L0004576         0   0.55430E-06  463415.1 3769149.1   325.9     0.00     1.70     0.85     YES
L0004577         0   0.55430E-06  463415.1 3769152.7   326.0     0.00     1.70     0.85     YES
L0004578         0   0.55430E-06  463415.1 3769156.4   326.0     0.00     1.70     0.85     YES
L0004579         0   0.55430E-06  463415.1 3769160.1   326.0     0.00     1.70     0.85     YES
L0004580         0   0.55430E-06  463415.0 3769163.7   326.1     0.00     1.70     0.85     YES
L0004581         0   0.55430E-06  463415.0 3769167.4   326.1     0.00     1.70     0.85     YES
L0004582         0   0.55430E-06  463415.0 3769171.0   326.2     0.00     1.70     0.85     YES
L0004583         0   0.55430E-06  463415.0 3769174.7   326.2     0.00     1.70     0.85     YES
L0004584         0   0.55430E-06  463415.0 3769178.3   326.3     0.00     1.70     0.85     YES
L0004585         0   0.55430E-06  463415.0 3769182.0   326.3     0.00     1.70     0.85     YES

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                  ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Opening Year                                  ***        17:19:02
                                                                                                                PAGE   6
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                        *** VOLUME SOURCE DATA ***

            NUMBER EMISSION RATE                    BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE     PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID       CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
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L0004586        0   0.55430E-06  463415.0 3769185.7   326.4     0.00     1.70     0.85     YES
L0004587        0   0.55430E-06  463415.0 3769189.3   326.4     0.00     1.70     0.85     YES
L0004588        0   0.55430E-06  463415.0 3769193.0   326.5     0.00     1.70     0.85     YES
L0004589        0   0.55430E-06  463414.9 3769196.6   326.6     0.00     1.70     0.85     YES
L0004590        0   0.55430E-06  463414.9 3769200.3   326.6     0.00     1.70     0.85     YES
L0004591        0   0.55430E-06  463414.9 3769203.9   326.7     0.00     1.70     0.85     YES
L0004592        0   0.55430E-06  463414.9 3769207.6   326.7     0.00     1.70     0.85     YES
L0004593        0   0.55430E-06  463414.9 3769211.3   326.8     0.00     1.70     0.85     YES
L0004594        0   0.55430E-06  463414.9 3769214.9   326.8     0.00     1.70     0.85     YES
L0004595        0   0.55430E-06  463414.9 3769218.6   326.9     0.00     1.70     0.85     YES
L0004596        0   0.55430E-06  463414.9 3769222.2   326.9     0.00     1.70     0.85     YES
L0004597        0   0.55430E-06  463414.9 3769225.9   327.0     0.00     1.70     0.85     YES
L0004598        0   0.55430E-06  463414.9 3769229.6   327.1     0.00     1.70     0.85     YES
L0004599        0   0.55430E-06  463414.8 3769233.2   327.1     0.00     1.70     0.85     YES
L0004600        0   0.55430E-06  463414.8 3769236.9   327.2     0.00     1.70     0.85     YES
L0004601        0   0.55430E-06  463414.8 3769240.5   327.3     0.00     1.70     0.85     YES
L0004602        0   0.55430E-06  463414.8 3769244.2   327.3     0.00     1.70     0.85     YES
L0004603        0   0.55430E-06  463414.8 3769247.8   327.4     0.00     1.70     0.85     YES
L0004604        0   0.55430E-06  463414.8 3769251.5   327.5     0.00     1.70     0.85     YES
L0004605        0   0.55430E-06  463414.8 3769255.2   327.5     0.00     1.70     0.85     YES
L0004606        0   0.55430E-06  463414.8 3769258.8   327.6     0.00     1.70     0.85     YES
L0004607        0   0.55430E-06  463414.8 3769262.5   327.7     0.00     1.70     0.85     YES
L0004608        0   0.55430E-06  463414.7 3769266.1   327.7     0.00     1.70     0.85     YES
L0004609        0   0.55430E-06  463414.7 3769269.8   327.8     0.00     1.70     0.85     YES
L0004610        0   0.55430E-06  463414.7 3769273.4   327.8     0.00     1.70     0.85     YES
L0004611        0   0.55430E-06  463414.7 3769277.1   327.9     0.00     1.70     0.85     YES
L0004612        0   0.55430E-06  463414.7 3769280.8   327.9     0.00     1.70     0.85     YES
L0004613        0   0.55430E-06  463414.7 3769284.4   328.0     0.00     1.70     0.85     YES
L0004614        0   0.55430E-06  463414.7 3769288.1   328.1     0.00     1.70     0.85     YES
L0004615        0   0.55430E-06  463414.7 3769291.7   328.1     0.00     1.70     0.85     YES
L0004616        0   0.55430E-06  463414.7 3769295.4   328.2     0.00     1.70     0.85     YES
L0004617        0   0.55430E-06  463414.7 3769299.0   328.2     0.00     1.70     0.85     YES
L0004618        0   0.55430E-06  463414.6 3769302.7   328.2     0.00     1.70     0.85     YES
L0004619        0   0.55430E-06  463414.6 3769306.4   328.3     0.00     1.70     0.85     YES
L0004620        0   0.55430E-06  463414.6 3769310.0   328.3     0.00     1.70     0.85     YES
L0004621        0   0.55430E-06  463414.6 3769313.7   328.4     0.00     1.70     0.85     YES
L0004622        0   0.55430E-06  463414.6 3769317.3   328.4     0.00     1.70     0.85     YES
L0004623        0   0.55430E-06  463414.6 3769321.0   328.5     0.00     1.70     0.85     YES
L0004624        0   0.55430E-06  463414.6 3769324.6   328.5     0.00     1.70     0.85     YES
L0004625        0   0.55430E-06  463414.6 3769328.3   328.6     0.00     1.70     0.85     YES
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

NUMBER	EMISSION RATE	BASE	RELEASE	INIT.	INIT.	URBAN	EMISSION RATE

SOURCE ID	PART. CATS.	(GRAMS/SEC)	X (METERS)	Y (METERS)	ELEV. (METERS)	HEIGHT (METERS)	SY (METERS)	SZ (METERS)	SOURCE SCALAR VARY BY
L0004626	0	0.55430E-06	463414.6	3769332.0	328.6	0.00	1.70	0.85	YES
L0004627	0	0.55430E-06	463414.6	3769335.6	328.7	0.00	1.70	0.85	YES
L0004628	0	0.55430E-06	463414.5	3769339.3	328.7	0.00	1.70	0.85	YES
L0004629	0	0.55430E-06	463414.5	3769342.9	328.8	0.00	1.70	0.85	YES
L0004630	0	0.55430E-06	463414.5	3769346.6	328.8	0.00	1.70	0.85	YES
L0004631	0	0.55430E-06	463414.5	3769350.3	328.8	0.00	1.70	0.85	YES
L0004632	0	0.55430E-06	463414.5	3769353.9	328.9	0.00	1.70	0.85	YES
L0004633	0	0.55430E-06	463414.5	3769357.6	328.9	0.00	1.70	0.85	YES
L0004634	0	0.55430E-06	463414.5	3769361.2	329.0	0.00	1.70	0.85	YES
L0004635	0	0.55430E-06	463414.5	3769364.9	329.0	0.00	1.70	0.85	YES
L0004636	0	0.55430E-06	463414.5	3769368.5	329.0	0.00	1.70	0.85	YES
L0004637	0	0.55430E-06	463414.4	3769372.2	329.1	0.00	1.70	0.85	YES
L0004638	0	0.55430E-06	463414.4	3769375.9	329.1	0.00	1.70	0.85	YES
L0004639	0	0.55430E-06	463414.4	3769379.5	329.1	0.00	1.70	0.85	YES
L0004640	0	0.55430E-06	463414.4	3769383.2	329.2	0.00	1.70	0.85	YES
L0004641	0	0.55430E-06	463414.4	3769386.8	329.2	0.00	1.70	0.85	YES
L0004642	0	0.55430E-06	463414.4	3769390.5	329.2	0.00	1.70	0.85	YES
L0004643	0	0.55430E-06	463414.4	3769394.1	329.3	0.00	1.70	0.85	YES
L0004644	0	0.55430E-06	463414.4	3769397.8	329.3	0.00	1.70	0.85	YES
L0004645	0	0.55430E-06	463414.4	3769401.5	329.4	0.00	1.70	0.85	YES
L0004646	0	0.55430E-06	463414.4	3769405.1	329.4	0.00	1.70	0.85	YES
L0004647	0	0.55430E-06	463414.3	3769408.8	329.4	0.00	1.70	0.85	YES
L0004648	0	0.55430E-06	463414.3	3769412.4	329.5	0.00	1.70	0.85	YES
L0004649	0	0.55430E-06	463414.3	3769416.1	329.5	0.00	1.70	0.85	YES
L0004650	0	0.11810E-05	463410.3	3768746.4	321.2	0.00	1.70	0.85	YES
L0004651	0	0.11810E-05	463406.7	3768746.4	321.2	0.00	1.70	0.85	YES
L0004652	0	0.11810E-05	463403.0	3768746.3	321.1	0.00	1.70	0.85	YES
L0004653	0	0.11810E-05	463399.4	3768746.3	321.0	0.00	1.70	0.85	YES
L0004654	0	0.11810E-05	463395.7	3768746.3	320.9	0.00	1.70	0.85	YES
L0004655	0	0.11810E-05	463392.1	3768746.3	320.9	0.00	1.70	0.85	YES
L0004656	0	0.11810E-05	463388.4	3768746.3	320.8	0.00	1.70	0.85	YES
L0004657	0	0.11810E-05	463384.7	3768746.2	320.7	0.00	1.70	0.85	YES
L0004658	0	0.11810E-05	463381.1	3768746.2	320.6	0.00	1.70	0.85	YES
L0004659	0	0.11810E-05	463377.4	3768746.2	320.4	0.00	1.70	0.85	YES
L0004660	0	0.11810E-05	463373.8	3768746.2	320.2	0.00	1.70	0.85	YES
L0004661	0	0.11810E-05	463370.1	3768746.2	320.1	0.00	1.70	0.85	YES
L0004662	0	0.11810E-05	463366.5	3768746.1	319.9	0.00	1.70	0.85	YES
L0004663	0	0.11810E-05	463362.8	3768746.1	319.7	0.00	1.70	0.85	YES
L0004664	0	0.11810E-05	463359.1	3768746.1	319.5	0.00	1.70	0.85	YES
L0004665	0	0.11810E-05	463355.5	3768746.1	319.3	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004666	0	0.11810E-05	463351.8	3768746.1	319.3	0.00	1.70	0.85	YES	
L0004667	0	0.11810E-05	463348.2	3768746.1	319.3	0.00	1.70	0.85	YES	
L0004668	0	0.11810E-05	463344.5	3768746.0	319.3	0.00	1.70	0.85	YES	
L0004669	0	0.11810E-05	463340.9	3768746.0	319.3	0.00	1.70	0.85	YES	
L0004670	0	0.11810E-05	463337.2	3768746.0	319.2	0.00	1.70	0.85	YES	
L0004671	0	0.11810E-05	463336.0	3768748.5	319.3	0.00	1.70	0.85	YES	
L0004672	0	0.11810E-05	463336.0	3768752.1	319.3	0.00	1.70	0.85	YES	
L0004673	0	0.11810E-05	463335.9	3768755.8	319.3	0.00	1.70	0.85	YES	
L0004674	0	0.11810E-05	463335.9	3768759.5	319.4	0.00	1.70	0.85	YES	
L0004675	0	0.11810E-05	463335.8	3768763.1	319.4	0.00	1.70	0.85	YES	
L0004676	0	0.11810E-05	463335.8	3768766.8	319.4	0.00	1.70	0.85	YES	
L0004677	0	0.11810E-05	463335.7	3768770.4	319.5	0.00	1.70	0.85	YES	
L0004678	0	0.11810E-05	463335.7	3768774.1	319.5	0.00	1.70	0.85	YES	
L0004679	0	0.11810E-05	463335.6	3768777.8	319.6	0.00	1.70	0.85	YES	
L0004680	0	0.11810E-05	463335.6	3768781.4	319.6	0.00	1.70	0.85	YES	
L0004681	0	0.11810E-05	463335.5	3768785.1	319.7	0.00	1.70	0.85	YES	
L0004682	0	0.11810E-05	463335.5	3768788.7	319.7	0.00	1.70	0.85	YES	
L0004683	0	0.11810E-05	463333.9	3768790.9	319.7	0.00	1.70	0.85	YES	
L0004684	0	0.11810E-05	463330.3	3768790.9	319.7	0.00	1.70	0.85	YES	
L0004685	0	0.11810E-05	463326.6	3768790.9	319.7	0.00	1.70	0.85	YES	
L0004686	0	0.11810E-05	463323.0	3768790.8	319.8	0.00	1.70	0.85	YES	
L0004687	0	0.11810E-05	463319.3	3768790.8	319.8	0.00	1.70	0.85	YES	
L0004688	0	0.11810E-05	463315.7	3768790.8	319.8	0.00	1.70	0.85	YES	
L0004689	0	0.11810E-05	463312.0	3768790.8	319.9	0.00	1.70	0.85	YES	
L0004690	0	0.11810E-05	463308.3	3768790.8	319.9	0.00	1.70	0.85	YES	
L0004691	0	0.11810E-05	463304.7	3768790.8	319.9	0.00	1.70	0.85	YES	
L0004692	0	0.11810E-05	463301.0	3768790.8	319.9	0.00	1.70	0.85	YES	
L0004693	0	0.11810E-05	463297.4	3768790.8	320.0	0.00	1.70	0.85	YES	
L0004694	0	0.11810E-05	463293.7	3768790.8	320.0	0.00	1.70	0.85	YES	
L0004695	0	0.11810E-05	463290.0	3768790.8	320.1	0.00	1.70	0.85	YES	
L0004696	0	0.11810E-05	463286.4	3768790.8	320.1	0.00	1.70	0.85	YES	
L0004697	0	0.11810E-05	463282.7	3768790.8	320.1	0.00	1.70	0.85	YES	
L0004698	0	0.11810E-05	463279.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004699	0	0.11810E-05	463275.4	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004700	0	0.11810E-05	463271.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004701	0	0.11810E-05	463268.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004702	0	0.11810E-05	463264.4	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004703	0	0.11810E-05	463260.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004704	0	0.11810E-05	463257.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004705	0	0.11810E-05	463253.5	3768790.7	320.2	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004706	0	0.11810E-05	463249.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004707	0	0.11810E-05	463246.2	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004708	0	0.11810E-05	463242.5	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004709	0	0.11810E-05	463238.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0004710	0	0.11810E-05	463235.7	3768790.1	320.2	0.00	1.70	0.85	YES	
L0004711	0	0.11810E-05	463235.7	3768786.4	320.1	0.00	1.70	0.85	YES	
L0004712	0	0.11810E-05	463235.7	3768782.8	320.1	0.00	1.70	0.85	YES	
L0004713	0	0.11810E-05	463235.7	3768779.1	320.0	0.00	1.70	0.85	YES	
L0004714	0	0.11810E-05	463235.6	3768775.5	320.0	0.00	1.70	0.85	YES	
L0004715	0	0.11810E-05	463235.6	3768771.8	319.9	0.00	1.70	0.85	YES	
L0004716	0	0.11810E-05	463235.6	3768768.2	319.9	0.00	1.70	0.85	YES	
L0004717	0	0.11810E-05	463235.6	3768764.5	319.8	0.00	1.70	0.85	YES	
L0004718	0	0.11810E-05	463235.6	3768760.8	319.8	0.00	1.70	0.85	YES	
L0004719	0	0.11810E-05	463235.5	3768757.2	319.7	0.00	1.70	0.85	YES	
L0004720	0	0.11810E-05	463235.5	3768753.5	319.7	0.00	1.70	0.85	YES	
L0004721	0	0.11810E-05	463235.5	3768749.9	319.6	0.00	1.70	0.85	YES	
L0004722	0	0.11810E-05	463235.5	3768746.2	319.6	0.00	1.70	0.85	YES	
L0004723	0	0.11810E-05	463235.4	3768742.6	319.5	0.00	1.70	0.85	YES	
L0004724	0	0.11810E-05	463235.4	3768738.9	319.5	0.00	1.70	0.85	YES	
L0004725	0	0.11810E-05	463235.4	3768735.2	319.4	0.00	1.70	0.85	YES	
L0004726	0	0.11810E-05	463235.4	3768731.6	319.4	0.00	1.70	0.85	YES	
L0004727	0	0.11810E-05	463235.4	3768727.9	319.3	0.00	1.70	0.85	YES	
L0004728	0	0.11810E-05	463235.3	3768724.3	319.3	0.00	1.70	0.85	YES	
L0004729	0	0.11810E-05	463235.3	3768720.6	319.2	0.00	1.70	0.85	YES	
L0004730	0	0.11810E-05	463235.3	3768716.9	319.2	0.00	1.70	0.85	YES	
L0004731	0	0.11810E-05	463235.3	3768713.3	319.1	0.00	1.70	0.85	YES	
L0004732	0	0.11810E-05	463235.2	3768709.6	319.1	0.00	1.70	0.85	YES	
L0004733	0	0.11810E-05	463235.2	3768706.0	319.0	0.00	1.70	0.85	YES	
L0004734	0	0.11810E-05	463235.2	3768702.3	319.0	0.00	1.70	0.85	YES	
L0004735	0	0.11810E-05	463235.2	3768698.7	318.9	0.00	1.70	0.85	YES	
L0004736	0	0.11810E-05	463235.2	3768695.0	318.9	0.00	1.70	0.85	YES	
L0004737	0	0.11810E-05	463235.1	3768691.3	318.8	0.00	1.70	0.85	YES	
L0004738	0	0.11810E-05	463235.1	3768687.7	318.8	0.00	1.70	0.85	YES	
L0004739	0	0.11810E-05	463235.1	3768684.0	318.8	0.00	1.70	0.85	YES	
L0004740	0	0.11810E-05	463235.1	3768680.4	318.7	0.00	1.70	0.85	YES	
L0004741	0	0.11810E-05	463235.1	3768676.7	318.7	0.00	1.70	0.85	YES	
L0004742	0	0.11810E-05	463235.0	3768673.1	318.6	0.00	1.70	0.85	YES	
L0004743	0	0.11810E-05	463235.0	3768669.4	318.6	0.00	1.70	0.85	YES	
L0004744	0	0.11810E-05	463235.0	3768665.7	318.5	0.00	1.70	0.85	YES	
L0004745	0	0.11810E-05	463235.0	3768662.1	318.5	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004746	0	0.11810E-05	463234.9	3768658.4	318.5	0.00	1.70	0.85	YES	
L0004747	0	0.11810E-05	463237.3	3768657.1	318.4	0.00	1.70	0.85	YES	
L0004748	0	0.11810E-05	463240.9	3768657.1	318.4	0.00	1.70	0.85	YES	
L0004749	0	0.11810E-05	463244.6	3768657.1	318.4	0.00	1.70	0.85	YES	
L0004750	0	0.11810E-05	463248.3	3768657.1	318.3	0.00	1.70	0.85	YES	
L0004751	0	0.11810E-05	463251.9	3768657.1	318.3	0.00	1.70	0.85	YES	
L0004752	0	0.11810E-05	463255.6	3768657.2	318.3	0.00	1.70	0.85	YES	
L0004753	0	0.11810E-05	463259.2	3768657.2	318.3	0.00	1.70	0.85	YES	
L0004754	0	0.11810E-05	463262.9	3768657.2	318.3	0.00	1.70	0.85	YES	
L0004755	0	0.11810E-05	463266.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0004756	0	0.11810E-05	463270.2	3768657.2	318.4	0.00	1.70	0.85	YES	
L0004757	0	0.11810E-05	463273.9	3768657.2	318.4	0.00	1.70	0.85	YES	
L0004758	0	0.11810E-05	463277.5	3768657.2	318.4	0.00	1.70	0.85	YES	
L0004759	0	0.11810E-05	463281.2	3768657.2	318.4	0.00	1.70	0.85	YES	
L0004760	0	0.11810E-05	463284.8	3768657.2	318.4	0.00	1.70	0.85	YES	
L0004761	0	0.11810E-05	463288.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0004762	0	0.11810E-05	463292.1	3768657.2	318.3	0.00	1.70	0.85	YES	
L0004763	0	0.11810E-05	463295.8	3768657.2	318.3	0.00	1.70	0.85	YES	
L0004764	0	0.11810E-05	463299.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0004765	0	0.11810E-05	463303.1	3768657.2	318.3	0.00	1.70	0.85	YES	
L0004766	0	0.11810E-05	463306.8	3768657.2	318.2	0.00	1.70	0.85	YES	
L0004767	0	0.11810E-05	463310.4	3768657.3	318.2	0.00	1.70	0.85	YES	
L0004768	0	0.11810E-05	463314.1	3768657.3	318.2	0.00	1.70	0.85	YES	
L0004769	0	0.11810E-05	463317.7	3768657.3	318.2	0.00	1.70	0.85	YES	
L0004770	0	0.11810E-05	463321.4	3768657.3	318.2	0.00	1.70	0.85	YES	
L0004771	0	0.11810E-05	463325.1	3768657.3	318.2	0.00	1.70	0.85	YES	
L0004772	0	0.11810E-05	463328.7	3768657.3	318.1	0.00	1.70	0.85	YES	
L0004773	0	0.11810E-05	463332.4	3768657.3	318.1	0.00	1.70	0.85	YES	
L0004774	0	0.11810E-05	463336.0	3768657.3	318.2	0.00	1.70	0.85	YES	
L0004775	0	0.11810E-05	463339.7	3768657.3	318.2	0.00	1.70	0.85	YES	
L0004776	0	0.11810E-05	463343.3	3768657.3	318.2	0.00	1.70	0.85	YES	
L0004777	0	0.11810E-05	463347.0	3768657.3	318.2	0.00	1.70	0.85	YES	
L0004778	0	0.11810E-05	463347.8	3768660.2	318.2	0.00	1.70	0.85	YES	
L0004779	0	0.11810E-05	463347.7	3768663.9	318.3	0.00	1.70	0.85	YES	
L0004780	0	0.11810E-05	463347.7	3768667.5	318.3	0.00	1.70	0.85	YES	
L0004781	0	0.11810E-05	463347.6	3768671.2	318.4	0.00	1.70	0.85	YES	
L0004782	0	0.11810E-05	463347.6	3768674.8	318.4	0.00	1.70	0.85	YES	
L0004783	0	0.11810E-05	463347.6	3768678.5	318.5	0.00	1.70	0.85	YES	

L0004784	0	0.11810E-05	463347.5	3768682.1	318.5	0.00	1.70	0.85	YES	
L0004785	0	0.11810E-05	463347.5	3768685.8	318.6	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004786	0	0.11810E-05	463347.5	3768689.5	318.6	0.00	1.70	0.85	YES	
L0004787	0	0.11810E-05	463347.4	3768693.1	318.7	0.00	1.70	0.85	YES	
L0004788	0	0.11810E-05	463347.4	3768696.8	318.7	0.00	1.70	0.85	YES	
L0004789	0	0.11810E-05	463347.4	3768700.4	318.8	0.00	1.70	0.85	YES	
L0004790	0	0.11810E-05	463347.3	3768704.1	318.8	0.00	1.70	0.85	YES	
L0004791	0	0.11810E-05	463347.3	3768707.7	318.9	0.00	1.70	0.85	YES	
L0004792	0	0.11810E-05	463347.3	3768711.4	318.9	0.00	1.70	0.85	YES	
L0004793	0	0.11810E-05	463347.2	3768715.1	318.9	0.00	1.70	0.85	YES	
L0004794	0	0.11810E-05	463347.2	3768718.7	319.0	0.00	1.70	0.85	YES	
L0004795	0	0.11810E-05	463347.1	3768722.4	319.0	0.00	1.70	0.85	YES	
L0004796	0	0.11810E-05	463347.1	3768726.0	319.1	0.00	1.70	0.85	YES	
L0004797	0	0.11810E-05	463347.1	3768729.7	319.1	0.00	1.70	0.85	YES	
L0004798	0	0.11810E-05	463347.0	3768733.3	319.2	0.00	1.70	0.85	YES	
L0004799	0	0.11810E-05	463346.6	3768736.4	319.2	0.00	1.70	0.85	YES	
L0004800	0	0.11810E-05	463342.9	3768736.3	319.2	0.00	1.70	0.85	YES	
L0004801	0	0.11810E-05	463339.3	3768736.3	319.2	0.00	1.70	0.85	YES	
L0004802	0	0.11810E-05	463335.6	3768736.3	319.1	0.00	1.70	0.85	YES	
L0004803	0	0.11810E-05	463332.0	3768736.2	319.1	0.00	1.70	0.85	YES	
L0004804	0	0.11810E-05	463328.3	3768736.2	319.1	0.00	1.70	0.85	YES	
L0004805	0	0.11810E-05	463324.6	3768736.2	319.2	0.00	1.70	0.85	YES	
L0004806	0	0.11810E-05	463321.0	3768736.2	319.2	0.00	1.70	0.85	YES	
L0004807	0	0.11810E-05	463317.3	3768736.2	319.2	0.00	1.70	0.85	YES	
L0004808	0	0.11810E-05	463313.7	3768736.2	319.2	0.00	1.70	0.85	YES	
L0004809	0	0.11810E-05	463310.0	3768736.2	319.2	0.00	1.70	0.85	YES	
L0004810	0	0.11810E-05	463306.4	3768736.2	319.3	0.00	1.70	0.85	YES	
L0004811	0	0.11810E-05	463302.7	3768736.2	319.3	0.00	1.70	0.85	YES	
L0004812	0	0.11810E-05	463299.0	3768736.2	319.3	0.00	1.70	0.85	YES	
L0004813	0	0.11810E-05	463295.4	3768736.2	319.4	0.00	1.70	0.85	YES	
L0004814	0	0.11810E-05	463291.7	3768736.1	319.4	0.00	1.70	0.85	YES	
L0004815	0	0.11810E-05	463288.1	3768736.1	319.4	0.00	1.70	0.85	YES	
L0004816	0	0.11810E-05	463284.4	3768736.1	319.4	0.00	1.70	0.85	YES	
L0004817	0	0.11810E-05	463280.8	3768736.1	319.4	0.00	1.70	0.85	YES	
L0004818	0	0.11810E-05	463277.1	3768736.1	319.5	0.00	1.70	0.85	YES	
L0004819	0	0.11810E-05	463273.4	3768736.1	319.4	0.00	1.70	0.85	YES	
L0004820	0	0.11810E-05	463269.8	3768736.1	319.4	0.00	1.70	0.85	YES	

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L0004821         0   0.11810E-05  463266.1 3768736.1   319.4     0.00     1.70     0.85     YES
L0004822         0   0.11810E-05  463262.5 3768736.1   319.4     0.00     1.70     0.85     YES
L0004823         0   0.11810E-05  463258.8 3768736.1   319.4     0.00     1.70     0.85     YES
L0004824         0   0.11810E-05  463255.2 3768736.1   319.4     0.00     1.70     0.85     YES
L0004825         0   0.11810E-05  463251.5 3768736.0   319.4     0.00     1.70     0.85     YES

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                  ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Opening Year                                  ***        17:19:02
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                              *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                    BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID         CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

L0004826         0   0.11810E-05  463247.8 3768736.0   319.4     0.00     1.70     0.85     YES

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                  ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Opening Year                                  ***        17:19:02
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                         *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                          SOURCE IDs
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 ALL        L0004466    , L0004467    , L0004468    , L0004469    , L0004470    , L0004471    , L0004472    , L0004473    ,
            L0004474    , L0004475    , L0004476    , L0004477    , L0004478    , L0004479    , L0004480    , L0004481    ,
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*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Opening Year                                    ***        17:19:02
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                    SOURCE IDs
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            L0004626    , L0004627    , L0004628    , L0004629    , L0004630    , L0004631    , L0004632    , L0004633    ,
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            L0004762    , L0004763    , L0004764    , L0004765    , L0004766    , L0004767    , L0004768    , L0004769    ,
            L0004770    , L0004771    , L0004772    , L0004773    , L0004774    , L0004775    , L0004776    , L0004777    ,
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*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Opening Year                                    ***        17:19:02
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                    SOURCE IDs
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            L0004802    , L0004803    , L0004804    , L0004805    , L0004806    , L0004807    , L0004808    , L0004809    ,
            L0004810    , L0004811    , L0004812    , L0004813    , L0004814    , L0004815    , L0004816    , L0004817    ,
            L0004818    , L0004819    , L0004820    , L0004821    , L0004822    , L0004823    , L0004824    , L0004825    ,
            L0004826    , STCK1       , STCK2       , STCK3       , STCK4       , STCK5       , STCK6       , STCK7       ,
            STCK8       , STCK9       , STCK10      ,

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Opening Year                                    ***        17:19:02
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
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		L0004498 , L0004499 , L0004500 , L0004501 , L0004502 , L0004503 , L0004504 , L0004505 ,
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		L0004546 , L0004547 , L0004548 , L0004549 , L0004550 , L0004551 , L0004552 , L0004553 ,
		L0004554 , L0004555 , L0004556 , L0004557 , L0004558 , L0004559 , L0004560 , L0004561 ,
		L0004562 , L0004563 , L0004564 , L0004565 , L0004566 , L0004567 , L0004568 , L0004569 ,
		L0004570 , L0004571 , L0004572 , L0004573 , L0004574 , L0004575 , L0004576 , L0004577 ,
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		L0004618 , L0004619 , L0004620 , L0004621 , L0004622 , L0004623 , L0004624 , L0004625 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
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		L0004642 , L0004643 , L0004644 , L0004645 , L0004646 , L0004647 , L0004648 , L0004649 ,
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		L0004690 , L0004691 , L0004692 , L0004693 , L0004694 , L0004695 , L0004696 , L0004697 ,
		L0004698 , L0004699 , L0004700 , L0004701 , L0004702 , L0004703 , L0004704 , L0004705 ,
		L0004706 , L0004707 , L0004708 , L0004709 , L0004710 , L0004711 , L0004712 , L0004713 ,
		L0004714 , L0004715 , L0004716 , L0004717 , L0004718 , L0004719 , L0004720 , L0004721 ,
		L0004722 , L0004723 , L0004724 , L0004725 , L0004726 , L0004727 , L0004728 , L0004729 ,
		L0004730 , L0004731 , L0004732 , L0004733 , L0004734 , L0004735 , L0004736 , L0004737 ,
		L0004738 , L0004739 , L0004740 , L0004741 , L0004742 , L0004743 , L0004744 , L0004745 ,
		L0004746 , L0004747 , L0004748 , L0004749 , L0004750 , L0004751 , L0004752 , L0004753 ,
		L0004754 , L0004755 , L0004756 , L0004757 , L0004758 , L0004759 , L0004760 , L0004761 ,
		L0004762 , L0004763 , L0004764 , L0004765 , L0004766 , L0004767 , L0004768 , L0004769 ,
		L0004770 , L0004771 , L0004772 , L0004773 , L0004774 , L0004775 , L0004776 , L0004777 ,
		L0004778 , L0004779 , L0004780 , L0004781 , L0004782 , L0004783 , L0004784 , L0004785 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
		L0004786 , L0004787 , L0004788 , L0004789 , L0004790 , L0004791 , L0004792 , L0004793 ,
		L0004794 , L0004795 , L0004796 , L0004797 , L0004798 , L0004799 , L0004800 , L0004801 ,
		L0004802 , L0004803 , L0004804 , L0004805 , L0004806 , L0004807 , L0004808 , L0004809 ,
		L0004810 , L0004811 , L0004812 , L0004813 , L0004814 , L0004815 , L0004816 , L0004817 ,
		L0004818 , L0004819 , L0004820 , L0004821 , L0004822 , L0004823 , L0004824 , L0004825 ,
		L0004826 , STCK1 , STCK2 , STCK3 , STCK4 , STCK5 , STCK6 , STCK7 ,
		STCK8 , STCK9 , STCK10 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCK9

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	7.0,	24.5,	37.3,	-13.6,	-10.4,	2	7.0,	29.8,	39.2,	-12.7,	-9.4,
3	7.0,	34.2,	35.6,	-9.4,	-8.1,	4	7.0,	37.5,	27.9,	-4.2,	-6.5,
5	7.0,	39.8,	23.5,	-1.0,	-4.8,	6	7.0,	40.7,	20.8,	1.0,	-2.9,
7	7.0,	40.5,	19.2,	2.1,	-0.9,	8	7.0,	39.0,	18.4,	2.5,	1.1,
9	7.0,	36.8,	18.1,	2.1,	3.2,	10	7.0,	39.3,	18.4,	1.2,	5.1,
11	7.0,	40.7,	19.4,	-0.3,	6.8,	12	7.0,	40.9,	21.1,	-2.4,	8.4,
13	7.0,	39.8,	23.9,	-5.4,	9.7,	14	7.0,	37.5,	28.5,	-9.5,	10.7,
15	7.0,	34.1,	36.9,	-15.6,	11.4,	16	7.0,	29.6,	38.8,	-18.5,	11.7,
17	7.0,	24.2,	37.1,	-19.7,	11.7,	18	7.0,	18.5,	36.6,	-21.5,	11.1,
19	7.0,	24.5,	37.3,	-23.7,	10.4,	20	7.0,	29.8,	39.2,	-26.4,	9.4,
21	7.0,	34.2,	35.6,	-26.2,	8.1,	22	7.0,	37.5,	27.9,	-23.6,	6.5,
23	7.0,	39.8,	23.5,	-22.4,	4.8,	24	7.0,	40.7,	20.8,	-21.8,	2.9,
25	7.0,	40.5,	19.2,	-21.3,	0.9,	26	7.0,	39.0,	18.4,	-20.9,	-1.1,
27	7.0,	36.8,	18.1,	-20.2,	-3.2,	28	7.0,	39.3,	18.4,	-19.7,	-5.1,

29	7.0,	40.7,	19.4,	-19.1,	-6.8,	30	7.0,	40.9,	21.1,	-18.6,	-8.4,
31	7.0,	39.8,	23.9,	-18.5,	-9.7,	32	7.0,	37.5,	28.5,	-19.1,	-10.7,
33	7.0,	34.1,	36.9,	-21.3,	-11.4,	34	7.0,	29.6,	38.8,	-20.3,	-11.7,
35	7.0,	24.2,	37.1,	-17.4,	-11.7,	36	7.0,	18.5,	36.6,	-15.1,	-11.1,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** GRIDDED RECEPTOR NETWORK SUMMARY ***

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

*** X-COORDINATES OF GRID ***
(METERS)

462841.8, 462895.4, 462949.0, 463002.6, 463056.2, 463109.8, 463163.5, 463217.1, 463270.7, 463324.3,
463377.9, 463431.5, 463485.1, 463538.7, 463592.3, 463646.0, 463699.6, 463753.2, 463806.8, 463860.4,
463914.0,

*** Y-COORDINATES OF GRID ***
(METERS)

3768395.3, 3768448.2, 3768501.1, 3768554.0, 3768607.0, 3768659.9, 3768712.8, 3768765.7, 3768818.6, 3768871.5,
3768924.5, 3768977.4, 3769030.3, 3769083.2, 3769136.1, 3769189.1, 3769242.0, 3769294.9, 3769347.8, 3769400.8,
3769453.7,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	331.50	331.20	330.50	330.10	330.00	329.80	329.80	329.70	329.70
3769400.75	331.10	330.30	329.90	329.30	329.00	329.10	329.50	329.40	329.40
3769347.83	330.50	329.60	328.90	328.50	328.20	328.30	328.60	328.80	328.80
3769294.91	329.70	329.00	328.10	327.90	327.60	327.70	327.80	328.20	328.40
3769241.99	328.80	328.20	327.60	327.20	326.90	326.80	326.90	327.30	327.50
3769189.07	327.60	327.30	326.70	326.70	326.10	325.80	326.00	326.40	326.70
3769136.15	326.70	326.70	326.10	326.20	325.60	325.20	325.40	325.80	325.90
3769083.23	326.30	326.30	325.80	325.50	325.10	324.70	324.60	324.90	324.90
3769030.31	325.90	325.70	325.30	324.80	324.60	324.30	323.80	323.90	323.70

3768977.39	325.50	325.20	324.90	324.30	323.90	324.00	323.20	322.80	322.70
3768924.47	324.20	324.10	323.60	323.30	323.20	323.50	322.80	322.10	321.90
3768871.55	323.40	323.90	322.50	322.60	322.60	323.10	322.30	321.40	321.20
3768818.63	323.00	323.00	322.00	321.90	322.00	322.30	321.60	320.70	320.50
3768765.71	321.90	321.60	321.30	321.30	321.40	321.30	320.70	319.90	319.90
3768712.79	321.60	320.90	320.30	320.60	320.70	320.70	320.10	319.30	319.10
3768659.87	320.60	320.10	319.90	320.10	320.00	320.00	319.50	318.80	318.40
3768606.95	319.80	319.50	319.20	319.40	319.30	319.30	318.90	318.20	317.70
3768554.03	319.00	318.80	318.40	318.50	318.60	318.40	318.00	317.50	316.90
3768501.11	318.30	318.20	317.80	317.90	317.80	317.70	317.40	317.10	316.70
3768448.19	317.70	317.60	317.40	317.20	317.10	316.90	316.60	316.40	316.20
3768395.27	316.90	316.80	316.80	316.40	316.30	316.20	315.90	316.00	315.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17
3769453.67	329.60	329.00	329.90	330.00	329.90	328.80	327.90	327.40	327.00
3769400.75	329.50	329.20	329.40	329.60	329.40	328.10	327.20	326.80	325.90
3769347.83	328.50	328.50	329.00	329.10	329.20	327.60	326.50	326.10	325.30
3769294.91	327.70	328.00	328.10	328.00	327.90	327.00	325.40	324.80	324.20
3769241.99	327.30	327.50	327.30	327.40	327.10	326.20	325.10	324.50	324.00
3769189.07	326.50	326.70	326.40	326.80	326.00	325.10	323.60	323.60	323.40
3769136.15	325.70	326.10	325.80	326.30	325.20	324.50	322.80	323.00	322.70
3769083.23	325.10	325.20	325.30	325.70	324.70	324.10	322.40	322.40	322.10
3769030.31	324.60	324.70	324.80	325.20	324.30	323.70	322.00	321.90	321.40
3768977.39	323.50	324.20	324.20	324.50	323.80	323.10	321.50	321.20	320.80
3768924.47	322.20	323.30	323.60	324.00	324.20	322.70	321.70	321.00	320.30
3768871.55	321.10	322.10	323.10	323.40	323.20	321.70	320.70	320.10	319.70
3768818.63	320.20	321.00	322.40	322.50	322.40	321.50	320.70	319.80	319.40
3768765.71	319.50	320.60	321.60	321.30	321.20	320.80	320.00	319.30	318.60
3768712.79	318.90	320.00	320.80	320.80	320.80	320.20	319.40	318.90	318.30
3768659.87	318.20	319.00	320.10	320.10	320.00	319.60	319.00	318.40	317.80
3768606.95	317.70	318.20	319.30	319.40	319.30	319.10	317.90	317.40	317.20
3768554.03	316.90	316.80	318.10	318.70	318.30	318.40	317.10	316.60	316.60
3768501.11	316.20	315.80	316.20	318.00	317.80	318.00	316.90	316.40	316.00
3768448.19	315.50	315.00	314.90	316.90	317.00	317.30	316.60	316.20	315.20
3768395.27	314.80	314.40	314.00	315.70	316.40	316.40	316.30	315.60	314.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	463806.78	463860.39	463914.00
3769453.67	326.00	325.70	325.40
3769400.75	324.70	324.80	324.80
3769347.83	324.00	323.80	323.80
3769294.91	323.70	323.20	322.90
3769241.99	323.40	322.90	322.20
3769189.07	323.40	322.90	321.80
3769136.15	322.80	322.70	321.80
3769083.23	322.10	321.80	321.50
3769030.31	321.30	320.90	320.80
3768977.39	320.50	320.10	320.30
3768924.47	319.70	319.40	319.50
3768871.55	319.10	318.50	318.50
3768818.63	318.80	318.00	317.60
3768765.71	318.20	317.60	316.80
3768712.79	317.80	317.20	316.50
3768659.87	317.30	316.60	316.10
3768606.95	316.80	316.00	315.50
3768554.03	316.30	315.70	314.90
3768501.11	315.70	315.50	314.60
3768448.19	315.00	314.80	314.30
3768395.27	314.10	314.10	313.70

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	331.50	331.20	330.50	330.10	330.00	329.80	329.80	329.70	329.70
3769400.75	331.10	330.30	329.90	329.30	329.00	329.10	329.50	329.40	329.40
3769347.83	330.50	329.60	328.90	328.50	328.20	328.30	328.60	328.80	328.80
3769294.91	329.70	329.00	328.10	327.90	327.60	327.70	327.80	328.20	328.40
3769241.99	328.80	328.20	327.60	327.20	326.90	326.80	326.90	327.30	327.50
3769189.07	327.60	327.30	326.70	326.70	326.10	325.80	326.00	326.40	326.70

3769136.15	326.70	326.70	326.10	326.20	325.60	325.20	325.40	325.80	325.90
3769083.23	326.30	326.30	325.80	325.50	325.10	324.70	324.60	324.90	324.90
3769030.31	325.90	325.70	325.30	324.80	324.60	324.30	323.80	323.90	323.70
3768977.39	325.50	325.20	324.90	324.30	323.90	324.00	323.20	322.80	322.70
3768924.47	324.20	324.10	323.60	323.30	323.20	323.50	322.80	322.10	321.90
3768871.55	323.40	323.90	322.50	322.60	322.60	323.10	322.30	321.40	321.20
3768818.63	323.00	323.00	322.00	321.90	322.00	322.30	321.60	320.70	320.50
3768765.71	321.90	321.60	321.30	321.30	321.40	321.30	320.70	319.90	319.90
3768712.79	321.60	320.90	320.30	320.60	320.70	320.70	320.10	319.30	319.10
3768659.87	320.60	320.10	319.90	320.10	320.00	320.00	319.50	318.80	318.40
3768606.95	319.80	319.50	319.20	319.40	319.30	319.30	318.90	318.20	317.70
3768554.03	319.00	318.80	318.40	318.50	318.60	318.40	318.00	317.50	316.90
3768501.11	318.30	318.20	317.80	317.90	317.80	317.70	317.40	317.10	316.70
3768448.19	317.70	317.60	317.40	317.20	317.10	316.90	316.60	316.40	316.20
3768395.27	316.90	316.80	316.80	316.40	316.30	316.20	315.90	316.00	315.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17
3769453.67	329.60	329.00	329.90	330.00	329.90	328.80	327.90	327.40	327.00
3769400.75	329.50	329.20	329.40	329.60	329.40	328.10	327.20	326.80	325.90
3769347.83	328.50	328.50	329.00	329.10	329.20	327.60	326.50	326.10	325.30
3769294.91	327.70	328.00	328.10	328.00	327.90	327.00	325.40	324.80	324.20
3769241.99	327.30	327.50	327.30	327.40	327.10	326.20	325.10	324.50	324.00
3769189.07	326.50	326.70	326.40	326.80	326.00	325.10	323.60	323.60	323.40
3769136.15	325.70	326.10	325.80	326.30	325.20	324.50	322.80	323.00	322.70
3769083.23	325.10	325.20	325.30	325.70	324.70	324.10	322.40	322.40	322.10
3769030.31	324.60	324.70	324.80	325.20	324.30	323.70	322.00	321.90	321.40
3768977.39	323.50	324.20	324.20	324.50	323.80	323.10	321.50	321.20	320.80
3768924.47	322.20	323.30	323.60	324.00	324.20	322.70	321.70	321.00	320.30
3768871.55	321.10	322.10	323.10	323.40	323.20	321.70	320.70	320.10	319.70
3768818.63	320.20	321.00	322.40	322.50	322.40	321.50	320.70	319.80	319.40
3768765.71	319.50	320.60	321.60	321.30	321.20	320.80	320.00	319.30	318.60
3768712.79	318.90	320.00	320.80	320.80	320.80	320.20	319.40	318.90	318.30
3768659.87	318.20	319.00	320.10	320.10	320.00	319.60	319.00	318.40	317.80
3768606.95	317.70	318.20	319.30	319.40	319.30	319.10	317.90	317.40	317.20
3768554.03	316.90	316.80	318.10	318.70	318.30	318.40	317.10	316.60	316.60
3768501.11	316.20	315.80	316.20	318.00	317.80	318.00	316.90	316.40	316.00
3768448.19	315.50	315.00	314.90	316.90	317.00	317.30	316.60	316.20	315.20
3768395.27	314.80	314.40	314.00	315.70	316.40	316.40	316.30	315.60	314.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	463806.78	463860.39	463914.00
3769453.67	326.00	325.70	325.40
3769400.75	324.70	324.80	324.80
3769347.83	324.00	323.80	323.80
3769294.91	323.70	323.20	322.90
3769241.99	323.40	322.90	322.20
3769189.07	323.40	322.90	321.80
3769136.15	322.80	322.70	321.80
3769083.23	322.10	321.80	321.50
3769030.31	321.30	320.90	320.80
3768977.39	320.50	320.10	320.30
3768924.47	319.70	319.40	319.50
3768871.55	319.10	318.50	318.50
3768818.63	318.80	318.00	317.60
3768765.71	318.20	317.60	316.80
3768712.79	317.80	317.20	316.50
3768659.87	317.30	316.60	316.10
3768606.95	316.80	316.00	315.50
3768554.03	316.30	315.70	314.90
3768501.11	315.70	315.50	314.60
3768448.19	315.00	314.80	314.30
3768395.27	314.10	314.10	313.70

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(463254.2,	3768833.6,	320.7,	320.7,	0.0);	(463393.1,	3768834.1,	321.8,	321.8,	0.0);
(463394.8,	3768875.6,	322.7,	322.7,	0.0);	(463431.0,	3769285.9,	328.0,	328.0,	0.0);
(463500.5,	3769068.7,	325.8,	325.8,	0.0);	(463480.0,	3768844.4,	323.2,	323.2,	0.0);
(463443.5,	3768760.5,	321.4,	321.4,	0.0);	(463430.2,	3768626.9,	319.6,	319.6,	0.0);
(463263.2,	3768577.4,	317.1,	317.1,	0.0);	(463191.5,	3768499.3,	317.2,	317.2,	0.0);
(463093.3,	3768680.6,	320.2,	320.2,	0.0);					

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

* SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL

SOURCE ID	- - RECEPTOR LOCATION - - XR (METERS)	YR (METERS)	DISTANCE (METERS)
L0004756	463270.7	3768659.9	-0.92
L0004757	463270.7	3768659.9	0.50
L0004770	463324.3	3768659.9	0.23
L0004771	463324.3	3768659.9	-0.95

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

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NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54,   3.09,   5.14,   8.23, 10.80,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: E:\New MET data\FONT_V9_ADJU\FONT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\FONT_V9_ADJU\FONT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 3102 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2011 Year: 2011

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
11	01	01	1	01	-18.5	0.194	-9.000	-9.000	-999.	204.	41.2	0.25	2.82	1.00	1.80	69.	9.1	276.4	5.5
11	01	01	1	02	-23.8	0.239	-9.000	-9.000	-999.	281.	63.0	0.25	2.82	1.00	2.20	52.	9.1	275.4	5.5
11	01	01	1	03	-18.5	0.194	-9.000	-9.000	-999.	205.	41.2	0.25	2.82	1.00	1.80	32.	9.1	275.4	5.5
11	01	01	1	04	-1.4	0.067	-9.000	-9.000	-999.	57.	18.3	0.25	2.82	1.00	0.40	27.	9.1	274.2	5.5
11	01	01	1	05	-18.6	0.194	-9.000	-9.000	-999.	204.	41.2	0.25	2.82	1.00	1.80	51.	9.1	274.2	5.5
11	01	01	1	06	-29.7	0.296	-9.000	-9.000	-999.	387.	96.6	0.25	2.82	1.00	2.70	53.	9.1	274.2	5.5
11	01	01	1	07	-24.0	0.239	-9.000	-9.000	-999.	282.	63.0	0.25	2.82	1.00	2.20	70.	9.1	274.2	5.5
11	01	01	1	08	-8.4	0.138	-9.000	-9.000	-999.	127.	27.3	0.25	2.82	0.54	1.30	72.	9.1	275.4	5.5
11	01	01	1	09	44.3	0.280	0.571	0.005	147.	356.	-43.5	0.25	2.82	0.32	2.20	67.	9.1	277.5	5.5
11	01	01	1	10	122.7	0.264	0.952	0.005	247.	326.	-13.2	0.25	2.82	0.25	1.80	83.	9.1	279.9	5.5
11	01	01	1	11	179.8	0.316	1.733	0.005	1017.	426.	-15.4	0.25	2.82	0.22	2.20	58.	9.1	282.0	5.5
11	01	01	1	12	206.0	0.320	1.940	0.008	1244.	435.	-14.0	0.25	2.82	0.21	2.20	115.	9.1	283.1	5.5
11	01	01	1	13	132.6	0.214	1.733	0.009	1377.	243.	-6.5	0.25	2.82	0.21	1.30	147.	9.1	284.2	5.5
11	01	01	1	14	147.0	0.216	1.818	0.009	1431.	242.	-6.0	0.25	2.82	0.23	1.30	219.	9.1	284.9	5.5
11	01	01	1	15	104.0	0.208	1.633	0.009	1468.	228.	-7.6	0.25	2.82	0.26	1.30	126.	9.1	285.4	5.5
11	01	01	1	16	26.4	0.140	1.037	0.009	1477.	127.	-9.1	0.25	2.82	0.35	0.90	151.	9.1	284.9	5.5
11	01	01	1	17	-9.0	0.137	-9.000	-9.000	-999.	121.	24.9	0.25	2.82	0.63	1.30	69.	9.1	283.1	5.5
11	01	01	1	18	-33.4	0.342	-9.000	-9.000	-999.	481.	129.0	0.25	2.82	1.00	3.10	81.	9.1	281.4	5.5
11	01	01	1	19	-33.6	0.342	-9.000	-9.000	-999.	481.	128.9	0.25	2.82	1.00	3.10	51.	9.1	279.9	5.5
11	01	01	1	20	-23.6	0.239	-9.000	-9.000	-999.	287.	63.1	0.25	2.82	1.00	2.20	77.	9.1	278.8	5.5
11	01	01	1	21	-18.5	0.194	-9.000	-9.000	-999.	205.	41.2	0.25	2.82	1.00	1.80	53.	9.1	277.5	5.5
11	01	01	1	22	-23.7	0.239	-9.000	-9.000	-999.	281.	63.0	0.25	2.82	1.00	2.20	58.	9.1	277.5	5.5
11	01	01	1	23	-18.5	0.194	-9.000	-9.000	-999.	205.	41.2	0.25	2.82	1.00	1.80	64.	9.1	277.5	5.5
11	01	01	1	24	-4.5	0.094	-9.000	-9.000	-999.	74.	16.3	0.25	2.82	1.00	0.90	52.	9.1	277.0	5.5

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
11	01	01	01	5.5	0	-999.	-99.00	276.5	99.0	-99.00	-99.00
11	01	01	01	9.1	1	69.	1.80	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0004466 , L0004467 , L0004468 , L0004469 , L0004470 ,

L0004471 , L0004472 , L0004473 , L0004474 , L0004475 , L0004476 , L0004477 , L0004478 ,
L0004479 , L0004480 , L0004481 , L0004482 , L0004483 , L0004484 , L0004485 , L0004486 ,
L0004487 , L0004488 , L0004489 , L0004490 , L0004491 , L0004492 , L0004493 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS)								
	462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	0.00052	0.00057	0.00064	0.00070	0.00078	0.00087	0.00099	0.00115	0.00139
3769400.75	0.00057	0.00063	0.00070	0.00079	0.00088	0.00100	0.00114	0.00135	0.00171
3769347.83	0.00062	0.00070	0.00079	0.00088	0.00100	0.00113	0.00131	0.00157	0.00204
3769294.91	0.00068	0.00077	0.00087	0.00098	0.00112	0.00127	0.00148	0.00179	0.00233
3769241.99	0.00075	0.00084	0.00096	0.00109	0.00125	0.00144	0.00168	0.00202	0.00262
3769189.07	0.00083	0.00094	0.00107	0.00121	0.00140	0.00162	0.00190	0.00227	0.00289
3769136.15	0.00091	0.00103	0.00118	0.00135	0.00157	0.00184	0.00214	0.00255	0.00321
3769083.23	0.00098	0.00112	0.00130	0.00152	0.00178	0.00209	0.00247	0.00293	0.00362
3769030.31	0.00106	0.00123	0.00144	0.00171	0.00203	0.00242	0.00289	0.00344	0.00419
3768977.39	0.00113	0.00134	0.00159	0.00192	0.00234	0.00284	0.00348	0.00421	0.00508
3768924.47	0.00123	0.00146	0.00177	0.00217	0.00270	0.00342	0.00439	0.00555	0.00673
3768871.55	0.00130	0.00155	0.00192	0.00241	0.00312	0.00418	0.00586	0.00832	0.01074
3768818.63	0.00135	0.00164	0.00204	0.00263	0.00353	0.00508	0.00823	0.01685	0.02894
3768765.71	0.00138	0.00169	0.00212	0.00277	0.00384	0.00585	0.01077	0.03904	0.05140
3768712.79	0.00139	0.00170	0.00215	0.00282	0.00394	0.00609	0.01153	0.04124	0.04809
3768659.87	0.00137	0.00168	0.00210	0.00274	0.00378	0.00570	0.01013	0.03360	0.09605
3768606.95	0.00133	0.00161	0.00200	0.00256	0.00343	0.00488	0.00751	0.01231	0.01607
3768554.03	0.00128	0.00153	0.00186	0.00233	0.00301	0.00398	0.00534	0.00686	0.00775
3768501.11	0.00121	0.00142	0.00171	0.00208	0.00257	0.00320	0.00391	0.00453	0.00482
3768448.19	0.00113	0.00132	0.00155	0.00184	0.00219	0.00258	0.00296	0.00324	0.00334
3768395.27	0.00105	0.00121	0.00139	0.00161	0.00185	0.00210	0.00231	0.00245	0.00248

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0004466 , L0004467 , L0004468 , L0004469 , L0004470 ,
L0004471 , L0004472 , L0004473 , L0004474 , L0004475 , L0004476 , L0004477 , L0004478 ,
L0004479 , L0004480 , L0004481 , L0004482 , L0004483 , L0004484 , L0004485 , L0004486 ,
L0004487 , L0004488 , L0004489 , L0004490 , L0004491 , L0004492 , L0004493 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS)								
	463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17

3769453.67	0.00180	0.00261	0.00306	0.00233	0.00181	0.00150	0.00129	0.00115	0.00104
3769400.75	0.00247	0.00564	0.01389	0.00366	0.00234	0.00180	0.00150	0.00130	0.00116
3769347.83	0.00311	0.00749	0.01690	0.00452	0.00275	0.00206	0.00169	0.00145	0.00128
3769294.91	0.00356	0.00813	0.01774	0.00502	0.00308	0.00230	0.00187	0.00160	0.00140
3769241.99	0.00389	0.00848	0.01826	0.00536	0.00336	0.00252	0.00205	0.00175	0.00153
3769189.07	0.00419	0.00877	0.01872	0.00565	0.00362	0.00274	0.00224	0.00191	0.00167
3769136.15	0.00452	0.00906	0.01918	0.00595	0.00389	0.00298	0.00245	0.00209	0.00183
3769083.23	0.00491	0.00944	0.01970	0.00630	0.00421	0.00326	0.00269	0.00230	0.00199
3769030.31	0.00547	0.00995	0.02036	0.00678	0.00462	0.00362	0.00298	0.00252	0.00216
3768977.39	0.00639	0.01078	0.02130	0.00747	0.00519	0.00406	0.00330	0.00274	0.00231
3768924.47	0.00813	0.01235	0.02278	0.00851	0.00595	0.00456	0.00363	0.00294	0.00241
3768871.55	0.01244	0.01582	0.02530	0.00998	0.00678	0.00501	0.00383	0.00301	0.00242
3768818.63	0.03080	0.02442	0.02920	0.01155	0.00737	0.00518	0.00383	0.00295	0.00234
3768765.71	0.08104	0.05039	0.03425	0.01182	0.00712	0.00487	0.00356	0.00273	0.00217
3768712.79	0.05767	0.04106	0.01897	0.00965	0.00603	0.00421	0.00313	0.00243	0.00196
3768659.87	0.09592	0.02536	0.01138	0.00700	0.00477	0.00350	0.00268	0.00214	0.00175
3768606.95	0.01569	0.01097	0.00723	0.00509	0.00377	0.00290	0.00230	0.00187	0.00156
3768554.03	0.00749	0.00624	0.00492	0.00383	0.00302	0.00243	0.00198	0.00165	0.00140
3768501.11	0.00464	0.00413	0.00352	0.00296	0.00245	0.00205	0.00172	0.00147	0.00126
3768448.19	0.00323	0.00297	0.00265	0.00233	0.00201	0.00174	0.00150	0.00130	0.00114
3768395.27	0.00240	0.00226	0.00207	0.00188	0.00167	0.00148	0.00131	0.00116	0.00102

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0004466 , L0004467 , L0004468 , L0004469 , L0004470 ,
L0004471 , L0004472 , L0004473 , L0004474 , L0004475 , L0004476 , L0004477 , L0004478 ,
L0004479 , L0004480 , L0004481 , L0004482 , L0004483 , L0004484 , L0004485 , L0004486 ,
L0004487 , L0004488 , L0004489 , L0004490 , L0004491 , L0004492 , L0004493 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS) 463806.78	463860.39	463914.00
3769453.67	0.00095	0.00088	0.00082
3769400.75	0.00105	0.00096	0.00089
3769347.83	0.00115	0.00105	0.00096
3769294.91	0.00126	0.00114	0.00104
3769241.99	0.00137	0.00123	0.00112
3769189.07	0.00149	0.00134	0.00120
3769136.15	0.00162	0.00144	0.00129
3769083.23	0.00174	0.00154	0.00136

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 3769030.31 |       0.00186      0.00162      0.00141
 3768977.39 |       0.00195      0.00167      0.00145
 3768924.47 |       0.00200      0.00169      0.00144
 3768871.55 |       0.00199      0.00166      0.00141
 3768818.63 |       0.00191      0.00158      0.00134
 3768765.71 |       0.00177      0.00148      0.00126
 3768712.79 |       0.00161      0.00136      0.00116
 3768659.87 |       0.00146      0.00124      0.00107
 3768606.95 |       0.00132      0.00114      0.00099
 3768554.03 |       0.00120      0.00105      0.00092
 3768501.11 |       0.00110      0.00096      0.00085
 3768448.19 |       0.00100      0.00089      0.00079
 3768395.27 |       0.00091      0.00082      0.00074
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL   ***
INCLUDING SOURCE(S):   L0004466   , L0004467   , L0004468   , L0004469   , L0004470   ,
L0004471   , L0004472   , L0004473   , L0004474   , L0004475   , L0004476   , L0004477   , L0004478   ,
L0004479   , L0004480   , L0004481   , L0004482   , L0004483   , L0004484   , L0004485   , L0004486   ,
L0004487   , L0004488   , L0004489   , L0004490   , L0004491   , L0004492   , L0004493   , . . .   ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM   IN MICROGRAMS/M**3   **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
463254.19	3768833.64	0.01798	463393.14	3768834.12	0.02429
463394.80	3768875.62	0.02056	463430.97	3769285.89	0.01836
463500.45	3769068.72	0.00558	463479.95	3768844.42	0.01137
463443.46	3768760.52	0.02310	463430.19	3768626.86	0.00860
463263.21	3768577.44	0.01008	463191.53	3768499.27	0.00421
463093.30	3768680.58	0.00512			

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF DPM   IN MICROGRAMS/M**3   **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID

```
ALL       1ST HIGHEST VALUE IS       0.09605 AT (  463270.68,  3768659.87,   318.40,   318.40,    0.00)  GC  UCART1
          2ND HIGHEST VALUE IS       0.09592 AT (  463324.29,  3768659.87,   318.20,   318.20,    0.00)  GC  UCART1
          3RD HIGHEST VALUE IS       0.08104 AT (  463324.29,  3768765.71,   319.50,   319.50,    0.00)  GC  UCART1
          4TH HIGHEST VALUE IS       0.05767 AT (  463324.29,  3768712.79,   318.90,   318.90,    0.00)  GC  UCART1
          5TH HIGHEST VALUE IS       0.05140 AT (  463270.68,  3768765.71,   319.90,   319.90,    0.00)  GC  UCART1
          6TH HIGHEST VALUE IS       0.05039 AT (  463377.90,  3768765.71,   320.60,   320.60,    0.00)  GC  UCART1
          7TH HIGHEST VALUE IS       0.04809 AT (  463270.68,  3768712.79,   319.10,   319.10,    0.00)  GC  UCART1
          8TH HIGHEST VALUE IS       0.04124 AT (  463217.07,  3768712.79,   319.30,   319.30,    0.00)  GC  UCART1
          9TH HIGHEST VALUE IS       0.04106 AT (  463377.90,  3768712.79,   320.00,   320.00,    0.00)  GC  UCART1
         10TH HIGHEST VALUE IS       0.03904 AT (  463217.07,  3768765.71,   319.90,   319.90,    0.00)  GC  UCART1


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR

 *** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations Opening Year                                    ***        17:19:02
                                                                                                                   PAGE  36
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           17 Warning Message(s)
 A Total of          838 Informational Message(s)

 A Total of        43848 Hours Were Processed

 A Total of           40 Calm Hours Identified

 A Total of          798 Missing Hours Identified (  1.82 Percent)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320     824        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     825        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     826        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     827        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     828        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     829        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     830        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     831        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
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SO W320     832        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     833        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
ME W186    1211       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used           0.50
ME W187    1211       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
MX W438    8800        METQA: Convective Velocity Data Out-of-Range.  KURDAT =       12010216
MX W438   11536        METQA: Convective Velocity Data Out-of-Range.  KURDAT =       12042516
MX W420   16779        METQA: Wind Speed Out-of-Range.   KURDAT =                    12113003
MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:      15010101
MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:    1 year gap

   ***********************************
   *** AERMOD Finishes Successfully ***
   ***********************************
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** Lakes Environmental AERMOD MPI
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**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.9.5
** Lakes Environmental Software Inc.
** Date: 6/9/2021
** File: C:\Lakes\AERMOD View\19394 Bloomington Truck Storage 2022-23\19394 Bloomington Truck Storage 2022-23.ADI
**
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**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 19349 Bloomington Truck Storage
   TITLETWO DPM Concentrations Years 2022-2023
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 2035210 County_of_San_Bernardino
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "19394 Bloomington Truck Storage 2022-23.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC Cedar Avenue, Project Driveway toward I-10 Freeway
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0000367
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 2
** 463416.235, 3768744.921, 321.08, 0.00, 1.70
** 463414.315, 3769418.372, 329.50, 0.00, 1.70
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   LOCATION L0004831     VOLUME   463416.188 3768761.380 321.46
   LOCATION L0004832     VOLUME   463416.178 3768765.038 321.51
   LOCATION L0004833     VOLUME   463416.167 3768768.695 321.57
   LOCATION L0004834     VOLUME   463416.157 3768772.353 321.63
   LOCATION L0004835     VOLUME   463416.146 3768776.011 321.68
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   LOCATION L0004838     VOLUME   463416.115 3768786.983 321.83
   LOCATION L0004839     VOLUME   463416.105 3768790.641 321.88
   LOCATION L0004840     VOLUME   463416.094 3768794.299 321.93
   LOCATION L0004841     VOLUME   463416.084 3768797.956 321.98
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   LOCATION L0004843     VOLUME   463416.063 3768805.271 322.08
   LOCATION L0004844     VOLUME   463416.053 3768808.929 322.13
   LOCATION L0004845     VOLUME   463416.042 3768812.586 322.17
   LOCATION L0004846     VOLUME   463416.032 3768816.244 322.22
   LOCATION L0004847     VOLUME   463416.021 3768819.902 322.26
   LOCATION L0004848     VOLUME   463416.011 3768823.559 322.30
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   LOCATION L0004853     VOLUME   463415.959 3768841.847 322.55
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   LOCATION L0004855     VOLUME   463415.938 3768849.162 322.66
   LOCATION L0004856     VOLUME   463415.927 3768852.820 322.71
   LOCATION L0004857     VOLUME   463415.917 3768856.478 322.77
   LOCATION L0004858     VOLUME   463415.907 3768860.135 322.82
   LOCATION L0004859     VOLUME   463415.896 3768863.793 322.88
   LOCATION L0004860     VOLUME   463415.886 3768867.450 322.93
   LOCATION L0004861     VOLUME   463415.875 3768871.108 322.99
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   LOCATION L0004863     VOLUME   463415.854 3768878.423 323.09
   LOCATION L0004864     VOLUME   463415.844 3768882.081 323.15
   LOCATION L0004865     VOLUME   463415.834 3768885.738 323.20
   LOCATION L0004866     VOLUME   463415.823 3768889.396 323.26
   LOCATION L0004867     VOLUME   463415.813 3768893.053 323.31
   LOCATION L0004868     VOLUME   463415.802 3768896.711 323.36
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   LOCATION L0004873     VOLUME   463415.750 3768914.999 323.56
   LOCATION L0004874     VOLUME   463415.740 3768918.656 323.60
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   LOCATION L0004876     VOLUME   463415.719 3768925.972 323.68
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LOCATION L0004882     VOLUME   463415.656 3768947.917 323.94
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LOCATION L0004892     VOLUME   463415.552 3768984.493 324.35
LOCATION L0004893     VOLUME   463415.542 3768988.151 324.39
LOCATION L0004894     VOLUME   463415.531 3768991.808 324.42
LOCATION L0004895     VOLUME   463415.521 3768995.466 324.45
LOCATION L0004896     VOLUME   463415.510 3768999.123 324.49
LOCATION L0004897     VOLUME   463415.500 3769002.781 324.52
LOCATION L0004898     VOLUME   463415.489 3769006.439 324.55
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LOCATION L0004900     VOLUME   463415.469 3769013.754 324.62
LOCATION L0004901     VOLUME   463415.458 3769017.411 324.66
LOCATION L0004902     VOLUME   463415.448 3769021.069 324.68
LOCATION L0004903     VOLUME   463415.437 3769024.726 324.71
LOCATION L0004904     VOLUME   463415.427 3769028.384 324.73
LOCATION L0004905     VOLUME   463415.416 3769032.042 324.76
LOCATION L0004906     VOLUME   463415.406 3769035.699 324.79
LOCATION L0004907     VOLUME   463415.396 3769039.357 324.81
LOCATION L0004908     VOLUME   463415.385 3769043.014 324.84
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LOCATION L0004912     VOLUME   463415.343 3769057.645 324.96
LOCATION L0004913     VOLUME   463415.333 3769061.302 324.99
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LOCATION L0004915     VOLUME   463415.312 3769068.617 325.06
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LOCATION L0004921     VOLUME   463415.249 3769090.563 325.27
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LOCATION L0004924     VOLUME   463415.218 3769101.536 325.39
LOCATION L0004925     VOLUME   463415.208 3769105.193 325.42
LOCATION L0004926     VOLUME   463415.197 3769108.851 325.46
LOCATION L0004927     VOLUME   463415.187 3769112.508 325.50
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LOCATION L0004932     VOLUME   463415.135 3769130.796 325.71
LOCATION L0004933     VOLUME   463415.124 3769134.454 325.75
LOCATION L0004934     VOLUME   463415.114 3769138.112 325.80
LOCATION L0004935     VOLUME   463415.103 3769141.769 325.84
LOCATION L0004936     VOLUME   463415.093 3769145.427 325.88
LOCATION L0004937     VOLUME   463415.083 3769149.084 325.92
LOCATION L0004938     VOLUME   463415.072 3769152.742 325.96
LOCATION L0004939     VOLUME   463415.062 3769156.399 326.00
LOCATION L0004940     VOLUME   463415.051 3769160.057 326.04
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LOCATION L0004943     VOLUME   463415.020 3769171.030 326.17
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LOCATION L0004945     VOLUME   463414.999 3769178.345 326.27
LOCATION L0004946     VOLUME   463414.989 3769182.003 326.33
LOCATION L0004947     VOLUME   463414.978 3769185.660 326.38
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LOCATION L0004949     VOLUME   463414.957 3769192.975 326.49
LOCATION L0004950     VOLUME   463414.947 3769196.633 326.55
LOCATION L0004951     VOLUME   463414.937 3769200.291 326.60
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LOCATION L0004954     VOLUME   463414.905 3769211.263 326.77
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LOCATION L0004964     VOLUME   463414.801 3769247.839 327.40
LOCATION L0004965     VOLUME   463414.791 3769251.497 327.47
LOCATION L0004966     VOLUME   463414.780 3769255.154 327.54
LOCATION L0004967     VOLUME   463414.770 3769258.812 327.61
LOCATION L0004968     VOLUME   463414.759 3769262.469 327.68
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LOCATION L0004970     VOLUME   463414.738 3769269.785 327.79
LOCATION L0004971     VOLUME   463414.728 3769273.442 327.84
LOCATION L0004972     VOLUME   463414.718 3769277.100 327.90
LOCATION L0004973     VOLUME   463414.707 3769280.757 327.95
LOCATION L0004974     VOLUME   463414.697 3769284.415 328.00
LOCATION L0004975     VOLUME   463414.686 3769288.073 328.06
LOCATION L0004976     VOLUME   463414.676 3769291.730 328.11
LOCATION L0004977     VOLUME   463414.665 3769295.388 328.16
LOCATION L0004978     VOLUME   463414.655 3769299.045 328.21
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   LOCATION L0004982     VOLUME   463414.613 3769313.676 328.39
   LOCATION L0004983     VOLUME   463414.603 3769317.333 328.44
   LOCATION L0004984     VOLUME   463414.592 3769320.991 328.48
   LOCATION L0004985     VOLUME   463414.582 3769324.648 328.53
   LOCATION L0004986     VOLUME   463414.572 3769328.306 328.57
   LOCATION L0004987     VOLUME   463414.561 3769331.964 328.62
   LOCATION L0004988     VOLUME   463414.551 3769335.621 328.66
   LOCATION L0004989     VOLUME   463414.540 3769339.279 328.70
   LOCATION L0004990     VOLUME   463414.530 3769342.936 328.75
   LOCATION L0004991     VOLUME   463414.519 3769346.594 328.79
   LOCATION L0004992     VOLUME   463414.509 3769350.252 328.84
   LOCATION L0004993     VOLUME   463414.499 3769353.909 328.88
   LOCATION L0004994     VOLUME   463414.488 3769357.567 328.92
   LOCATION L0004995     VOLUME   463414.478 3769361.224 328.96
   LOCATION L0004996     VOLUME   463414.467 3769364.882 328.99
   LOCATION L0004997     VOLUME   463414.457 3769368.539 329.03
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   LOCATION L0005000     VOLUME   463414.426 3769379.512 329.14
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   LOCATION L0005002     VOLUME   463414.405 3769386.827 329.21
   LOCATION L0005003     VOLUME   463414.394 3769390.485 329.24
   LOCATION L0005004     VOLUME   463414.384 3769394.143 329.28
   LOCATION L0005005     VOLUME   463414.373 3769397.800 329.32
   LOCATION L0005006     VOLUME   463414.363 3769401.458 329.35
   LOCATION L0005007     VOLUME   463414.353 3769405.115 329.39
   LOCATION L0005008     VOLUME   463414.342 3769408.773 329.42
   LOCATION L0005009     VOLUME   463414.332 3769412.430 329.46
   LOCATION L0005010     VOLUME   463414.321 3769416.088 329.50
** End of LINE VOLUME Source ID = SLINE1
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC On-Site Truck Travel from Project Driveway to Truck Spaces
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0000645
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 10
** 463412.175, 3768746.397, 321.09, 0.00, 1.70
** 463336.045, 3768745.986, 319.18, 0.00, 1.70
** 463335.445, 3768790.874, 319.76, 0.00, 1.70
** 463235.736, 3768790.651, 320.21, 0.00, 1.70
** 463234.933, 3768657.116, 318.52, 0.00, 1.70
** 463347.785, 3768657.317, 318.15, 0.00, 1.70
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** 463345.547, 3768736.284, 319.21, 0.00, 1.70
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   LOCATION L0005015     VOLUME   463395.716 3768746.308 320.95
   LOCATION L0005016     VOLUME   463392.059 3768746.288 320.86
   LOCATION L0005017     VOLUME   463388.401 3768746.268 320.78
   LOCATION L0005018     VOLUME   463384.744 3768746.249 320.69
   LOCATION L0005019     VOLUME   463381.086 3768746.229 320.60
   LOCATION L0005020     VOLUME   463377.429 3768746.209 320.42
   LOCATION L0005021     VOLUME   463373.771 3768746.189 320.24
   LOCATION L0005022     VOLUME   463370.114 3768746.170 320.05
   LOCATION L0005023     VOLUME   463366.456 3768746.150 319.87
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   LOCATION L0005025     VOLUME   463359.141 3768746.110 319.50
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   LOCATION L0005028     VOLUME   463348.168 3768746.051 319.29
   LOCATION L0005029     VOLUME   463344.511 3768746.031 319.27
   LOCATION L0005030     VOLUME   463340.853 3768746.012 319.26
   LOCATION L0005031     VOLUME   463337.196 3768745.992 319.25
   LOCATION L0005032     VOLUME   463336.011 3768748.492 319.27
   LOCATION L0005033     VOLUME   463335.962 3768752.149 319.30
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   LOCATION L0005035     VOLUME   463335.865 3768759.464 319.37
   LOCATION L0005036     VOLUME   463335.816 3768763.121 319.41
   LOCATION L0005037     VOLUME   463335.767 3768766.778 319.45
   LOCATION L0005038     VOLUME   463335.718 3768770.436 319.48
   LOCATION L0005039     VOLUME   463335.669 3768774.093 319.52
   LOCATION L0005040     VOLUME   463335.620 3768777.750 319.57
   LOCATION L0005041     VOLUME   463335.571 3768781.408 319.61
   LOCATION L0005042     VOLUME   463335.523 3768785.065 319.66
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   LOCATION L0005050     VOLUME   463311.994 3768790.822 319.86
   LOCATION L0005051     VOLUME   463308.336 3768790.813 319.89
   LOCATION L0005052     VOLUME   463304.679 3768790.805 319.92
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LOCATION L0005060     VOLUME   463275.418 3768790.740 320.18
LOCATION L0005061     VOLUME   463271.760 3768790.732 320.17
LOCATION L0005062     VOLUME   463268.103 3768790.724 320.17
LOCATION L0005063     VOLUME   463264.445 3768790.715 320.17
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LOCATION L0005067     VOLUME   463249.815 3768790.683 320.16
LOCATION L0005068     VOLUME   463246.157 3768790.675 320.16
LOCATION L0005069     VOLUME   463242.500 3768790.666 320.16
LOCATION L0005070     VOLUME   463238.842 3768790.658 320.17
LOCATION L0005071     VOLUME   463235.733 3768790.100 320.16
LOCATION L0005072     VOLUME   463235.711 3768786.442 320.11
LOCATION L0005073     VOLUME   463235.689 3768782.785 320.07
LOCATION L0005074     VOLUME   463235.667 3768779.127 320.02
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LOCATION L0005076     VOLUME   463235.623 3768771.812 319.92
LOCATION L0005077     VOLUME   463235.601 3768768.154 319.87
LOCATION L0005078     VOLUME   463235.579 3768764.497 319.83
LOCATION L0005079     VOLUME   463235.557 3768760.839 319.78
LOCATION L0005080     VOLUME   463235.535 3768757.182 319.73
LOCATION L0005081     VOLUME   463235.513 3768753.524 319.68
LOCATION L0005082     VOLUME   463235.491 3768749.867 319.64
LOCATION L0005083     VOLUME   463235.469 3768746.209 319.59
LOCATION L0005084     VOLUME   463235.447 3768742.552 319.54
LOCATION L0005085     VOLUME   463235.425 3768738.894 319.49
LOCATION L0005086     VOLUME   463235.403 3768735.237 319.44
LOCATION L0005087     VOLUME   463235.381 3768731.579 319.39
LOCATION L0005088     VOLUME   463235.359 3768727.922 319.34
LOCATION L0005089     VOLUME   463235.337 3768724.264 319.29
LOCATION L0005090     VOLUME   463235.315 3768720.606 319.24
LOCATION L0005091     VOLUME   463235.293 3768716.949 319.19
LOCATION L0005092     VOLUME   463235.271 3768713.291 319.14
LOCATION L0005093     VOLUME   463235.249 3768709.634 319.09
LOCATION L0005094     VOLUME   463235.227 3768705.976 319.04
LOCATION L0005095     VOLUME   463235.205 3768702.319 318.99
LOCATION L0005096     VOLUME   463235.183 3768698.661 318.94
LOCATION L0005097     VOLUME   463235.161 3768695.004 318.89
LOCATION L0005098     VOLUME   463235.139 3768691.346 318.84
LOCATION L0005099     VOLUME   463235.117 3768687.689 318.80
LOCATION L0005100     VOLUME   463235.095 3768684.031 318.75
LOCATION L0005101     VOLUME   463235.073 3768680.374 318.70
LOCATION L0005102     VOLUME   463235.051 3768676.716 318.66
LOCATION L0005103     VOLUME   463235.029 3768673.058 318.62
LOCATION L0005104     VOLUME   463235.007 3768669.401 318.58
LOCATION L0005105     VOLUME   463234.985 3768665.743 318.54
LOCATION L0005106     VOLUME   463234.963 3768662.086 318.50
LOCATION L0005107     VOLUME   463234.941 3768658.428 318.46
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LOCATION L0005108     VOLUME   463237.278 3768657.120 318.42
LOCATION L0005109     VOLUME   463240.936 3768657.127 318.39
LOCATION L0005110     VOLUME   463244.594 3768657.133 318.35
LOCATION L0005111     VOLUME   463248.251 3768657.140 318.31
LOCATION L0005112     VOLUME   463251.909 3768657.146 318.27
LOCATION L0005113     VOLUME   463255.566 3768657.153 318.28
LOCATION L0005114     VOLUME   463259.224 3768657.159 318.29
LOCATION L0005115     VOLUME   463262.882 3768657.166 318.31
LOCATION L0005116     VOLUME   463266.539 3768657.172 318.33
LOCATION L0005117     VOLUME   463270.197 3768657.179 318.35
LOCATION L0005118     VOLUME   463273.854 3768657.185 318.37
LOCATION L0005119     VOLUME   463277.512 3768657.192 318.38
LOCATION L0005120     VOLUME   463281.169 3768657.199 318.37
LOCATION L0005121     VOLUME   463284.827 3768657.205 318.36
LOCATION L0005122     VOLUME   463288.485 3768657.212 318.34
LOCATION L0005123     VOLUME   463292.142 3768657.218 318.32
LOCATION L0005124     VOLUME   463295.800 3768657.225 318.30
LOCATION L0005125     VOLUME   463299.457 3768657.231 318.29
LOCATION L0005126     VOLUME   463303.115 3768657.238 318.27
LOCATION L0005127     VOLUME   463306.773 3768657.244 318.25
LOCATION L0005128     VOLUME   463310.430 3768657.251 318.23
LOCATION L0005129     VOLUME   463314.088 3768657.257 318.21
LOCATION L0005130     VOLUME   463317.745 3768657.264 318.19
LOCATION L0005131     VOLUME   463321.403 3768657.270 318.17
LOCATION L0005132     VOLUME   463325.061 3768657.277 318.15
LOCATION L0005133     VOLUME   463328.718 3768657.283 318.13
LOCATION L0005134     VOLUME   463332.376 3768657.290 318.14
LOCATION L0005135     VOLUME   463336.033 3768657.296 318.15
LOCATION L0005136     VOLUME   463339.691 3768657.303 318.17
LOCATION L0005137     VOLUME   463343.349 3768657.309 318.19
LOCATION L0005138     VOLUME   463347.006 3768657.316 318.20
LOCATION L0005139     VOLUME   463347.757 3768660.196 318.24
LOCATION L0005140     VOLUME   463347.721 3768663.853 318.28
LOCATION L0005141     VOLUME   463347.685 3768667.510 318.33
LOCATION L0005142     VOLUME   463347.649 3768671.168 318.37
LOCATION L0005143     VOLUME   463347.613 3768674.825 318.41
LOCATION L0005144     VOLUME   463347.577 3768678.483 318.46
LOCATION L0005145     VOLUME   463347.541 3768682.140 318.50
LOCATION L0005146     VOLUME   463347.505 3768685.797 318.55
LOCATION L0005147     VOLUME   463347.469 3768689.455 318.60
LOCATION L0005148     VOLUME   463347.433 3768693.112 318.65
LOCATION L0005149     VOLUME   463347.397 3768696.770 318.70
LOCATION L0005150     VOLUME   463347.361 3768700.427 318.75
LOCATION L0005151     VOLUME   463347.325 3768704.085 318.80
LOCATION L0005152     VOLUME   463347.289 3768707.742 318.85
LOCATION L0005153     VOLUME   463347.253 3768711.399 318.90
LOCATION L0005154     VOLUME   463347.217 3768715.057 318.94
LOCATION L0005155     VOLUME   463347.181 3768718.714 318.98
LOCATION L0005156     VOLUME   463347.145 3768722.372 319.02
LOCATION L0005157     VOLUME   463347.109 3768726.029 319.06
LOCATION L0005158     VOLUME   463347.073 3768729.687 319.11
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   LOCATION L0005160     VOLUME   463346.587 3768736.405 319.18
   LOCATION L0005161     VOLUME   463342.936 3768736.277 319.16
   LOCATION L0005162     VOLUME   463339.279 3768736.268 319.15
   LOCATION L0005163     VOLUME   463335.621 3768736.259 319.13
   LOCATION L0005164     VOLUME   463331.963 3768736.250 319.12
   LOCATION L0005165     VOLUME   463328.306 3768736.240 319.12
   LOCATION L0005166     VOLUME   463324.648 3768736.231 319.15
   LOCATION L0005167     VOLUME   463320.991 3768736.222 319.17
   LOCATION L0005168     VOLUME   463317.333 3768736.213 319.20
   LOCATION L0005169     VOLUME   463313.675 3768736.203 319.23
   LOCATION L0005170     VOLUME   463310.018 3768736.194 319.25
   LOCATION L0005171     VOLUME   463306.360 3768736.185 319.28
   LOCATION L0005172     VOLUME   463302.703 3768736.176 319.30
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   LOCATION L0005174     VOLUME   463295.388 3768736.157 319.35
   LOCATION L0005175     VOLUME   463291.730 3768736.148 319.37
   LOCATION L0005176     VOLUME   463288.072 3768736.139 319.40
   LOCATION L0005177     VOLUME   463284.415 3768736.129 319.42
   LOCATION L0005178     VOLUME   463280.757 3768736.120 319.45
   LOCATION L0005179     VOLUME   463277.100 3768736.111 319.46
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   LOCATION L0005181     VOLUME   463269.784 3768736.092 319.45
   LOCATION L0005182     VOLUME   463266.127 3768736.083 319.44
   LOCATION L0005183     VOLUME   463262.469 3768736.074 319.44
   LOCATION L0005184     VOLUME   463258.812 3768736.064 319.43
   LOCATION L0005185     VOLUME   463255.154 3768736.055 319.43
   LOCATION L0005186     VOLUME   463251.496 3768736.046 319.43
   LOCATION L0005187     VOLUME   463247.839 3768736.037 319.43
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   LOCATION STCK1        POINT      463348.740  3768779.300      319.610
** DESCRSRC Idle Location 1
   LOCATION STCK2        POINT      463310.130  3768807.750      320.100
** DESCRSRC Idle Location 2
   LOCATION STCK3        POINT      463259.959  3768773.847      319.960
** DESCRSRC Idle Location 3
   LOCATION STCK4        POINT      463277.901  3768753.452      319.700
** DESCRSRC Idle Location 4
   LOCATION STCK5        POINT      463286.771  3768721.428      319.200
** DESCRSRC Idle Location 5
   LOCATION STCK6        POINT      463258.104  3768680.145      318.600
** DESCRSRC Idle Location 6
   LOCATION STCK7        POINT      463264.023  3768641.834      318.130
** DESCRSRC Idle Location 7
   LOCATION STCK8        POINT      463347.650  3768645.200      318.090
** DESCRSRC Idle Location8
   LOCATION STCK9        POINT      463372.967  3768684.075      319.250
** DESCRSRC Idle Location 9 - service bay
   LOCATION STCK10       POINT      463318.392  3768692.736      318.630
** DESCRSRC Idle Location 10
** Source Parameters **
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SRCPARAM L0005031     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005032     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005033     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005034     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005035     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005036     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005037     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005038     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005039     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005040     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005041     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005042     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005043     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005044     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005045     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005046     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005047     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005048     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005049     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005050     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005051     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005052     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005053     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005054     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005055     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005056     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005057     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005058     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005059     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005060     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005061     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005062     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005063     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005064     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005065     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005066     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005067     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005068     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005069     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005070     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005071     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005072     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005073     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005074     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005075     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005076     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005077     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005078     0.0000003644      0.00      1.70      0.85
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SRCPARAM L0005079     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005080     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005081     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005082     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005083     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005084     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005085     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005086     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005087     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005088     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005089     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005090     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005091     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005092     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005093     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005094     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005095     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005096     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005097     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005098     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005099     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005100     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005101     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005102     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005103     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005104     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005105     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005106     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005107     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005108     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005109     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005110     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005111     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005112     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005113     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005114     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005115     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005116     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005117     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005118     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005119     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005120     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005121     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005122     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005123     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005124     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005125     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005126     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005127     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005128     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005129     0.0000003644      0.00      1.70      0.85
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SRCPARAM L0005130     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005131     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005132     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005133     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005134     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005135     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005136     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005137     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005138     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005139     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005140     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005141     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005142     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005143     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005144     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005145     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005146     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005147     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005148     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005149     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005150     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005151     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005152     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005153     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005154     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005155     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005156     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005157     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005158     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005159     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005160     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005161     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005162     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005163     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005164     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005165     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005166     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005167     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005168     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005169     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005170     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005171     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005172     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005173     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005174     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005175     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005176     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005177     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005178     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005179     0.0000003644      0.00      1.70      0.85
SRCPARAM L0005180     0.0000003644      0.00      1.70      0.85
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   SRCPARAM L0005181     0.0000003644      0.00      1.70      0.85
   SRCPARAM L0005182     0.0000003644      0.00      1.70      0.85
   SRCPARAM L0005183     0.0000003644      0.00      1.70      0.85
   SRCPARAM L0005184     0.0000003644      0.00      1.70      0.85
   SRCPARAM L0005185     0.0000003644      0.00      1.70      0.85
   SRCPARAM L0005186     0.0000003644      0.00      1.70      0.85
   SRCPARAM L0005187     0.0000003644      0.00      1.70      0.85
** ------------------------------------------------------------------
   SRCPARAM STCK1         2.28E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK2         2.28E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK3         2.28E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK4         2.28E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK5         2.28E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK6         2.28E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK7         2.28E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK8         2.28E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK9         2.28E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK10        2.28E-06     3.658   366.000  51.90000     0.100

** Building Downwash **
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
```

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BUILDHGT STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK5           0.00     0.00     0.00     0.00     0.00     0.00

BUILDHGT STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK6           0.00     0.00     0.00     0.00     0.00     0.00

BUILDHGT STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK7           0.00     0.00     0.00     0.00     0.00     0.00

BUILDHGT STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK8           0.00     0.00     0.00     0.00     0.00     0.00

BUILDHGT STCK9           7.01     7.01     7.01     7.01     7.01     7.01
BUILDHGT STCK9           7.01     7.01     7.01     7.01     7.01     7.01
BUILDHGT STCK9           7.01     7.01     7.01     7.01     7.01     7.01
BUILDHGT STCK9           7.01     7.01     7.01     7.01     7.01     7.01
BUILDHGT STCK9           7.01     7.01     7.01     7.01     7.01     7.01
BUILDHGT STCK9           7.01     7.01     7.01     7.01     7.01     7.01

BUILDHGT STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDHGT STCK10          0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK1           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK2           0.00     0.00     0.00     0.00     0.00     0.00
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BUILDWID STCK2           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK9          24.52    29.81    34.20    37.54    39.75    40.74
BUILDWID STCK9          40.50    39.03    36.75    39.34    40.73    40.89
BUILDWID STCK9          39.80    37.50    34.07    29.60    24.23    18.49
BUILDWID STCK9          24.52    29.81    34.20    37.54    39.75    40.74
BUILDWID STCK9          40.50    39.03    36.75    39.34    40.73    40.89
BUILDWID STCK9          39.80    37.50    34.07    29.60    24.23    18.49
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BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK7           0.00     0.00     0.00     0.00     0.00     0.00
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BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK9	37.27	39.16	35.62	27.86	23.46	20.80
BUILDLEN	STCK9	19.21	18.37	18.12	18.43	19.36	21.05
BUILDLEN	STCK9	23.86	28.54	36.89	38.78	37.10	36.62
BUILDLEN	STCK9	37.27	39.16	35.62	27.86	23.46	20.80
BUILDLEN	STCK9	19.21	18.37	18.12	18.43	19.36	21.05
BUILDLEN	STCK9	23.86	28.54	36.89	38.78	37.10	36.62
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00

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XBADJ    STCK4          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK4          0.00     0.00     0.00     0.00     0.00     0.00

XBADJ    STCK5          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK5          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK5          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK5          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK5          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK5          0.00     0.00     0.00     0.00     0.00     0.00

XBADJ    STCK6          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK6          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK6          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK6          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK6          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK6          0.00     0.00     0.00     0.00     0.00     0.00

XBADJ    STCK7          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK7          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK7          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK7          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK7          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK7          0.00     0.00     0.00     0.00     0.00     0.00

XBADJ    STCK8          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK8          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK8          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK8          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK8          0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK8          0.00     0.00     0.00     0.00     0.00     0.00

XBADJ    STCK9        -13.55   -12.73    -9.40    -4.22    -1.01     0.99
XBADJ    STCK9          2.12     2.52     2.08     1.22    -0.27    -2.42
XBADJ    STCK9         -5.39    -9.48   -15.56   -18.50   -19.67   -21.48
XBADJ    STCK9        -23.72   -26.43   -26.21   -23.63   -22.44   -21.80
XBADJ    STCK9        -21.34   -20.89   -20.21   -19.65   -19.09   -18.62
XBADJ    STCK9        -18.47   -19.05   -21.33   -20.28   -17.43   -15.14

XBADJ    STCK10         0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK10         0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK10         0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK10         0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK10         0.00     0.00     0.00     0.00     0.00     0.00
XBADJ    STCK10         0.00     0.00     0.00     0.00     0.00     0.00

YBADJ    STCK1          0.00     0.00     0.00     0.00     0.00     0.00
YBADJ    STCK1          0.00     0.00     0.00     0.00     0.00     0.00
YBADJ    STCK1          0.00     0.00     0.00     0.00     0.00     0.00
YBADJ    STCK1          0.00     0.00     0.00     0.00     0.00     0.00
YBADJ    STCK1          0.00     0.00     0.00     0.00     0.00     0.00
YBADJ    STCK1          0.00     0.00     0.00     0.00     0.00     0.00
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YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK9	-10.44	-9.41	-8.10	-6.54	-4.79	-2.88

```
   YBADJ    STCK9           -0.89     1.12     3.17     5.08     6.85     8.41
   YBADJ    STCK9            9.71    10.71    11.39    11.73    11.71    11.14
   YBADJ    STCK9           10.44     9.41     8.10     6.54     4.79     2.88
   YBADJ    STCK9            0.89    -1.12    -3.17    -5.08    -6.85    -8.41
   YBADJ    STCK9           -9.71   -10.71   -11.39   -11.73   -11.71   -11.14

   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "19394 Bloomington Truck Storage 2022-23.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\FONT_V9_ADJU\FONT_v9.SFC"
   PROFFILE "E:\New MET data\FONT_V9_ADJU\FONT_v9.PFL"
   SURFDATA 3102 2011
   UAIRDATA 3190 2011
   SITEDATA 99999 2011
   PROFBASE 367.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "19394 BLOOMINGTON TRUCK STORAGE 2022-23.AD\PE00GALL.PLT" 31
   SUMMFILE "19394 Bloomington Truck Storage 2022-23.sum"
OU FINISHED
```

```
 *** Message Summary For AERMOD Model Setup ***

 --------- Summary of Total Messages --------

A Total of            0 Fatal Error Message(s)
A Total of           12 Warning Message(s)
A Total of            0 Informational Message(s)


   ******** FATAL ERROR MESSAGES ********
             ***  NONE  ***


   ********   WARNING MESSAGES   ********
SO W320     824        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     825        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     826        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     827        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     828        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     829        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     830        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     831        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     832        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     833        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
ME W186    1211       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used         0.50
ME W187    1211       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

**********************************
*** SETUP Finishes Successfully ***
**********************************


*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                  ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2022-2023                               ***        16:49:57
                                                                                                                PAGE   1
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        ***     MODEL SETUP OPTIONS SUMMARY       ***
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

**Model Is Setup For Calculation of Average CONCentration Values.

  --  DEPOSITION LOGIC  --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
**Model Uses NO WET DEPLETION.  WETDPLT  =  F

**Model Uses URBAN Dispersion Algorithm for the SBL for   371 Source(s),
  for Total of    1 Urban Area(s):
```

```
  Urban Population =   2035210.0 ;  Urban Roughness Length =  1.000 m

**Model Uses Regulatory DEFAULT Options:
       1. Stack-tip Downwash.
       2. Model Accounts for ELEVated Terrain Effects.
       3. Use Calms Processing Routine.
       4. Use Missing Data Processing Routine.
       5. No Exponential Decay.
       6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
       ADJ_U*   - Use ADJ_U* option for SBL in AERMET
       TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    371 Source(s);       1 Source Group(s); and     452 Receptor(s)

              with:     10 POINT(s), including
                         0 POINTCAP(s) and      0 POINTHOR(s)
               and:    361 VOLUME source(s)
               and:      0 AREA type source(s)
               and:      0 LINE source(s)
               and:      0 RLINE/RLINEXT source(s)
               and:      0 OPENPIT source(s)
               and:      0 BUOYANT LINE source(s) with      0 line(s)


**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date:  16216

**Output Options Selected:
        Model Outputs Tables of PERIOD Averages by Receptor
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
        Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   367.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                              ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      4.2 MB of RAM.
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**Input Runstream File: aermod.inp
**Output Print File: aermod.out

**Detailed Error/Message File: 19394 Bloomington Truck Storage 2022-23.err
**File for Summary of Results: 19394 Bloomington Truck Storage 2022-23.sum

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK1	0	0.22800E-05	463348.7	3768779.3	319.6	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK2	0	0.22800E-05	463310.1	3768807.8	320.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK3	0	0.22800E-05	463260.0	3768773.8	320.0	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK4	0	0.22800E-05	463277.9	3768753.5	319.7	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK5	0	0.22800E-05	463286.8	3768721.4	319.2	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK6	0	0.22800E-05	463258.1	3768680.1	318.6	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK7	0	0.22800E-05	463264.0	3768641.8	318.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK8	0	0.22800E-05	463347.6	3768645.2	318.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK9	0	0.22800E-05	463373.0	3768684.1	319.2	3.66	366.00	51.90	0.10	YES	YES	NO	
STCK10	0	0.22800E-05	463318.4	3768692.7	318.6	3.66	366.00	51.90	0.10	NO	YES	NO	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004827	0	0.19950E-06	463416.2	3768746.8	321.2	0.00	1.70	0.85	YES	
L0004828	0	0.19950E-06	463416.2	3768750.4	321.3	0.00	1.70	0.85	YES	
L0004829	0	0.19950E-06	463416.2	3768754.1	321.3	0.00	1.70	0.85	YES	
L0004830	0	0.19950E-06	463416.2	3768757.7	321.4	0.00	1.70	0.85	YES	
L0004831	0	0.19950E-06	463416.2	3768761.4	321.5	0.00	1.70	0.85	YES	
L0004832	0	0.19950E-06	463416.2	3768765.0	321.5	0.00	1.70	0.85	YES	
L0004833	0	0.19950E-06	463416.2	3768768.7	321.6	0.00	1.70	0.85	YES	
L0004834	0	0.19950E-06	463416.2	3768772.4	321.6	0.00	1.70	0.85	YES	

L0004835	0	0.19950E-06	463416.1	3768776.0	321.7	0.00	1.70	0.85	YES
L0004836	0	0.19950E-06	463416.1	3768779.7	321.7	0.00	1.70	0.85	YES
L0004837	0	0.19950E-06	463416.1	3768783.3	321.8	0.00	1.70	0.85	YES
L0004838	0	0.19950E-06	463416.1	3768787.0	321.8	0.00	1.70	0.85	YES
L0004839	0	0.19950E-06	463416.1	3768790.6	321.9	0.00	1.70	0.85	YES
L0004840	0	0.19950E-06	463416.1	3768794.3	321.9	0.00	1.70	0.85	YES
L0004841	0	0.19950E-06	463416.1	3768798.0	322.0	0.00	1.70	0.85	YES
L0004842	0	0.19950E-06	463416.1	3768801.6	322.0	0.00	1.70	0.85	YES
L0004843	0	0.19950E-06	463416.1	3768805.3	322.1	0.00	1.70	0.85	YES
L0004844	0	0.19950E-06	463416.1	3768808.9	322.1	0.00	1.70	0.85	YES
L0004845	0	0.19950E-06	463416.0	3768812.6	322.2	0.00	1.70	0.85	YES
L0004846	0	0.19950E-06	463416.0	3768816.2	322.2	0.00	1.70	0.85	YES
L0004847	0	0.19950E-06	463416.0	3768819.9	322.3	0.00	1.70	0.85	YES
L0004848	0	0.19950E-06	463416.0	3768823.6	322.3	0.00	1.70	0.85	YES
L0004849	0	0.19950E-06	463416.0	3768827.2	322.4	0.00	1.70	0.85	YES
L0004850	0	0.19950E-06	463416.0	3768830.9	322.4	0.00	1.70	0.85	YES
L0004851	0	0.19950E-06	463416.0	3768834.5	322.4	0.00	1.70	0.85	YES
L0004852	0	0.19950E-06	463416.0	3768838.2	322.5	0.00	1.70	0.85	YES
L0004853	0	0.19950E-06	463416.0	3768841.8	322.6	0.00	1.70	0.85	YES
L0004854	0	0.19950E-06	463415.9	3768845.5	322.6	0.00	1.70	0.85	YES
L0004855	0	0.19950E-06	463415.9	3768849.2	322.7	0.00	1.70	0.85	YES
L0004856	0	0.19950E-06	463415.9	3768852.8	322.7	0.00	1.70	0.85	YES
L0004857	0	0.19950E-06	463415.9	3768856.5	322.8	0.00	1.70	0.85	YES
L0004858	0	0.19950E-06	463415.9	3768860.1	322.8	0.00	1.70	0.85	YES
L0004859	0	0.19950E-06	463415.9	3768863.8	322.9	0.00	1.70	0.85	YES
L0004860	0	0.19950E-06	463415.9	3768867.4	322.9	0.00	1.70	0.85	YES
L0004861	0	0.19950E-06	463415.9	3768871.1	323.0	0.00	1.70	0.85	YES
L0004862	0	0.19950E-06	463415.9	3768874.8	323.0	0.00	1.70	0.85	YES
L0004863	0	0.19950E-06	463415.9	3768878.4	323.1	0.00	1.70	0.85	YES
L0004864	0	0.19950E-06	463415.8	3768882.1	323.2	0.00	1.70	0.85	YES
L0004865	0	0.19950E-06	463415.8	3768885.7	323.2	0.00	1.70	0.85	YES
L0004866	0	0.19950E-06	463415.8	3768889.4	323.3	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004867	0	0.19950E-06	463415.8	3768893.1	323.3	0.00	1.70	0.85	YES	
L0004868	0	0.19950E-06	463415.8	3768896.7	323.4	0.00	1.70	0.85	YES	
L0004869	0	0.19950E-06	463415.8	3768900.4	323.4	0.00	1.70	0.85	YES	
L0004870	0	0.19950E-06	463415.8	3768904.0	323.4	0.00	1.70	0.85	YES	
L0004871	0	0.19950E-06	463415.8	3768907.7	323.5	0.00	1.70	0.85	YES	

L0004872	0	0.19950E-06	463415.8	3768911.3	323.5	0.00	1.70	0.85	YES	
L0004873	0	0.19950E-06	463415.8	3768915.0	323.6	0.00	1.70	0.85	YES	
L0004874	0	0.19950E-06	463415.7	3768918.7	323.6	0.00	1.70	0.85	YES	
L0004875	0	0.19950E-06	463415.7	3768922.3	323.6	0.00	1.70	0.85	YES	
L0004876	0	0.19950E-06	463415.7	3768926.0	323.7	0.00	1.70	0.85	YES	
L0004877	0	0.19950E-06	463415.7	3768929.6	323.7	0.00	1.70	0.85	YES	
L0004878	0	0.19950E-06	463415.7	3768933.3	323.8	0.00	1.70	0.85	YES	
L0004879	0	0.19950E-06	463415.7	3768936.9	323.8	0.00	1.70	0.85	YES	
L0004880	0	0.19950E-06	463415.7	3768940.6	323.9	0.00	1.70	0.85	YES	
L0004881	0	0.19950E-06	463415.7	3768944.3	323.9	0.00	1.70	0.85	YES	
L0004882	0	0.19950E-06	463415.7	3768947.9	323.9	0.00	1.70	0.85	YES	
L0004883	0	0.19950E-06	463415.6	3768951.6	324.0	0.00	1.70	0.85	YES	
L0004884	0	0.19950E-06	463415.6	3768955.2	324.0	0.00	1.70	0.85	YES	
L0004885	0	0.19950E-06	463415.6	3768958.9	324.1	0.00	1.70	0.85	YES	
L0004886	0	0.19950E-06	463415.6	3768962.5	324.1	0.00	1.70	0.85	YES	
L0004887	0	0.19950E-06	463415.6	3768966.2	324.2	0.00	1.70	0.85	YES	
L0004888	0	0.19950E-06	463415.6	3768969.9	324.2	0.00	1.70	0.85	YES	
L0004889	0	0.19950E-06	463415.6	3768973.5	324.2	0.00	1.70	0.85	YES	
L0004890	0	0.19950E-06	463415.6	3768977.2	324.3	0.00	1.70	0.85	YES	
L0004891	0	0.19950E-06	463415.6	3768980.8	324.3	0.00	1.70	0.85	YES	
L0004892	0	0.19950E-06	463415.6	3768984.5	324.4	0.00	1.70	0.85	YES	
L0004893	0	0.19950E-06	463415.5	3768988.2	324.4	0.00	1.70	0.85	YES	
L0004894	0	0.19950E-06	463415.5	3768991.8	324.4	0.00	1.70	0.85	YES	
L0004895	0	0.19950E-06	463415.5	3768995.5	324.4	0.00	1.70	0.85	YES	
L0004896	0	0.19950E-06	463415.5	3768999.1	324.5	0.00	1.70	0.85	YES	
L0004897	0	0.19950E-06	463415.5	3769002.8	324.5	0.00	1.70	0.85	YES	
L0004898	0	0.19950E-06	463415.5	3769006.4	324.6	0.00	1.70	0.85	YES	
L0004899	0	0.19950E-06	463415.5	3769010.1	324.6	0.00	1.70	0.85	YES	
L0004900	0	0.19950E-06	463415.5	3769013.8	324.6	0.00	1.70	0.85	YES	
L0004901	0	0.19950E-06	463415.5	3769017.4	324.7	0.00	1.70	0.85	YES	
L0004902	0	0.19950E-06	463415.4	3769021.1	324.7	0.00	1.70	0.85	YES	
L0004903	0	0.19950E-06	463415.4	3769024.7	324.7	0.00	1.70	0.85	YES	
L0004904	0	0.19950E-06	463415.4	3769028.4	324.7	0.00	1.70	0.85	YES	
L0004905	0	0.19950E-06	463415.4	3769032.0	324.8	0.00	1.70	0.85	YES	
L0004906	0	0.19950E-06	463415.4	3769035.7	324.8	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004907	0	0.19950E-06	463415.4	3769039.4	324.8	0.00	1.70	0.85	YES	
L0004908	0	0.19950E-06	463415.4	3769043.0	324.8	0.00	1.70	0.85	YES	

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L0004909        0   0.19950E-06  463415.4 3769046.7   324.9     0.00     1.70     0.85     YES
L0004910        0   0.19950E-06  463415.4 3769050.3   324.9     0.00     1.70     0.85     YES
L0004911        0   0.19950E-06  463415.4 3769054.0   324.9     0.00     1.70     0.85     YES
L0004912        0   0.19950E-06  463415.3 3769057.6   325.0     0.00     1.70     0.85     YES
L0004913        0   0.19950E-06  463415.3 3769061.3   325.0     0.00     1.70     0.85     YES
L0004914        0   0.19950E-06  463415.3 3769065.0   325.0     0.00     1.70     0.85     YES
L0004915        0   0.19950E-06  463415.3 3769068.6   325.1     0.00     1.70     0.85     YES
L0004916        0   0.19950E-06  463415.3 3769072.3   325.1     0.00     1.70     0.85     YES
L0004917        0   0.19950E-06  463415.3 3769075.9   325.1     0.00     1.70     0.85     YES
L0004918        0   0.19950E-06  463415.3 3769079.6   325.2     0.00     1.70     0.85     YES
L0004919        0   0.19950E-06  463415.3 3769083.2   325.2     0.00     1.70     0.85     YES
L0004920        0   0.19950E-06  463415.3 3769086.9   325.2     0.00     1.70     0.85     YES
L0004921        0   0.19950E-06  463415.2 3769090.6   325.3     0.00     1.70     0.85     YES
L0004922        0   0.19950E-06  463415.2 3769094.2   325.3     0.00     1.70     0.85     YES
L0004923        0   0.19950E-06  463415.2 3769097.9   325.4     0.00     1.70     0.85     YES
L0004924        0   0.19950E-06  463415.2 3769101.5   325.4     0.00     1.70     0.85     YES
L0004925        0   0.19950E-06  463415.2 3769105.2   325.4     0.00     1.70     0.85     YES
L0004926        0   0.19950E-06  463415.2 3769108.9   325.5     0.00     1.70     0.85     YES
L0004927        0   0.19950E-06  463415.2 3769112.5   325.5     0.00     1.70     0.85     YES
L0004928        0   0.19950E-06  463415.2 3769116.2   325.6     0.00     1.70     0.85     YES
L0004929        0   0.19950E-06  463415.2 3769119.8   325.6     0.00     1.70     0.85     YES
L0004930        0   0.19950E-06  463415.2 3769123.5   325.6     0.00     1.70     0.85     YES
L0004931        0   0.19950E-06  463415.1 3769127.1   325.7     0.00     1.70     0.85     YES
L0004932        0   0.19950E-06  463415.1 3769130.8   325.7     0.00     1.70     0.85     YES
L0004933        0   0.19950E-06  463415.1 3769134.5   325.8     0.00     1.70     0.85     YES
L0004934        0   0.19950E-06  463415.1 3769138.1   325.8     0.00     1.70     0.85     YES
L0004935        0   0.19950E-06  463415.1 3769141.8   325.8     0.00     1.70     0.85     YES
L0004936        0   0.19950E-06  463415.1 3769145.4   325.9     0.00     1.70     0.85     YES
L0004937        0   0.19950E-06  463415.1 3769149.1   325.9     0.00     1.70     0.85     YES
L0004938        0   0.19950E-06  463415.1 3769152.7   326.0     0.00     1.70     0.85     YES
L0004939        0   0.19950E-06  463415.1 3769156.4   326.0     0.00     1.70     0.85     YES
L0004940        0   0.19950E-06  463415.1 3769160.1   326.0     0.00     1.70     0.85     YES
L0004941        0   0.19950E-06  463415.0 3769163.7   326.1     0.00     1.70     0.85     YES
L0004942        0   0.19950E-06  463415.0 3769167.4   326.1     0.00     1.70     0.85     YES
L0004943        0   0.19950E-06  463415.0 3769171.0   326.2     0.00     1.70     0.85     YES
L0004944        0   0.19950E-06  463415.0 3769174.7   326.2     0.00     1.70     0.85     YES
L0004945        0   0.19950E-06  463415.0 3769178.3   326.3     0.00     1.70     0.85     YES
L0004946        0   0.19950E-06  463415.0 3769182.0   326.3     0.00     1.70     0.85     YES

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                  ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2022-2023                              ***        16:49:57
                                                                                                                PAGE   6
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                        *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                    BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE      PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID        CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
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L0004947	0	0.19950E-06	463415.0	3769185.7	326.4	0.00	1.70	0.85	YES
L0004948	0	0.19950E-06	463415.0	3769189.3	326.4	0.00	1.70	0.85	YES
L0004949	0	0.19950E-06	463415.0	3769193.0	326.5	0.00	1.70	0.85	YES
L0004950	0	0.19950E-06	463414.9	3769196.6	326.6	0.00	1.70	0.85	YES
L0004951	0	0.19950E-06	463414.9	3769200.3	326.6	0.00	1.70	0.85	YES
L0004952	0	0.19950E-06	463414.9	3769203.9	326.7	0.00	1.70	0.85	YES
L0004953	0	0.19950E-06	463414.9	3769207.6	326.7	0.00	1.70	0.85	YES
L0004954	0	0.19950E-06	463414.9	3769211.3	326.8	0.00	1.70	0.85	YES
L0004955	0	0.19950E-06	463414.9	3769214.9	326.8	0.00	1.70	0.85	YES
L0004956	0	0.19950E-06	463414.9	3769218.6	326.9	0.00	1.70	0.85	YES
L0004957	0	0.19950E-06	463414.9	3769222.2	326.9	0.00	1.70	0.85	YES
L0004958	0	0.19950E-06	463414.9	3769225.9	327.0	0.00	1.70	0.85	YES
L0004959	0	0.19950E-06	463414.9	3769229.6	327.1	0.00	1.70	0.85	YES
L0004960	0	0.19950E-06	463414.8	3769233.2	327.1	0.00	1.70	0.85	YES
L0004961	0	0.19950E-06	463414.8	3769236.9	327.2	0.00	1.70	0.85	YES
L0004962	0	0.19950E-06	463414.8	3769240.5	327.3	0.00	1.70	0.85	YES
L0004963	0	0.19950E-06	463414.8	3769244.2	327.3	0.00	1.70	0.85	YES
L0004964	0	0.19950E-06	463414.8	3769247.8	327.4	0.00	1.70	0.85	YES
L0004965	0	0.19950E-06	463414.8	3769251.5	327.5	0.00	1.70	0.85	YES
L0004966	0	0.19950E-06	463414.8	3769255.2	327.5	0.00	1.70	0.85	YES
L0004967	0	0.19950E-06	463414.8	3769258.8	327.6	0.00	1.70	0.85	YES
L0004968	0	0.19950E-06	463414.8	3769262.5	327.7	0.00	1.70	0.85	YES
L0004969	0	0.19950E-06	463414.7	3769266.1	327.7	0.00	1.70	0.85	YES
L0004970	0	0.19950E-06	463414.7	3769269.8	327.8	0.00	1.70	0.85	YES
L0004971	0	0.19950E-06	463414.7	3769273.4	327.8	0.00	1.70	0.85	YES
L0004972	0	0.19950E-06	463414.7	3769277.1	327.9	0.00	1.70	0.85	YES
L0004973	0	0.19950E-06	463414.7	3769280.8	327.9	0.00	1.70	0.85	YES
L0004974	0	0.19950E-06	463414.7	3769284.4	328.0	0.00	1.70	0.85	YES
L0004975	0	0.19950E-06	463414.7	3769288.1	328.1	0.00	1.70	0.85	YES
L0004976	0	0.19950E-06	463414.7	3769291.7	328.1	0.00	1.70	0.85	YES
L0004977	0	0.19950E-06	463414.7	3769295.4	328.2	0.00	1.70	0.85	YES
L0004978	0	0.19950E-06	463414.7	3769299.0	328.2	0.00	1.70	0.85	YES
L0004979	0	0.19950E-06	463414.6	3769302.7	328.2	0.00	1.70	0.85	YES
L0004980	0	0.19950E-06	463414.6	3769306.4	328.3	0.00	1.70	0.85	YES
L0004981	0	0.19950E-06	463414.6	3769310.0	328.3	0.00	1.70	0.85	YES
L0004982	0	0.19950E-06	463414.6	3769313.7	328.4	0.00	1.70	0.85	YES
L0004983	0	0.19950E-06	463414.6	3769317.3	328.4	0.00	1.70	0.85	YES
L0004984	0	0.19950E-06	463414.6	3769321.0	328.5	0.00	1.70	0.85	YES
L0004985	0	0.19950E-06	463414.6	3769324.6	328.5	0.00	1.70	0.85	YES
L0004986	0	0.19950E-06	463414.6	3769328.3	328.6	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

NUMBER	EMISSION RATE	BASE	RELEASE	INIT.	INIT.	URBAN	EMISSION RATE

SOURCE ID	PART. CATS.	(GRAMS/SEC)	X (METERS)	Y (METERS)	ELEV. (METERS)	HEIGHT (METERS)	SY (METERS)	SZ (METERS)	SOURCE SCALAR VARY BY
L0004987	0	0.19950E-06	463414.6	3769332.0	328.6	0.00	1.70	0.85	YES
L0004988	0	0.19950E-06	463414.6	3769335.6	328.7	0.00	1.70	0.85	YES
L0004989	0	0.19950E-06	463414.5	3769339.3	328.7	0.00	1.70	0.85	YES
L0004990	0	0.19950E-06	463414.5	3769342.9	328.8	0.00	1.70	0.85	YES
L0004991	0	0.19950E-06	463414.5	3769346.6	328.8	0.00	1.70	0.85	YES
L0004992	0	0.19950E-06	463414.5	3769350.3	328.8	0.00	1.70	0.85	YES
L0004993	0	0.19950E-06	463414.5	3769353.9	328.9	0.00	1.70	0.85	YES
L0004994	0	0.19950E-06	463414.5	3769357.6	328.9	0.00	1.70	0.85	YES
L0004995	0	0.19950E-06	463414.5	3769361.2	329.0	0.00	1.70	0.85	YES
L0004996	0	0.19950E-06	463414.5	3769364.9	329.0	0.00	1.70	0.85	YES
L0004997	0	0.19950E-06	463414.5	3769368.5	329.0	0.00	1.70	0.85	YES
L0004998	0	0.19950E-06	463414.4	3769372.2	329.1	0.00	1.70	0.85	YES
L0004999	0	0.19950E-06	463414.4	3769375.9	329.1	0.00	1.70	0.85	YES
L0005000	0	0.19950E-06	463414.4	3769379.5	329.1	0.00	1.70	0.85	YES
L0005001	0	0.19950E-06	463414.4	3769383.2	329.2	0.00	1.70	0.85	YES
L0005002	0	0.19950E-06	463414.4	3769386.8	329.2	0.00	1.70	0.85	YES
L0005003	0	0.19950E-06	463414.4	3769390.5	329.2	0.00	1.70	0.85	YES
L0005004	0	0.19950E-06	463414.4	3769394.1	329.3	0.00	1.70	0.85	YES
L0005005	0	0.19950E-06	463414.4	3769397.8	329.3	0.00	1.70	0.85	YES
L0005006	0	0.19950E-06	463414.4	3769401.5	329.4	0.00	1.70	0.85	YES
L0005007	0	0.19950E-06	463414.4	3769405.1	329.4	0.00	1.70	0.85	YES
L0005008	0	0.19950E-06	463414.3	3769408.8	329.4	0.00	1.70	0.85	YES
L0005009	0	0.19950E-06	463414.3	3769412.4	329.5	0.00	1.70	0.85	YES
L0005010	0	0.19950E-06	463414.3	3769416.1	329.5	0.00	1.70	0.85	YES
L0005011	0	0.36440E-06	463410.3	3768746.4	321.2	0.00	1.70	0.85	YES
L0005012	0	0.36440E-06	463406.7	3768746.4	321.2	0.00	1.70	0.85	YES
L0005013	0	0.36440E-06	463403.0	3768746.3	321.1	0.00	1.70	0.85	YES
L0005014	0	0.36440E-06	463399.4	3768746.3	321.0	0.00	1.70	0.85	YES
L0005015	0	0.36440E-06	463395.7	3768746.3	320.9	0.00	1.70	0.85	YES
L0005016	0	0.36440E-06	463392.1	3768746.3	320.9	0.00	1.70	0.85	YES
L0005017	0	0.36440E-06	463388.4	3768746.3	320.8	0.00	1.70	0.85	YES
L0005018	0	0.36440E-06	463384.7	3768746.2	320.7	0.00	1.70	0.85	YES
L0005019	0	0.36440E-06	463381.1	3768746.2	320.6	0.00	1.70	0.85	YES
L0005020	0	0.36440E-06	463377.4	3768746.2	320.4	0.00	1.70	0.85	YES
L0005021	0	0.36440E-06	463373.8	3768746.2	320.2	0.00	1.70	0.85	YES
L0005022	0	0.36440E-06	463370.1	3768746.2	320.1	0.00	1.70	0.85	YES
L0005023	0	0.36440E-06	463366.5	3768746.1	319.9	0.00	1.70	0.85	YES
L0005024	0	0.36440E-06	463362.8	3768746.1	319.7	0.00	1.70	0.85	YES
L0005025	0	0.36440E-06	463359.1	3768746.1	319.5	0.00	1.70	0.85	YES
L0005026	0	0.36440E-06	463355.5	3768746.1	319.3	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005027	0	0.36440E-06	463351.8	3768746.1	319.3	0.00	1.70	0.85	YES	
L0005028	0	0.36440E-06	463348.2	3768746.1	319.3	0.00	1.70	0.85	YES	
L0005029	0	0.36440E-06	463344.5	3768746.0	319.3	0.00	1.70	0.85	YES	
L0005030	0	0.36440E-06	463340.9	3768746.0	319.3	0.00	1.70	0.85	YES	
L0005031	0	0.36440E-06	463337.2	3768746.0	319.2	0.00	1.70	0.85	YES	
L0005032	0	0.36440E-06	463336.0	3768748.5	319.3	0.00	1.70	0.85	YES	
L0005033	0	0.36440E-06	463336.0	3768752.1	319.3	0.00	1.70	0.85	YES	
L0005034	0	0.36440E-06	463335.9	3768755.8	319.3	0.00	1.70	0.85	YES	
L0005035	0	0.36440E-06	463335.9	3768759.5	319.4	0.00	1.70	0.85	YES	
L0005036	0	0.36440E-06	463335.8	3768763.1	319.4	0.00	1.70	0.85	YES	
L0005037	0	0.36440E-06	463335.8	3768766.8	319.4	0.00	1.70	0.85	YES	
L0005038	0	0.36440E-06	463335.7	3768770.4	319.5	0.00	1.70	0.85	YES	
L0005039	0	0.36440E-06	463335.7	3768774.1	319.5	0.00	1.70	0.85	YES	
L0005040	0	0.36440E-06	463335.6	3768777.8	319.6	0.00	1.70	0.85	YES	
L0005041	0	0.36440E-06	463335.6	3768781.4	319.6	0.00	1.70	0.85	YES	
L0005042	0	0.36440E-06	463335.5	3768785.1	319.7	0.00	1.70	0.85	YES	
L0005043	0	0.36440E-06	463335.5	3768788.7	319.7	0.00	1.70	0.85	YES	
L0005044	0	0.36440E-06	463333.9	3768790.9	319.7	0.00	1.70	0.85	YES	
L0005045	0	0.36440E-06	463330.3	3768790.9	319.7	0.00	1.70	0.85	YES	
L0005046	0	0.36440E-06	463326.6	3768790.9	319.7	0.00	1.70	0.85	YES	
L0005047	0	0.36440E-06	463323.0	3768790.8	319.8	0.00	1.70	0.85	YES	
L0005048	0	0.36440E-06	463319.3	3768790.8	319.8	0.00	1.70	0.85	YES	
L0005049	0	0.36440E-06	463315.7	3768790.8	319.8	0.00	1.70	0.85	YES	
L0005050	0	0.36440E-06	463312.0	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005051	0	0.36440E-06	463308.3	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005052	0	0.36440E-06	463304.7	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005053	0	0.36440E-06	463301.0	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005054	0	0.36440E-06	463297.4	3768790.8	320.0	0.00	1.70	0.85	YES	
L0005055	0	0.36440E-06	463293.7	3768790.8	320.0	0.00	1.70	0.85	YES	
L0005056	0	0.36440E-06	463290.0	3768790.8	320.1	0.00	1.70	0.85	YES	
L0005057	0	0.36440E-06	463286.4	3768790.8	320.1	0.00	1.70	0.85	YES	
L0005058	0	0.36440E-06	463282.7	3768790.8	320.1	0.00	1.70	0.85	YES	
L0005059	0	0.36440E-06	463279.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005060	0	0.36440E-06	463275.4	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005061	0	0.36440E-06	463271.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005062	0	0.36440E-06	463268.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005063	0	0.36440E-06	463264.4	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005064	0	0.36440E-06	463260.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005065	0	0.36440E-06	463257.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005066	0	0.36440E-06	463253.5	3768790.7	320.2	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005067	0	0.36440E-06	463249.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005068	0	0.36440E-06	463246.2	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005069	0	0.36440E-06	463242.5	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005070	0	0.36440E-06	463238.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005071	0	0.36440E-06	463235.7	3768790.1	320.2	0.00	1.70	0.85	YES	
L0005072	0	0.36440E-06	463235.7	3768786.4	320.1	0.00	1.70	0.85	YES	
L0005073	0	0.36440E-06	463235.7	3768782.8	320.1	0.00	1.70	0.85	YES	
L0005074	0	0.36440E-06	463235.7	3768779.1	320.0	0.00	1.70	0.85	YES	
L0005075	0	0.36440E-06	463235.6	3768775.5	320.0	0.00	1.70	0.85	YES	
L0005076	0	0.36440E-06	463235.6	3768771.8	319.9	0.00	1.70	0.85	YES	
L0005077	0	0.36440E-06	463235.6	3768768.2	319.9	0.00	1.70	0.85	YES	
L0005078	0	0.36440E-06	463235.6	3768764.5	319.8	0.00	1.70	0.85	YES	
L0005079	0	0.36440E-06	463235.6	3768760.8	319.8	0.00	1.70	0.85	YES	
L0005080	0	0.36440E-06	463235.5	3768757.2	319.7	0.00	1.70	0.85	YES	
L0005081	0	0.36440E-06	463235.5	3768753.5	319.7	0.00	1.70	0.85	YES	
L0005082	0	0.36440E-06	463235.5	3768749.9	319.6	0.00	1.70	0.85	YES	
L0005083	0	0.36440E-06	463235.5	3768746.2	319.6	0.00	1.70	0.85	YES	
L0005084	0	0.36440E-06	463235.4	3768742.6	319.5	0.00	1.70	0.85	YES	
L0005085	0	0.36440E-06	463235.4	3768738.9	319.5	0.00	1.70	0.85	YES	
L0005086	0	0.36440E-06	463235.4	3768735.2	319.4	0.00	1.70	0.85	YES	
L0005087	0	0.36440E-06	463235.4	3768731.6	319.4	0.00	1.70	0.85	YES	
L0005088	0	0.36440E-06	463235.4	3768727.9	319.3	0.00	1.70	0.85	YES	
L0005089	0	0.36440E-06	463235.3	3768724.3	319.3	0.00	1.70	0.85	YES	
L0005090	0	0.36440E-06	463235.3	3768720.6	319.2	0.00	1.70	0.85	YES	
L0005091	0	0.36440E-06	463235.3	3768716.9	319.2	0.00	1.70	0.85	YES	
L0005092	0	0.36440E-06	463235.3	3768713.3	319.1	0.00	1.70	0.85	YES	
L0005093	0	0.36440E-06	463235.2	3768709.6	319.1	0.00	1.70	0.85	YES	
L0005094	0	0.36440E-06	463235.2	3768706.0	319.0	0.00	1.70	0.85	YES	
L0005095	0	0.36440E-06	463235.2	3768702.3	319.0	0.00	1.70	0.85	YES	
L0005096	0	0.36440E-06	463235.2	3768698.7	318.9	0.00	1.70	0.85	YES	
L0005097	0	0.36440E-06	463235.2	3768695.0	318.9	0.00	1.70	0.85	YES	
L0005098	0	0.36440E-06	463235.1	3768691.3	318.8	0.00	1.70	0.85	YES	
L0005099	0	0.36440E-06	463235.1	3768687.7	318.8	0.00	1.70	0.85	YES	
L0005100	0	0.36440E-06	463235.1	3768684.0	318.8	0.00	1.70	0.85	YES	
L0005101	0	0.36440E-06	463235.1	3768680.4	318.7	0.00	1.70	0.85	YES	
L0005102	0	0.36440E-06	463235.1	3768676.7	318.7	0.00	1.70	0.85	YES	
L0005103	0	0.36440E-06	463235.0	3768673.1	318.6	0.00	1.70	0.85	YES	
L0005104	0	0.36440E-06	463235.0	3768669.4	318.6	0.00	1.70	0.85	YES	
L0005105	0	0.36440E-06	463235.0	3768665.7	318.5	0.00	1.70	0.85	YES	
L0005106	0	0.36440E-06	463235.0	3768662.1	318.5	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005107	0	0.36440E-06	463234.9	3768658.4	318.5	0.00	1.70	0.85	YES	
L0005108	0	0.36440E-06	463237.3	3768657.1	318.4	0.00	1.70	0.85	YES	
L0005109	0	0.36440E-06	463240.9	3768657.1	318.4	0.00	1.70	0.85	YES	
L0005110	0	0.36440E-06	463244.6	3768657.1	318.4	0.00	1.70	0.85	YES	
L0005111	0	0.36440E-06	463248.3	3768657.1	318.3	0.00	1.70	0.85	YES	
L0005112	0	0.36440E-06	463251.9	3768657.1	318.3	0.00	1.70	0.85	YES	
L0005113	0	0.36440E-06	463255.6	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005114	0	0.36440E-06	463259.2	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005115	0	0.36440E-06	463262.9	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005116	0	0.36440E-06	463266.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005117	0	0.36440E-06	463270.2	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005118	0	0.36440E-06	463273.9	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005119	0	0.36440E-06	463277.5	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005120	0	0.36440E-06	463281.2	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005121	0	0.36440E-06	463284.8	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005122	0	0.36440E-06	463288.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005123	0	0.36440E-06	463292.1	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005124	0	0.36440E-06	463295.8	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005125	0	0.36440E-06	463299.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005126	0	0.36440E-06	463303.1	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005127	0	0.36440E-06	463306.8	3768657.2	318.2	0.00	1.70	0.85	YES	
L0005128	0	0.36440E-06	463310.4	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005129	0	0.36440E-06	463314.1	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005130	0	0.36440E-06	463317.7	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005131	0	0.36440E-06	463321.4	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005132	0	0.36440E-06	463325.1	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005133	0	0.36440E-06	463328.7	3768657.3	318.1	0.00	1.70	0.85	YES	
L0005134	0	0.36440E-06	463332.4	3768657.3	318.1	0.00	1.70	0.85	YES	
L0005135	0	0.36440E-06	463336.0	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005136	0	0.36440E-06	463339.7	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005137	0	0.36440E-06	463343.3	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005138	0	0.36440E-06	463347.0	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005139	0	0.36440E-06	463347.8	3768660.2	318.2	0.00	1.70	0.85	YES	
L0005140	0	0.36440E-06	463347.7	3768663.9	318.3	0.00	1.70	0.85	YES	
L0005141	0	0.36440E-06	463347.7	3768667.5	318.3	0.00	1.70	0.85	YES	
L0005142	0	0.36440E-06	463347.6	3768671.2	318.4	0.00	1.70	0.85	YES	
L0005143	0	0.36440E-06	463347.6	3768674.8	318.4	0.00	1.70	0.85	YES	
L0005144	0	0.36440E-06	463347.6	3768678.5	318.5	0.00	1.70	0.85	YES	

L0005145	0	0.36440E-06	463347.5	3768682.1	318.5	0.00	1.70	0.85	YES	
L0005146	0	0.36440E-06	463347.5	3768685.8	318.6	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005147	0	0.36440E-06	463347.5	3768689.5	318.6	0.00	1.70	0.85	YES	
L0005148	0	0.36440E-06	463347.4	3768693.1	318.7	0.00	1.70	0.85	YES	
L0005149	0	0.36440E-06	463347.4	3768696.8	318.7	0.00	1.70	0.85	YES	
L0005150	0	0.36440E-06	463347.4	3768700.4	318.8	0.00	1.70	0.85	YES	
L0005151	0	0.36440E-06	463347.3	3768704.1	318.8	0.00	1.70	0.85	YES	
L0005152	0	0.36440E-06	463347.3	3768707.7	318.9	0.00	1.70	0.85	YES	
L0005153	0	0.36440E-06	463347.3	3768711.4	318.9	0.00	1.70	0.85	YES	
L0005154	0	0.36440E-06	463347.2	3768715.1	318.9	0.00	1.70	0.85	YES	
L0005155	0	0.36440E-06	463347.2	3768718.7	319.0	0.00	1.70	0.85	YES	
L0005156	0	0.36440E-06	463347.1	3768722.4	319.0	0.00	1.70	0.85	YES	
L0005157	0	0.36440E-06	463347.1	3768726.0	319.1	0.00	1.70	0.85	YES	
L0005158	0	0.36440E-06	463347.1	3768729.7	319.1	0.00	1.70	0.85	YES	
L0005159	0	0.36440E-06	463347.0	3768733.3	319.2	0.00	1.70	0.85	YES	
L0005160	0	0.36440E-06	463346.6	3768736.4	319.2	0.00	1.70	0.85	YES	
L0005161	0	0.36440E-06	463342.9	3768736.3	319.2	0.00	1.70	0.85	YES	
L0005162	0	0.36440E-06	463339.3	3768736.3	319.2	0.00	1.70	0.85	YES	
L0005163	0	0.36440E-06	463335.6	3768736.3	319.1	0.00	1.70	0.85	YES	
L0005164	0	0.36440E-06	463332.0	3768736.2	319.1	0.00	1.70	0.85	YES	
L0005165	0	0.36440E-06	463328.3	3768736.2	319.1	0.00	1.70	0.85	YES	
L0005166	0	0.36440E-06	463324.6	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005167	0	0.36440E-06	463321.0	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005168	0	0.36440E-06	463317.3	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005169	0	0.36440E-06	463313.7	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005170	0	0.36440E-06	463310.0	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005171	0	0.36440E-06	463306.4	3768736.2	319.3	0.00	1.70	0.85	YES	
L0005172	0	0.36440E-06	463302.7	3768736.2	319.3	0.00	1.70	0.85	YES	
L0005173	0	0.36440E-06	463299.0	3768736.2	319.3	0.00	1.70	0.85	YES	
L0005174	0	0.36440E-06	463295.4	3768736.2	319.4	0.00	1.70	0.85	YES	
L0005175	0	0.36440E-06	463291.7	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005176	0	0.36440E-06	463288.1	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005177	0	0.36440E-06	463284.4	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005178	0	0.36440E-06	463280.8	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005179	0	0.36440E-06	463277.1	3768736.1	319.5	0.00	1.70	0.85	YES	
L0005180	0	0.36440E-06	463273.4	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005181	0	0.36440E-06	463269.8	3768736.1	319.4	0.00	1.70	0.85	YES	

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L0005182         0   0.36440E-06  463266.1 3768736.1   319.4     0.00     1.70     0.85     YES
L0005183         0   0.36440E-06  463262.5 3768736.1   319.4     0.00     1.70     0.85     YES
L0005184         0   0.36440E-06  463258.8 3768736.1   319.4     0.00     1.70     0.85     YES
L0005185         0   0.36440E-06  463255.2 3768736.1   319.4     0.00     1.70     0.85     YES
L0005186         0   0.36440E-06  463251.5 3768736.0   319.4     0.00     1.70     0.85     YES

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                              ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2022-2023                          ***        16:49:57
                                                                                                            PAGE  12
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                          *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                    BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID         CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

L0005187         0   0.36440E-06  463247.8 3768736.0   319.4     0.00     1.70     0.85     YES

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                              ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2022-2023                          ***        16:49:57
                                                                                                            PAGE  13
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                     *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                          SOURCE IDs
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 ALL        L0004827    , L0004828    , L0004829    , L0004830    , L0004831    , L0004832    , L0004833    , L0004834    ,
            L0004835    , L0004836    , L0004837    , L0004838    , L0004839    , L0004840    , L0004841    , L0004842    ,
            L0004843    , L0004844    , L0004845    , L0004846    , L0004847    , L0004848    , L0004849    , L0004850    ,
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            L0004867    , L0004868    , L0004869    , L0004870    , L0004871    , L0004872    , L0004873    , L0004874    ,
            L0004875    , L0004876    , L0004877    , L0004878    , L0004879    , L0004880    , L0004881    , L0004882    ,
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID   SOURCE IDs
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            L0004987    , L0004988    , L0004989    , L0004990    , L0004991    , L0004992    , L0004993    , L0004994    ,
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           L0005091    , L0005092    , L0005093    , L0005094    , L0005095    , L0005096    , L0005097    , L0005098    ,
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           L0005139    , L0005140    , L0005141    , L0005142    , L0005143    , L0005144    , L0005145    , L0005146    ,
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
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*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs

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           L0005147    , L0005148    , L0005149    , L0005150    , L0005151    , L0005152    , L0005153    , L0005154    ,
           L0005155    , L0005156    , L0005157    , L0005158    , L0005159    , L0005160    , L0005161    , L0005162    ,
           L0005163    , L0005164    , L0005165    , L0005166    , L0005167    , L0005168    , L0005169    , L0005170    ,
           L0005171    , L0005172    , L0005173    , L0005174    , L0005175    , L0005176    , L0005177    , L0005178    ,
           L0005179    , L0005180    , L0005181    , L0005182    , L0005183    , L0005184    , L0005185    , L0005186    ,
           L0005187    , STCK1       , STCK2       , STCK3       , STCK4       , STCK5       , STCK6       , STCK7       ,
           STCK8       , STCK9       , STCK10      ,
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
	2035210.	L0004827 , L0004828 , L0004829 , L0004830 , L0004831 , L0004832 , L0004833 , L0004834 ,
		L0004835 , L0004836 , L0004837 , L0004838 , L0004839 , L0004840 , L0004841 , L0004842 ,
		L0004843 , L0004844 , L0004845 , L0004846 , L0004847 , L0004848 , L0004849 , L0004850 ,
		L0004851 , L0004852 , L0004853 , L0004854 , L0004855 , L0004856 , L0004857 , L0004858 ,
		L0004859 , L0004860 , L0004861 , L0004862 , L0004863 , L0004864 , L0004865 , L0004866 ,
		L0004867 , L0004868 , L0004869 , L0004870 , L0004871 , L0004872 , L0004873 , L0004874 ,
		L0004875 , L0004876 , L0004877 , L0004878 , L0004879 , L0004880 , L0004881 , L0004882 ,
		L0004883 , L0004884 , L0004885 , L0004886 , L0004887 , L0004888 , L0004889 , L0004890 ,
		L0004891 , L0004892 , L0004893 , L0004894 , L0004895 , L0004896 , L0004897 , L0004898 ,
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		L0004907 , L0004908 , L0004909 , L0004910 , L0004911 , L0004912 , L0004913 , L0004914 ,
		L0004915 , L0004916 , L0004917 , L0004918 , L0004919 , L0004920 , L0004921 , L0004922 ,
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		L0004931 , L0004932 , L0004933 , L0004934 , L0004935 , L0004936 , L0004937 , L0004938 ,
		L0004939 , L0004940 , L0004941 , L0004942 , L0004943 , L0004944 , L0004945 , L0004946 ,
		L0004947 , L0004948 , L0004949 , L0004950 , L0004951 , L0004952 , L0004953 , L0004954 ,
		L0004955 , L0004956 , L0004957 , L0004958 , L0004959 , L0004960 , L0004961 , L0004962 ,
		L0004963 , L0004964 , L0004965 , L0004966 , L0004967 , L0004968 , L0004969 , L0004970 ,
		L0004971 , L0004972 , L0004973 , L0004974 , L0004975 , L0004976 , L0004977 , L0004978 ,
		L0004979 , L0004980 , L0004981 , L0004982 , L0004983 , L0004984 , L0004985 , L0004986 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs

L0004987 , L0004988 , L0004989 , L0004990 , L0004991 , L0004992 , L0004993 , L0004994 ,
L0004995 , L0004996 , L0004997 , L0004998 , L0004999 , L0005000 , L0005001 , L0005002 ,
L0005003 , L0005004 , L0005005 , L0005006 , L0005007 , L0005008 , L0005009 , L0005010 ,
L0005011 , L0005012 , L0005013 , L0005014 , L0005015 , L0005016 , L0005017 , L0005018 ,
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L0005035 , L0005036 , L0005037 , L0005038 , L0005039 , L0005040 , L0005041 , L0005042 ,
L0005043 , L0005044 , L0005045 , L0005046 , L0005047 , L0005048 , L0005049 , L0005050 ,
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L0005115 , L0005116 , L0005117 , L0005118 , L0005119 , L0005120 , L0005121 , L0005122 ,
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L0005139 , L0005140 , L0005141 , L0005142 , L0005143 , L0005144 , L0005145 , L0005146 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
		L0005147 , L0005148 , L0005149 , L0005150 , L0005151 , L0005152 , L0005153 , L0005154 ,
		L0005155 , L0005156 , L0005157 , L0005158 , L0005159 , L0005160 , L0005161 , L0005162 ,
		L0005163 , L0005164 , L0005165 , L0005166 , L0005167 , L0005168 , L0005169 , L0005170 ,
		L0005171 , L0005172 , L0005173 , L0005174 , L0005175 , L0005176 , L0005177 , L0005178 ,
		L0005179 , L0005180 , L0005181 , L0005182 , L0005183 , L0005184 , L0005185 , L0005186 ,
		L0005187 , STCK1 , STCK2 , STCK3 , STCK4 , STCK5 , STCK6 , STCK7 ,
		STCK8 , STCK9 , STCK10 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCK9

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	7.0,	24.5,	37.3,	-13.6,	-10.4,	2	7.0,	29.8,	39.2,	-12.7,	-9.4,
3	7.0,	34.2,	35.6,	-9.4,	-8.1,	4	7.0,	37.5,	27.9,	-4.2,	-6.5,
5	7.0,	39.8,	23.5,	-1.0,	-4.8,	6	7.0,	40.7,	20.8,	1.0,	-2.9,
7	7.0,	40.5,	19.2,	2.1,	-0.9,	8	7.0,	39.0,	18.4,	2.5,	1.1,
9	7.0,	36.8,	18.1,	2.1,	3.2,	10	7.0,	39.3,	18.4,	1.2,	5.1,
11	7.0,	40.7,	19.4,	-0.3,	6.8,	12	7.0,	40.9,	21.1,	-2.4,	8.4,
13	7.0,	39.8,	23.9,	-5.4,	9.7,	14	7.0,	37.5,	28.5,	-9.5,	10.7,
15	7.0,	34.1,	36.9,	-15.6,	11.4,	16	7.0,	29.6,	38.8,	-18.5,	11.7,
17	7.0,	24.2,	37.1,	-19.7,	11.7,	18	7.0,	18.5,	36.6,	-21.5,	11.1,
19	7.0,	24.5,	37.3,	-23.7,	10.4,	20	7.0,	29.8,	39.2,	-26.4,	9.4,
21	7.0,	34.2,	35.6,	-26.2,	8.1,	22	7.0,	37.5,	27.9,	-23.6,	6.5,
23	7.0,	39.8,	23.5,	-22.4,	4.8,	24	7.0,	40.7,	20.8,	-21.8,	2.9,
25	7.0,	40.5,	19.2,	-21.3,	0.9,	26	7.0,	39.0,	18.4,	-20.9,	-1.1,
27	7.0,	36.8,	18.1,	-20.2,	-3.2,	28	7.0,	39.3,	18.4,	-19.7,	-5.1,

29	7.0,	40.7,	19.4,	-19.1,	-6.8,	30	7.0,	40.9,	21.1,	-18.6,	-8.4,
31	7.0,	39.8,	23.9,	-18.5,	-9.7,	32	7.0,	37.5,	28.5,	-19.1,	-10.7,
33	7.0,	34.1,	36.9,	-21.3,	-11.4,	34	7.0,	29.6,	38.8,	-20.3,	-11.7,
35	7.0,	24.2,	37.1,	-17.4,	-11.7,	36	7.0,	18.5,	36.6,	-15.1,	-11.1,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** GRIDDED RECEPTOR NETWORK SUMMARY ***

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

*** X-COORDINATES OF GRID ***
(METERS)

462841.8, 462895.4, 462949.0, 463002.6, 463056.2, 463109.8, 463163.5, 463217.1, 463270.7, 463324.3,
463377.9, 463431.5, 463485.1, 463538.7, 463592.3, 463646.0, 463699.6, 463753.2, 463806.8, 463860.4,
463914.0,

*** Y-COORDINATES OF GRID ***
(METERS)

3768395.3, 3768448.2, 3768501.1, 3768554.0, 3768607.0, 3768659.9, 3768712.8, 3768765.7, 3768818.6, 3768871.5,
3768924.5, 3768977.4, 3769030.3, 3769083.2, 3769136.1, 3769189.1, 3769242.0, 3769294.9, 3769347.8, 3769400.8,
3769453.7,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	331.50	331.20	330.50	330.10	330.00	329.80	329.80	329.70	329.70
3769400.75	331.10	330.30	329.90	329.30	329.00	329.10	329.50	329.40	329.40
3769347.83	330.50	329.60	328.90	328.50	328.20	328.30	328.60	328.80	328.80
3769294.91	329.70	329.00	328.10	327.90	327.60	327.70	327.80	328.20	328.40
3769241.99	328.80	328.20	327.60	327.20	326.90	326.80	326.90	327.30	327.50
3769189.07	327.60	327.30	326.70	326.70	326.10	325.80	326.00	326.40	326.70
3769136.15	326.70	326.70	326.10	326.20	325.60	325.20	325.40	325.80	325.90
3769083.23	326.30	326.30	325.80	325.50	325.10	324.70	324.60	324.90	324.90
3769030.31	325.90	325.70	325.30	324.80	324.60	324.30	323.80	323.90	323.70

3768977.39	325.50	325.20	324.90	324.30	323.90	324.00	323.20	322.80	322.70
3768924.47	324.20	324.10	323.60	323.30	323.20	323.50	322.80	322.10	321.90
3768871.55	323.40	323.90	322.50	322.60	322.60	323.10	322.30	321.40	321.20
3768818.63	323.00	323.00	322.00	321.90	322.00	322.30	321.60	320.70	320.50
3768765.71	321.90	321.60	321.30	321.30	321.40	321.30	320.70	319.90	319.90
3768712.79	321.60	320.90	320.30	320.60	320.70	320.70	320.10	319.30	319.10
3768659.87	320.60	320.10	319.90	320.10	320.00	320.00	319.50	318.80	318.40
3768606.95	319.80	319.50	319.20	319.40	319.30	319.30	318.90	318.20	317.70
3768554.03	319.00	318.80	318.40	318.50	318.60	318.40	318.00	317.50	316.90
3768501.11	318.30	318.20	317.80	317.90	317.80	317.70	317.40	317.10	316.70
3768448.19	317.70	317.60	317.40	317.20	317.10	316.90	316.60	316.40	316.20
3768395.27	316.90	316.80	316.80	316.40	316.30	316.20	315.90	316.00	315.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17
3769453.67	329.60	329.00	329.90	330.00	329.90	328.80	327.90	327.40	327.00
3769400.75	329.50	329.20	329.40	329.60	329.40	328.10	327.20	326.80	325.90
3769347.83	328.50	328.50	329.00	329.10	329.20	327.60	326.50	326.10	325.30
3769294.91	327.70	328.00	328.10	328.00	327.90	327.00	325.40	324.80	324.20
3769241.99	327.30	327.50	327.30	327.40	327.10	326.20	325.10	324.50	324.00
3769189.07	326.50	326.70	326.40	326.80	326.00	325.10	323.60	323.60	323.40
3769136.15	325.70	326.10	325.80	326.30	325.20	324.50	322.80	323.00	322.70
3769083.23	325.10	325.20	325.30	325.70	324.70	324.10	322.40	322.40	322.10
3769030.31	324.60	324.70	324.80	325.20	324.30	323.70	322.00	321.90	321.40
3768977.39	323.50	324.20	324.20	324.50	323.80	323.10	321.50	321.20	320.80
3768924.47	322.20	323.30	323.60	324.00	324.20	322.70	321.70	321.00	320.30
3768871.55	321.10	322.10	323.10	323.40	323.20	321.70	320.70	320.10	319.70
3768818.63	320.20	321.00	322.40	322.50	322.40	321.50	320.70	319.80	319.40
3768765.71	319.50	320.60	321.60	321.30	321.20	320.80	320.00	319.30	318.60
3768712.79	318.90	320.00	320.80	320.80	320.80	320.20	319.40	318.90	318.30
3768659.87	318.20	319.00	320.10	320.10	320.00	319.60	319.00	318.40	317.80
3768606.95	317.70	318.20	319.30	319.40	319.30	319.10	317.90	317.40	317.20
3768554.03	316.90	316.80	318.10	318.70	318.30	318.40	317.10	316.60	316.60
3768501.11	316.20	315.80	316.20	318.00	317.80	318.00	316.90	316.40	316.00
3768448.19	315.50	315.00	314.90	316.90	317.00	317.30	316.60	316.20	315.20
3768395.27	314.80	314.40	314.00	315.70	316.40	316.40	316.30	315.60	314.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	463806.78	463860.39	463914.00
3769453.67	326.00	325.70	325.40
3769400.75	324.70	324.80	324.80
3769347.83	324.00	323.80	323.80
3769294.91	323.70	323.20	322.90
3769241.99	323.40	322.90	322.20
3769189.07	323.40	322.90	321.80
3769136.15	322.80	322.70	321.80
3769083.23	322.10	321.80	321.50
3769030.31	321.30	320.90	320.80
3768977.39	320.50	320.10	320.30
3768924.47	319.70	319.40	319.50
3768871.55	319.10	318.50	318.50
3768818.63	318.80	318.00	317.60
3768765.71	318.20	317.60	316.80
3768712.79	317.80	317.20	316.50
3768659.87	317.30	316.60	316.10
3768606.95	316.80	316.00	315.50
3768554.03	316.30	315.70	314.90
3768501.11	315.70	315.50	314.60
3768448.19	315.00	314.80	314.30
3768395.27	314.10	314.10	313.70

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	331.50	331.20	330.50	330.10	330.00	329.80	329.80	329.70	329.70
3769400.75	331.10	330.30	329.90	329.30	329.00	329.10	329.50	329.40	329.40
3769347.83	330.50	329.60	328.90	328.50	328.20	328.30	328.60	328.80	328.80
3769294.91	329.70	329.00	328.10	327.90	327.60	327.70	327.80	328.20	328.40
3769241.99	328.80	328.20	327.60	327.20	326.90	326.80	326.90	327.30	327.50
3769189.07	327.60	327.30	326.70	326.70	326.10	325.80	326.00	326.40	326.70

3769136.15	326.70	326.70	326.10	326.20	325.60	325.20	325.40	325.80	325.90
3769083.23	326.30	326.30	325.80	325.50	325.10	324.70	324.60	324.90	324.90
3769030.31	325.90	325.70	325.30	324.80	324.60	324.30	323.80	323.90	323.70
3768977.39	325.50	325.20	324.90	324.30	323.90	324.00	323.20	322.80	322.70
3768924.47	324.20	324.10	323.60	323.30	323.20	323.50	322.80	322.10	321.90
3768871.55	323.40	323.90	322.50	322.60	322.60	323.10	322.30	321.40	321.20
3768818.63	323.00	323.00	322.00	321.90	322.00	322.30	321.60	320.70	320.50
3768765.71	321.90	321.60	321.30	321.30	321.40	321.30	320.70	319.90	319.90
3768712.79	321.60	320.90	320.30	320.60	320.70	320.70	320.10	319.30	319.10
3768659.87	320.60	320.10	319.90	320.10	320.00	320.00	319.50	318.80	318.40
3768606.95	319.80	319.50	319.20	319.40	319.30	319.30	318.90	318.20	317.70
3768554.03	319.00	318.80	318.40	318.50	318.60	318.40	318.00	317.50	316.90
3768501.11	318.30	318.20	317.80	317.90	317.80	317.70	317.40	317.10	316.70
3768448.19	317.70	317.60	317.40	317.20	317.10	316.90	316.60	316.40	316.20
3768395.27	316.90	316.80	316.80	316.40	316.30	316.20	315.90	316.00	315.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17
3769453.67	329.60	329.00	329.90	330.00	329.90	328.80	327.90	327.40	327.00
3769400.75	329.50	329.20	329.40	329.60	329.40	328.10	327.20	326.80	325.90
3769347.83	328.50	328.50	329.00	329.10	329.20	327.60	326.50	326.10	325.30
3769294.91	327.70	328.00	328.10	328.00	327.90	327.00	325.40	324.80	324.20
3769241.99	327.30	327.50	327.30	327.40	327.10	326.20	325.10	324.50	324.00
3769189.07	326.50	326.70	326.40	326.80	326.00	325.10	323.60	323.60	323.40
3769136.15	325.70	326.10	325.80	326.30	325.20	324.50	322.80	323.00	322.70
3769083.23	325.10	325.20	325.30	325.70	324.70	324.10	322.40	322.40	322.10
3769030.31	324.60	324.70	324.80	325.20	324.30	323.70	322.00	321.90	321.40
3768977.39	323.50	324.20	324.20	324.50	323.80	323.10	321.50	321.20	320.80
3768924.47	322.20	323.30	323.60	324.00	324.20	322.70	321.70	321.00	320.30
3768871.55	321.10	322.10	323.10	323.40	323.20	321.70	320.70	320.10	319.70
3768818.63	320.20	321.00	322.40	322.50	322.40	321.50	320.70	319.80	319.40
3768765.71	319.50	320.60	321.60	321.30	321.20	320.80	320.00	319.30	318.60
3768712.79	318.90	320.00	320.80	320.80	320.80	320.20	319.40	318.90	318.30
3768659.87	318.20	319.00	320.10	320.10	320.00	319.60	319.00	318.40	317.80
3768606.95	317.70	318.20	319.30	319.40	319.30	319.10	317.90	317.40	317.20
3768554.03	316.90	316.80	318.10	318.70	318.30	318.40	317.10	316.60	316.60
3768501.11	316.20	315.80	316.20	318.00	317.80	318.00	316.90	316.40	316.00
3768448.19	315.50	315.00	314.90	316.90	317.00	317.30	316.60	316.20	315.20
3768395.27	314.80	314.40	314.00	315.70	316.40	316.40	316.30	315.60	314.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	463806.78	463860.39	463914.00
3769453.67	326.00	325.70	325.40
3769400.75	324.70	324.80	324.80
3769347.83	324.00	323.80	323.80
3769294.91	323.70	323.20	322.90
3769241.99	323.40	322.90	322.20
3769189.07	323.40	322.90	321.80
3769136.15	322.80	322.70	321.80
3769083.23	322.10	321.80	321.50
3769030.31	321.30	320.90	320.80
3768977.39	320.50	320.10	320.30
3768924.47	319.70	319.40	319.50
3768871.55	319.10	318.50	318.50
3768818.63	318.80	318.00	317.60
3768765.71	318.20	317.60	316.80
3768712.79	317.80	317.20	316.50
3768659.87	317.30	316.60	316.10
3768606.95	316.80	316.00	315.50
3768554.03	316.30	315.70	314.90
3768501.11	315.70	315.50	314.60
3768448.19	315.00	314.80	314.30
3768395.27	314.10	314.10	313.70

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(463254.2,	3768833.6,	320.7,	320.7,	0.0);	(463393.1,	3768834.1,	321.8,	321.8,	0.0);
(463394.8,	3768875.6,	322.7,	322.7,	0.0);	(463431.0,	3769285.9,	328.0,	328.0,	0.0);
(463500.5,	3769068.7,	325.8,	325.8,	0.0);	(463480.0,	3768844.4,	323.2,	323.2,	0.0);
(463443.5,	3768760.5,	321.4,	321.4,	0.0);	(463430.2,	3768626.9,	319.6,	319.6,	0.0);
(463263.2,	3768577.4,	317.1,	317.1,	0.0);	(463191.5,	3768499.3,	317.2,	317.2,	0.0);
(463093.3,	3768680.6,	320.2,	320.2,	0.0);					

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

* SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL

SOURCE ID	- - RECEPTOR LOCATION - - XR (METERS)	YR (METERS)	DISTANCE (METERS)
L0005117	463270.7	3768659.9	-0.92
L0005118	463270.7	3768659.9	0.50
L0005131	463324.3	3768659.9	0.23
L0005132	463324.3	3768659.9	-0.95

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54,   3.09,   5.14,   8.23, 10.80,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

```
  Surface file:   E:\New MET data\FONT_V9_ADJU\FONT_v9.SFC                                    Met Version:  16216
  Profile file:   E:\New MET data\FONT_V9_ADJU\FONT_v9.PFL
  Surface format: FREE
  Profile format: FREE
  Surface station no.:     3102                 Upper air station no.:     3190
                Name: UNKNOWN                                 Name: UNKNOWN
                Year:   2011                                  Year:   2011

 First 24 hours of scalar data
 YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN    Z0  BOWEN ALBEDO  REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 11 01 01   1 01  -18.5  0.194 -9.000 -9.000 -999.  204.     41.2  0.25   2.82   1.00    1.80   69.    9.1  276.4    5.5
 11 01 01   1 02  -23.8  0.239 -9.000 -9.000 -999.  281.     63.0  0.25   2.82   1.00    2.20   52.    9.1  275.4    5.5
 11 01 01   1 03  -18.5  0.194 -9.000 -9.000 -999.  205.     41.2  0.25   2.82   1.00    1.80   32.    9.1  275.4    5.5
 11 01 01   1 04   -1.4  0.067 -9.000 -9.000 -999.   57.     18.3  0.25   2.82   1.00    0.40   27.    9.1  274.2    5.5
 11 01 01   1 05  -18.6  0.194 -9.000 -9.000 -999.  204.     41.2  0.25   2.82   1.00    1.80   51.    9.1  274.2    5.5
 11 01 01   1 06  -29.7  0.296 -9.000 -9.000 -999.  387.     96.6  0.25   2.82   1.00    2.70   53.    9.1  274.2    5.5
 11 01 01   1 07  -24.0  0.239 -9.000 -9.000 -999.  282.     63.0  0.25   2.82   1.00    2.20   70.    9.1  274.2    5.5
 11 01 01   1 08   -8.4  0.138 -9.000 -9.000 -999.  127.     27.3  0.25   2.82   0.54    1.30   72.    9.1  275.4    5.5
 11 01 01   1 09   44.3  0.280  0.571  0.005  147.  356.    -43.5  0.25   2.82   0.32    2.20   67.    9.1  277.5    5.5
 11 01 01   1 10  122.7  0.264  0.952  0.005  247.  326.    -13.2  0.25   2.82   0.25    1.80   83.    9.1  279.9    5.5
 11 01 01   1 11  179.8  0.316  1.733  0.005 1017.  426.    -15.4  0.25   2.82   0.22    2.20   58.    9.1  282.0    5.5
 11 01 01   1 12  206.0  0.320  1.940  0.008 1244.  435.    -14.0  0.25   2.82   0.21    2.20  115.    9.1  283.1    5.5
 11 01 01   1 13  132.6  0.214  1.733  0.009 1377.  243.     -6.5  0.25   2.82   0.21    1.30  147.    9.1  284.2    5.5
 11 01 01   1 14  147.0  0.216  1.818  0.009 1431.  242.     -6.0  0.25   2.82   0.23    1.30  219.    9.1  284.9    5.5
 11 01 01   1 15  104.0  0.208  1.633  0.009 1468.  228.     -7.6  0.25   2.82   0.26    1.30  126.    9.1  285.4    5.5
 11 01 01   1 16   26.4  0.140  1.037  0.009 1477.  127.     -9.1  0.25   2.82   0.35    0.90  151.    9.1  284.9    5.5
 11 01 01   1 17   -9.0  0.137 -9.000 -9.000 -999.  121.     24.9  0.25   2.82   0.63    1.30   69.    9.1  283.1    5.5
 11 01 01   1 18  -33.4  0.342 -9.000 -9.000 -999.  481.    129.0  0.25   2.82   1.00    3.10   81.    9.1  281.4    5.5
 11 01 01   1 19  -33.6  0.342 -9.000 -9.000 -999.  481.    128.9  0.25   2.82   1.00    3.10   51.    9.1  279.9    5.5
 11 01 01   1 20  -23.6  0.239 -9.000 -9.000 -999.  287.     63.1  0.25   2.82   1.00    2.20   77.    9.1  278.8    5.5
 11 01 01   1 21  -18.5  0.194 -9.000 -9.000 -999.  205.     41.2  0.25   2.82   1.00    1.80   53.    9.1  277.5    5.5
 11 01 01   1 22  -23.7  0.239 -9.000 -9.000 -999.  281.     63.0  0.25   2.82   1.00    2.20   58.    9.1  277.5    5.5
 11 01 01   1 23  -18.5  0.194 -9.000 -9.000 -999.  205.     41.2  0.25   2.82   1.00    1.80   64.    9.1  277.5    5.5
 11 01 01   1 24   -4.5  0.094 -9.000 -9.000 -999.   74.     16.3  0.25   2.82   1.00    0.90   52.    9.1  277.0    5.5


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW  sigmaV
 11 01 01 01    5.5 0 -999.  -99.00   276.5   99.0  -99.00  -99.00
 11 01 01 01    9.1 1   69.    1.80  -999.0   99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)

 *** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                          ***        06/09/21
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2022-2023                       ***        16:49:57
                                                                                                          PAGE  31
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                            *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                                INCLUDING SOURCE(S):     L0004827    , L0004828    , L0004829    , L0004830    , L0004831    ,
```

L0004832 , L0004833 , L0004834 , L0004835 , L0004836 , L0004837 , L0004838 , L0004839 ,
L0004840 , L0004841 , L0004842 , L0004843 , L0004844 , L0004845 , L0004846 , L0004847 ,
L0004848 , L0004849 , L0004850 , L0004851 , L0004852 , L0004853 , L0004854 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS)								
	462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	0.00018	0.00020	0.00022	0.00025	0.00027	0.00031	0.00035	0.00041	0.00049
3769400.75	0.00020	0.00022	0.00025	0.00027	0.00031	0.00035	0.00040	0.00048	0.00061
3769347.83	0.00021	0.00024	0.00027	0.00031	0.00035	0.00039	0.00046	0.00055	0.00072
3769294.91	0.00024	0.00027	0.00030	0.00034	0.00039	0.00044	0.00052	0.00063	0.00082
3769241.99	0.00026	0.00029	0.00033	0.00038	0.00043	0.00050	0.00059	0.00071	0.00092
3769189.07	0.00029	0.00032	0.00037	0.00042	0.00049	0.00056	0.00066	0.00079	0.00102
3769136.15	0.00031	0.00035	0.00041	0.00047	0.00054	0.00063	0.00074	0.00089	0.00112
3769083.23	0.00034	0.00038	0.00045	0.00052	0.00061	0.00072	0.00085	0.00101	0.00126
3769030.31	0.00036	0.00042	0.00049	0.00059	0.00069	0.00083	0.00099	0.00118	0.00145
3768977.39	0.00039	0.00046	0.00054	0.00066	0.00080	0.00097	0.00119	0.00144	0.00175
3768924.47	0.00042	0.00050	0.00060	0.00074	0.00092	0.00116	0.00148	0.00188	0.00229
3768871.55	0.00045	0.00053	0.00066	0.00082	0.00106	0.00141	0.00196	0.00278	0.00359
3768818.63	0.00046	0.00056	0.00070	0.00089	0.00120	0.00170	0.00273	0.00548	0.00931
3768765.71	0.00048	0.00058	0.00073	0.00095	0.00130	0.00196	0.00356	0.01241	0.01627
3768712.79	0.00048	0.00059	0.00074	0.00097	0.00134	0.00206	0.00383	0.01316	0.01537
3768659.87	0.00048	0.00058	0.00073	0.00095	0.00130	0.00195	0.00341	0.01080	0.03011
3768606.95	0.00047	0.00057	0.00070	0.00090	0.00120	0.00169	0.00258	0.00418	0.00537
3768554.03	0.00045	0.00054	0.00066	0.00082	0.00106	0.00140	0.00187	0.00240	0.00270
3768501.11	0.00043	0.00050	0.00060	0.00074	0.00091	0.00114	0.00139	0.00161	0.00171
3768448.19	0.00040	0.00047	0.00055	0.00065	0.00078	0.00092	0.00106	0.00116	0.00119
3768395.27	0.00038	0.00043	0.00050	0.00058	0.00066	0.00075	0.00083	0.00088	0.00089

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0004827 , L0004828 , L0004829 , L0004830 , L0004831 ,
L0004832 , L0004833 , L0004834 , L0004835 , L0004836 , L0004837 , L0004838 , L0004839 ,
L0004840 , L0004841 , L0004842 , L0004843 , L0004844 , L0004845 , L0004846 , L0004847 ,
L0004848 , L0004849 , L0004850 , L0004851 , L0004852 , L0004853 , L0004854 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS)								
	463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17

3769453.67	0.00064	0.00093	0.00109	0.00083	0.00064	0.00053	0.00046	0.00041	0.00037
3769400.75	0.00088	0.00202	0.00499	0.00131	0.00083	0.00064	0.00053	0.00046	0.00042
3769347.83	0.00111	0.00268	0.00607	0.00162	0.00098	0.00074	0.00060	0.00052	0.00046
3769294.91	0.00127	0.00291	0.00637	0.00179	0.00110	0.00082	0.00067	0.00057	0.00050
3769241.99	0.00138	0.00303	0.00656	0.00192	0.00120	0.00090	0.00073	0.00063	0.00055
3769189.07	0.00149	0.00313	0.00672	0.00202	0.00129	0.00098	0.00080	0.00069	0.00060
3769136.15	0.00160	0.00323	0.00688	0.00212	0.00139	0.00107	0.00088	0.00075	0.00066
3769083.23	0.00173	0.00336	0.00706	0.00225	0.00150	0.00117	0.00097	0.00083	0.00072
3769030.31	0.00192	0.00353	0.00729	0.00242	0.00165	0.00130	0.00107	0.00091	0.00078
3768977.39	0.00222	0.00382	0.00762	0.00266	0.00186	0.00146	0.00119	0.00099	0.00083
3768924.47	0.00280	0.00435	0.00815	0.00304	0.00213	0.00164	0.00131	0.00106	0.00087
3768871.55	0.00423	0.00554	0.00902	0.00355	0.00243	0.00181	0.00139	0.00109	0.00088
3768818.63	0.01004	0.00836	0.01033	0.00409	0.00265	0.00188	0.00139	0.00107	0.00085
3768765.71	0.02571	0.01633	0.01183	0.00420	0.00258	0.00177	0.00130	0.00099	0.00078
3768712.79	0.01843	0.01347	0.00671	0.00347	0.00218	0.00153	0.00113	0.00088	0.00071
3768659.87	0.03013	0.00841	0.00394	0.00247	0.00170	0.00125	0.00096	0.00077	0.00063
3768606.95	0.00527	0.00372	0.00250	0.00178	0.00133	0.00103	0.00082	0.00067	0.00056
3768554.03	0.00260	0.00216	0.00171	0.00134	0.00106	0.00086	0.00070	0.00058	0.00050
3768501.11	0.00164	0.00144	0.00123	0.00103	0.00086	0.00072	0.00061	0.00052	0.00044
3768448.19	0.00114	0.00104	0.00093	0.00082	0.00070	0.00061	0.00053	0.00046	0.00040
3768395.27	0.00085	0.00080	0.00072	0.00066	0.00059	0.00052	0.00046	0.00040	0.00036

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0004827 , L0004828 , L0004829 , L0004830 , L0004831 ,
L0004832 , L0004833 , L0004834 , L0004835 , L0004836 , L0004837 , L0004838 , L0004839 ,
L0004840 , L0004841 , L0004842 , L0004843 , L0004844 , L0004845 , L0004846 , L0004847 ,
L0004848 , L0004849 , L0004850 , L0004851 , L0004852 , L0004853 , L0004854 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS) 463806.78	463860.39	463914.00
3769453.67	0.00034	0.00032	0.00030
3769400.75	0.00038	0.00035	0.00032
3769347.83	0.00041	0.00038	0.00035
3769294.91	0.00045	0.00041	0.00038
3769241.99	0.00049	0.00045	0.00041
3769189.07	0.00054	0.00048	0.00044
3769136.15	0.00059	0.00052	0.00047
3769083.23	0.00063	0.00056	0.00049

```
 3769030.31 |       0.00067      0.00058      0.00051
 3768977.39 |       0.00071      0.00060      0.00052
 3768924.47 |       0.00072      0.00061      0.00052
 3768871.55 |       0.00072      0.00060      0.00051
 3768818.63 |       0.00069      0.00057      0.00048
 3768765.71 |       0.00064      0.00053      0.00045
 3768712.79 |       0.00058      0.00049      0.00042
 3768659.87 |       0.00052      0.00045      0.00038
 3768606.95 |       0.00047      0.00041      0.00035
 3768554.03 |       0.00043      0.00037      0.00033
 3768501.11 |       0.00039      0.00034      0.00030
 3768448.19 |       0.00035      0.00031      0.00028
 3768395.27 |       0.00032      0.00029      0.00026
```


*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL   ***
INCLUDING SOURCE(S):   L0004827   , L0004828   , L0004829   , L0004830   , L0004831   ,
L0004832   , L0004833   , L0004834   , L0004835   , L0004836   , L0004837   , L0004838   , L0004839   ,
L0004840   , L0004841   , L0004842   , L0004843   , L0004844   , L0004845   , L0004846   , L0004847   ,
L0004848   , L0004849   , L0004850   , L0004851   , L0004852   , L0004853   , L0004854   , . . .   ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM   IN MICROGRAMS/M**3   **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
463254.19	3768833.64	0.00587	463393.14	3768834.12	0.00850
463394.80	3768875.62	0.00728	463430.97	3769285.89	0.00660
463500.45	3769068.72	0.00199	463479.95	3768844.42	0.00404
463443.46	3768760.52	0.00799	463430.19	3768626.86	0.00297
463263.21	3768577.44	0.00346	463191.53	3768499.27	0.00149
463093.30	3768680.58	0.00175			

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF DPM   IN MICROGRAMS/M**3   **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID

```
ALL       1ST HIGHEST VALUE IS       0.03013 AT (  463324.29,  3768659.87,   318.20,   318.20,    0.00)  GC  UCART1
          2ND HIGHEST VALUE IS       0.03011 AT (  463270.68,  3768659.87,   318.40,   318.40,    0.00)  GC  UCART1
          3RD HIGHEST VALUE IS       0.02571 AT (  463324.29,  3768765.71,   319.50,   319.50,    0.00)  GC  UCART1
          4TH HIGHEST VALUE IS       0.01843 AT (  463324.29,  3768712.79,   318.90,   318.90,    0.00)  GC  UCART1
          5TH HIGHEST VALUE IS       0.01633 AT (  463377.90,  3768765.71,   320.60,   320.60,    0.00)  GC  UCART1
          6TH HIGHEST VALUE IS       0.01627 AT (  463270.68,  3768765.71,   319.90,   319.90,    0.00)  GC  UCART1
          7TH HIGHEST VALUE IS       0.01537 AT (  463270.68,  3768712.79,   319.10,   319.10,    0.00)  GC  UCART1
          8TH HIGHEST VALUE IS       0.01347 AT (  463377.90,  3768712.79,   320.00,   320.00,    0.00)  GC  UCART1
          9TH HIGHEST VALUE IS       0.01316 AT (  463217.07,  3768712.79,   319.30,   319.30,    0.00)  GC  UCART1
         10TH HIGHEST VALUE IS       0.01241 AT (  463217.07,  3768765.71,   319.90,   319.90,    0.00)  GC  UCART1


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR

 *** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2022-2023                                 ***        16:49:57
                                                                                                                   PAGE  36
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           17 Warning Message(s)
 A Total of          838 Informational Message(s)

 A Total of        43848 Hours Were Processed

 A Total of           40 Calm Hours Identified

 A Total of          798 Missing Hours Identified (  1.82 Percent)


    ******** FATAL ERROR MESSAGES ********
               ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320     824        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     825        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     826        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     827        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     828        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     829        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     830        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     831        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
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SO W320     832        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     833        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
ME W186    1211       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used           0.50
ME W187    1211       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
MX W438    8800        METQA: Convective Velocity Data Out-of-Range.  KURDAT =       12010216
MX W438   11536        METQA: Convective Velocity Data Out-of-Range.  KURDAT =       12042516
MX W420   16779        METQA: Wind Speed Out-of-Range.   KURDAT =                   12113003
MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:      15010101
MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:    1 year gap

   ***********************************
   *** AERMOD Finishes Successfully ***
   ***********************************
```

```
** Lakes Environmental AERMOD MPI
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.9.5
** Lakes Environmental Software Inc.
** Date: 6/9/2021
** File: C:\Lakes\AERMOD View\19394 Bloomington Truck Storage 2024-37\19394 Bloomington Truck Storage 2024-37.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 19349 Bloomington Truck Storage
   TITLETWO DPM Concentrations Years 2024-2037
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 2035210 County_of_San_Bernardino
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "19394 Bloomington Truck Storage 2024-37.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC Cedar Avenue, Project Driveway toward I-10 Freeway
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0000236
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 2
** 463416.235, 3768744.921, 321.08, 0.00, 1.70
** 463414.315, 3769418.372, 329.50, 0.00, 1.70
```

```
** ---------------------------------------------------------------------
   LOCATION L0004827     VOLUME   463416.230 3768746.750 321.23
   LOCATION L0004828     VOLUME   463416.219 3768750.408 321.29
   LOCATION L0004829     VOLUME   463416.209 3768754.065 321.34
   LOCATION L0004830     VOLUME   463416.199 3768757.723 321.40
   LOCATION L0004831     VOLUME   463416.188 3768761.380 321.46
   LOCATION L0004832     VOLUME   463416.178 3768765.038 321.51
   LOCATION L0004833     VOLUME   463416.167 3768768.695 321.57
   LOCATION L0004834     VOLUME   463416.157 3768772.353 321.63
   LOCATION L0004835     VOLUME   463416.146 3768776.011 321.68
   LOCATION L0004836     VOLUME   463416.136 3768779.668 321.73
   LOCATION L0004837     VOLUME   463416.126 3768783.326 321.78
   LOCATION L0004838     VOLUME   463416.115 3768786.983 321.83
   LOCATION L0004839     VOLUME   463416.105 3768790.641 321.88
   LOCATION L0004840     VOLUME   463416.094 3768794.299 321.93
   LOCATION L0004841     VOLUME   463416.084 3768797.956 321.98
   LOCATION L0004842     VOLUME   463416.073 3768801.614 322.03
   LOCATION L0004843     VOLUME   463416.063 3768805.271 322.08
   LOCATION L0004844     VOLUME   463416.053 3768808.929 322.13
   LOCATION L0004845     VOLUME   463416.042 3768812.586 322.17
   LOCATION L0004846     VOLUME   463416.032 3768816.244 322.22
   LOCATION L0004847     VOLUME   463416.021 3768819.902 322.26
   LOCATION L0004848     VOLUME   463416.011 3768823.559 322.30
   LOCATION L0004849     VOLUME   463416.000 3768827.217 322.35
   LOCATION L0004850     VOLUME   463415.990 3768830.874 322.39
   LOCATION L0004851     VOLUME   463415.980 3768834.532 322.44
   LOCATION L0004852     VOLUME   463415.969 3768838.190 322.50
   LOCATION L0004853     VOLUME   463415.959 3768841.847 322.55
   LOCATION L0004854     VOLUME   463415.948 3768845.505 322.61
   LOCATION L0004855     VOLUME   463415.938 3768849.162 322.66
   LOCATION L0004856     VOLUME   463415.927 3768852.820 322.71
   LOCATION L0004857     VOLUME   463415.917 3768856.478 322.77
   LOCATION L0004858     VOLUME   463415.907 3768860.135 322.82
   LOCATION L0004859     VOLUME   463415.896 3768863.793 322.88
   LOCATION L0004860     VOLUME   463415.886 3768867.450 322.93
   LOCATION L0004861     VOLUME   463415.875 3768871.108 322.99
   LOCATION L0004862     VOLUME   463415.865 3768874.765 323.04
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** DESCRSRC On-Site Truck Travel from Project Driveway to Truck Spaces
** PREFIX
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** Configuration = Adjacent
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LOCATION L0005157     VOLUME   463347.109 3768726.029 319.06
LOCATION L0005158     VOLUME   463347.073 3768729.687 319.11
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   LOCATION L0005159     VOLUME   463347.047 3768733.344 319.15
   LOCATION L0005160     VOLUME   463346.587 3768736.405 319.18
   LOCATION L0005161     VOLUME   463342.936 3768736.277 319.16
   LOCATION L0005162     VOLUME   463339.279 3768736.268 319.15
   LOCATION L0005163     VOLUME   463335.621 3768736.259 319.13
   LOCATION L0005164     VOLUME   463331.963 3768736.250 319.12
   LOCATION L0005165     VOLUME   463328.306 3768736.240 319.12
   LOCATION L0005166     VOLUME   463324.648 3768736.231 319.15
   LOCATION L0005167     VOLUME   463320.991 3768736.222 319.17
   LOCATION L0005168     VOLUME   463317.333 3768736.213 319.20
   LOCATION L0005169     VOLUME   463313.675 3768736.203 319.23
   LOCATION L0005170     VOLUME   463310.018 3768736.194 319.25
   LOCATION L0005171     VOLUME   463306.360 3768736.185 319.28
   LOCATION L0005172     VOLUME   463302.703 3768736.176 319.30
   LOCATION L0005173     VOLUME   463299.045 3768736.166 319.33
   LOCATION L0005174     VOLUME   463295.388 3768736.157 319.35
   LOCATION L0005175     VOLUME   463291.730 3768736.148 319.37
   LOCATION L0005176     VOLUME   463288.072 3768736.139 319.40
   LOCATION L0005177     VOLUME   463284.415 3768736.129 319.42
   LOCATION L0005178     VOLUME   463280.757 3768736.120 319.45
   LOCATION L0005179     VOLUME   463277.100 3768736.111 319.46
   LOCATION L0005180     VOLUME   463273.442 3768736.102 319.45
   LOCATION L0005181     VOLUME   463269.784 3768736.092 319.45
   LOCATION L0005182     VOLUME   463266.127 3768736.083 319.44
   LOCATION L0005183     VOLUME   463262.469 3768736.074 319.44
   LOCATION L0005184     VOLUME   463258.812 3768736.064 319.43
   LOCATION L0005185     VOLUME   463255.154 3768736.055 319.43
   LOCATION L0005186     VOLUME   463251.496 3768736.046 319.43
   LOCATION L0005187     VOLUME   463247.839 3768736.037 319.43
** End of LINE VOLUME Source ID = SLINE2
   LOCATION STCK1        POINT      463348.740  3768779.300      319.610
** DESCRSRC Idle Location 1
   LOCATION STCK2        POINT      463310.130  3768807.750      320.100
** DESCRSRC Idle Location 2
   LOCATION STCK3        POINT      463259.959  3768773.847      319.960
** DESCRSRC Idle Location 3
   LOCATION STCK4        POINT      463277.901  3768753.452      319.700
** DESCRSRC Idle Location 4
   LOCATION STCK5        POINT      463286.771  3768721.428      319.200
** DESCRSRC Idle Location 5
   LOCATION STCK6        POINT      463258.104  3768680.145      318.600
** DESCRSRC Idle Location 6
   LOCATION STCK7        POINT      463264.023  3768641.834      318.130
** DESCRSRC Idle Location 7
   LOCATION STCK8        POINT      463347.650  3768645.200      318.090
** DESCRSRC Idle Location8
   LOCATION STCK9        POINT      463372.967  3768684.075      319.250
** DESCRSRC Idle Location 9 - service bay
   LOCATION STCK10       POINT      463318.392  3768692.736      318.630
** DESCRSRC Idle Location 10
** Source Parameters **
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   SRCPARAM L0004876     0.0000001283      0.00      1.70      0.85
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SRCPARAM L0004927     0.0000001283      0.00      1.70      0.85
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** LINE VOLUME Source ID = SLINE2
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   SRCPARAM L0005027     0.0000001576      0.00      1.70      0.85
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SRCPARAM L0005069     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005070     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005071     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005072     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005073     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005074     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005075     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005076     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005077     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005078     0.0000001576      0.00      1.70      0.85
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SRCPARAM L0005079     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005080     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005081     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005082     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005083     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005084     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005085     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005086     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005087     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005088     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005089     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005090     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005091     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005092     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005093     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005094     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005095     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005096     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005097     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005098     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005099     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005100     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005101     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005102     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005103     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005104     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005105     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005106     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005107     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005108     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005109     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005110     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005111     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005112     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005113     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005114     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005115     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005116     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005117     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005118     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005119     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005120     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005121     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005122     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005123     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005124     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005125     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005126     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005127     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005128     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005129     0.0000001576      0.00      1.70      0.85
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SRCPARAM L0005130     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005131     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005132     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005133     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005134     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005135     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005136     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005137     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005138     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005139     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005140     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005141     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005142     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005143     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005144     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005145     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005146     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005147     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005148     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005149     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005150     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005151     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005152     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005153     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005154     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005155     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005156     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005157     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005158     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005159     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005160     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005161     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005162     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005163     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005164     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005165     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005166     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005167     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005168     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005169     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005170     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005171     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005172     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005173     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005174     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005175     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005176     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005177     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005178     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005179     0.0000001576      0.00      1.70      0.85
SRCPARAM L0005180     0.0000001576      0.00      1.70      0.85
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   SRCPARAM L0005181     0.0000001576      0.00      1.70      0.85
   SRCPARAM L0005182     0.0000001576      0.00      1.70      0.85
   SRCPARAM L0005183     0.0000001576      0.00      1.70      0.85
   SRCPARAM L0005184     0.0000001576      0.00      1.70      0.85
   SRCPARAM L0005185     0.0000001576      0.00      1.70      0.85
   SRCPARAM L0005186     0.0000001576      0.00      1.70      0.85
   SRCPARAM L0005187     0.0000001576      0.00      1.70      0.85
** ------------------------------------------------------------------
   SRCPARAM STCK1         1.84E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK2         1.84E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK3         1.84E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK4         1.84E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK5         1.84E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK6         1.84E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK7         1.84E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK8         1.84E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK9         1.84E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK10        1.84E-06     3.658   366.000  51.90000     0.100

** Building Downwash **
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
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BUILDHGT STCK5          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK5          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK5          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01

BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00

BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00

BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
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BUILDWID STCK2	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK4	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK5	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK6	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID STCK9	24.52	29.81	34.20	37.54	39.75	40.74
BUILDWID STCK9	40.50	39.03	36.75	39.34	40.73	40.89
BUILDWID STCK9	39.80	37.50	34.07	29.60	24.23	18.49
BUILDWID STCK9	24.52	29.81	34.20	37.54	39.75	40.74
BUILDWID STCK9	40.50	39.03	36.75	39.34	40.73	40.89
BUILDWID STCK9	39.80	37.50	34.07	29.60	24.23	18.49

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BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK7           0.00     0.00     0.00     0.00     0.00     0.00
```

BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK9	37.27	39.16	35.62	27.86	23.46	20.80
BUILDLEN	STCK9	19.21	18.37	18.12	18.43	19.36	21.05
BUILDLEN	STCK9	23.86	28.54	36.89	38.78	37.10	36.62
BUILDLEN	STCK9	37.27	39.16	35.62	27.86	23.46	20.80
BUILDLEN	STCK9	19.21	18.37	18.12	18.43	19.36	21.05
BUILDLEN	STCK9	23.86	28.54	36.89	38.78	37.10	36.62
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00

XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK9	-13.55	-12.73	-9.40	-4.22	-1.01	0.99
XBADJ	STCK9	2.12	2.52	2.08	1.22	-0.27	-2.42
XBADJ	STCK9	-5.39	-9.48	-15.56	-18.50	-19.67	-21.48
XBADJ	STCK9	-23.72	-26.43	-26.21	-23.63	-22.44	-21.80
XBADJ	STCK9	-21.34	-20.89	-20.21	-19.65	-19.09	-18.62
XBADJ	STCK9	-18.47	-19.05	-21.33	-20.28	-17.43	-15.14
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00

YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK9	-10.44	-9.41	-8.10	-6.54	-4.79	-2.88

```
   YBADJ    STCK9           -0.89     1.12     3.17     5.08     6.85     8.41
   YBADJ    STCK9            9.71    10.71    11.39    11.73    11.71    11.14
   YBADJ    STCK9           10.44     9.41     8.10     6.54     4.79     2.88
   YBADJ    STCK9            0.89    -1.12    -3.17    -5.08    -6.85    -8.41
   YBADJ    STCK9           -9.71   -10.71   -11.39   -11.73   -11.71   -11.14

   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "19394 Bloomington Truck Storage 2024-37.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\FONT_V9_ADJU\FONT_v9.SFC"
   PROFFILE "E:\New MET data\FONT_V9_ADJU\FONT_v9.PFL"
   SURFDATA 3102 2011
   UAIRDATA 3190 2011
   SITEDATA 99999 2011
   PROFBASE 367.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "19394 BLOOMINGTON TRUCK STORAGE 2024-37.AD\PE00GALL.PLT" 31
   SUMMFILE "19394 Bloomington Truck Storage 2024-37.sum"
OU FINISHED
```

```
 *** Message Summary For AERMOD Model Setup ***

 --------- Summary of Total Messages --------

A Total of            0 Fatal Error Message(s)
A Total of           12 Warning Message(s)
A Total of            0 Informational Message(s)


   ******** FATAL ERROR MESSAGES ********
             ***  NONE  ***


   ********   WARNING MESSAGES   ********
SO W320     824        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     825        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     826        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     827        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     828        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     829        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     830        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     831        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     832        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     833        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
ME W186    1211       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used         0.50
ME W187    1211       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

**********************************
*** SETUP Finishes Successfully ***
**********************************


*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                  ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2024-2037                               ***        17:51:04
                                                                                                                PAGE   1
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                         ***     MODEL SETUP OPTIONS SUMMARY       ***
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

**Model Is Setup For Calculation of Average CONCentration Values.

  --  DEPOSITION LOGIC  --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
**Model Uses NO WET DEPLETION.  WETDPLT  =  F

**Model Uses URBAN Dispersion Algorithm for the SBL for   371 Source(s),
  for Total of    1 Urban Area(s):
```

```
  Urban Population =   2035210.0 ;  Urban Roughness Length =  1.000 m

**Model Uses Regulatory DEFAULT Options:
       1. Stack-tip Downwash.
       2. Model Accounts for ELEVated Terrain Effects.
       3. Use Calms Processing Routine.
       4. Use Missing Data Processing Routine.
       5. No Exponential Decay.
       6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
       ADJ_U*   - Use ADJ_U* option for SBL in AERMET
       TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    371 Source(s);       1 Source Group(s); and     452 Receptor(s)

              with:     10 POINT(s), including
                         0 POINTCAP(s) and      0 POINTHOR(s)
               and:    361 VOLUME source(s)
               and:      0 AREA type source(s)
               and:      0 LINE source(s)
               and:      0 RLINE/RLINEXT source(s)
               and:      0 OPENPIT source(s)
               and:      0 BUOYANT LINE source(s) with      0 line(s)


**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date:  16216

**Output Options Selected:
        Model Outputs Tables of PERIOD Averages by Receptor
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
        Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   367.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                              ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      4.2 MB of RAM.
```

**Input Runstream File: aermod.inp
**Output Print File: aermod.out

**Detailed Error/Message File: 19394 Bloomington Truck Storage 2024-37.err
**File for Summary of Results: 19394 Bloomington Truck Storage 2024-37.sum

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK1	0	0.18400E-05	463348.7	3768779.3	319.6	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK2	0	0.18400E-05	463310.1	3768807.8	320.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK3	0	0.18400E-05	463260.0	3768773.8	320.0	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK4	0	0.18400E-05	463277.9	3768753.5	319.7	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK5	0	0.18400E-05	463286.8	3768721.4	319.2	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK6	0	0.18400E-05	463258.1	3768680.1	318.6	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK7	0	0.18400E-05	463264.0	3768641.8	318.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK8	0	0.18400E-05	463347.6	3768645.2	318.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK9	0	0.18400E-05	463373.0	3768684.1	319.2	3.66	366.00	51.90	0.10	YES	YES	NO	
STCK10	0	0.18400E-05	463318.4	3768692.7	318.6	3.66	366.00	51.90	0.10	NO	YES	NO	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004827	0	0.12830E-06	463416.2	3768746.8	321.2	0.00	1.70	0.85	YES	
L0004828	0	0.12830E-06	463416.2	3768750.4	321.3	0.00	1.70	0.85	YES	
L0004829	0	0.12830E-06	463416.2	3768754.1	321.3	0.00	1.70	0.85	YES	
L0004830	0	0.12830E-06	463416.2	3768757.7	321.4	0.00	1.70	0.85	YES	
L0004831	0	0.12830E-06	463416.2	3768761.4	321.5	0.00	1.70	0.85	YES	
L0004832	0	0.12830E-06	463416.2	3768765.0	321.5	0.00	1.70	0.85	YES	
L0004833	0	0.12830E-06	463416.2	3768768.7	321.6	0.00	1.70	0.85	YES	
L0004834	0	0.12830E-06	463416.2	3768772.4	321.6	0.00	1.70	0.85	YES	

L0004835	0	0.12830E-06	463416.1	3768776.0	321.7	0.00	1.70	0.85	YES
L0004836	0	0.12830E-06	463416.1	3768779.7	321.7	0.00	1.70	0.85	YES
L0004837	0	0.12830E-06	463416.1	3768783.3	321.8	0.00	1.70	0.85	YES
L0004838	0	0.12830E-06	463416.1	3768787.0	321.8	0.00	1.70	0.85	YES
L0004839	0	0.12830E-06	463416.1	3768790.6	321.9	0.00	1.70	0.85	YES
L0004840	0	0.12830E-06	463416.1	3768794.3	321.9	0.00	1.70	0.85	YES
L0004841	0	0.12830E-06	463416.1	3768798.0	322.0	0.00	1.70	0.85	YES
L0004842	0	0.12830E-06	463416.1	3768801.6	322.0	0.00	1.70	0.85	YES
L0004843	0	0.12830E-06	463416.1	3768805.3	322.1	0.00	1.70	0.85	YES
L0004844	0	0.12830E-06	463416.1	3768808.9	322.1	0.00	1.70	0.85	YES
L0004845	0	0.12830E-06	463416.0	3768812.6	322.2	0.00	1.70	0.85	YES
L0004846	0	0.12830E-06	463416.0	3768816.2	322.2	0.00	1.70	0.85	YES
L0004847	0	0.12830E-06	463416.0	3768819.9	322.3	0.00	1.70	0.85	YES
L0004848	0	0.12830E-06	463416.0	3768823.6	322.3	0.00	1.70	0.85	YES
L0004849	0	0.12830E-06	463416.0	3768827.2	322.4	0.00	1.70	0.85	YES
L0004850	0	0.12830E-06	463416.0	3768830.9	322.4	0.00	1.70	0.85	YES
L0004851	0	0.12830E-06	463416.0	3768834.5	322.4	0.00	1.70	0.85	YES
L0004852	0	0.12830E-06	463416.0	3768838.2	322.5	0.00	1.70	0.85	YES
L0004853	0	0.12830E-06	463416.0	3768841.8	322.6	0.00	1.70	0.85	YES
L0004854	0	0.12830E-06	463415.9	3768845.5	322.6	0.00	1.70	0.85	YES
L0004855	0	0.12830E-06	463415.9	3768849.2	322.7	0.00	1.70	0.85	YES
L0004856	0	0.12830E-06	463415.9	3768852.8	322.7	0.00	1.70	0.85	YES
L0004857	0	0.12830E-06	463415.9	3768856.5	322.8	0.00	1.70	0.85	YES
L0004858	0	0.12830E-06	463415.9	3768860.1	322.8	0.00	1.70	0.85	YES
L0004859	0	0.12830E-06	463415.9	3768863.8	322.9	0.00	1.70	0.85	YES
L0004860	0	0.12830E-06	463415.9	3768867.4	322.9	0.00	1.70	0.85	YES
L0004861	0	0.12830E-06	463415.9	3768871.1	323.0	0.00	1.70	0.85	YES
L0004862	0	0.12830E-06	463415.9	3768874.8	323.0	0.00	1.70	0.85	YES
L0004863	0	0.12830E-06	463415.9	3768878.4	323.1	0.00	1.70	0.85	YES
L0004864	0	0.12830E-06	463415.8	3768882.1	323.2	0.00	1.70	0.85	YES
L0004865	0	0.12830E-06	463415.8	3768885.7	323.2	0.00	1.70	0.85	YES
L0004866	0	0.12830E-06	463415.8	3768889.4	323.3	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004867	0	0.12830E-06	463415.8	3768893.1	323.3	0.00	1.70	0.85	YES	
L0004868	0	0.12830E-06	463415.8	3768896.7	323.4	0.00	1.70	0.85	YES	
L0004869	0	0.12830E-06	463415.8	3768900.4	323.4	0.00	1.70	0.85	YES	
L0004870	0	0.12830E-06	463415.8	3768904.0	323.4	0.00	1.70	0.85	YES	
L0004871	0	0.12830E-06	463415.8	3768907.7	323.5	0.00	1.70	0.85	YES	

L0004872	0	0.12830E-06	463415.8	3768911.3	323.5	0.00	1.70	0.85	YES	
L0004873	0	0.12830E-06	463415.8	3768915.0	323.6	0.00	1.70	0.85	YES	
L0004874	0	0.12830E-06	463415.7	3768918.7	323.6	0.00	1.70	0.85	YES	
L0004875	0	0.12830E-06	463415.7	3768922.3	323.6	0.00	1.70	0.85	YES	
L0004876	0	0.12830E-06	463415.7	3768926.0	323.7	0.00	1.70	0.85	YES	
L0004877	0	0.12830E-06	463415.7	3768929.6	323.7	0.00	1.70	0.85	YES	
L0004878	0	0.12830E-06	463415.7	3768933.3	323.8	0.00	1.70	0.85	YES	
L0004879	0	0.12830E-06	463415.7	3768936.9	323.8	0.00	1.70	0.85	YES	
L0004880	0	0.12830E-06	463415.7	3768940.6	323.9	0.00	1.70	0.85	YES	
L0004881	0	0.12830E-06	463415.7	3768944.3	323.9	0.00	1.70	0.85	YES	
L0004882	0	0.12830E-06	463415.7	3768947.9	323.9	0.00	1.70	0.85	YES	
L0004883	0	0.12830E-06	463415.6	3768951.6	324.0	0.00	1.70	0.85	YES	
L0004884	0	0.12830E-06	463415.6	3768955.2	324.0	0.00	1.70	0.85	YES	
L0004885	0	0.12830E-06	463415.6	3768958.9	324.1	0.00	1.70	0.85	YES	
L0004886	0	0.12830E-06	463415.6	3768962.5	324.1	0.00	1.70	0.85	YES	
L0004887	0	0.12830E-06	463415.6	3768966.2	324.2	0.00	1.70	0.85	YES	
L0004888	0	0.12830E-06	463415.6	3768969.9	324.2	0.00	1.70	0.85	YES	
L0004889	0	0.12830E-06	463415.6	3768973.5	324.2	0.00	1.70	0.85	YES	
L0004890	0	0.12830E-06	463415.6	3768977.2	324.3	0.00	1.70	0.85	YES	
L0004891	0	0.12830E-06	463415.6	3768980.8	324.3	0.00	1.70	0.85	YES	
L0004892	0	0.12830E-06	463415.6	3768984.5	324.4	0.00	1.70	0.85	YES	
L0004893	0	0.12830E-06	463415.5	3768988.2	324.4	0.00	1.70	0.85	YES	
L0004894	0	0.12830E-06	463415.5	3768991.8	324.4	0.00	1.70	0.85	YES	
L0004895	0	0.12830E-06	463415.5	3768995.5	324.4	0.00	1.70	0.85	YES	
L0004896	0	0.12830E-06	463415.5	3768999.1	324.5	0.00	1.70	0.85	YES	
L0004897	0	0.12830E-06	463415.5	3769002.8	324.5	0.00	1.70	0.85	YES	
L0004898	0	0.12830E-06	463415.5	3769006.4	324.6	0.00	1.70	0.85	YES	
L0004899	0	0.12830E-06	463415.5	3769010.1	324.6	0.00	1.70	0.85	YES	
L0004900	0	0.12830E-06	463415.5	3769013.8	324.6	0.00	1.70	0.85	YES	
L0004901	0	0.12830E-06	463415.5	3769017.4	324.7	0.00	1.70	0.85	YES	
L0004902	0	0.12830E-06	463415.4	3769021.1	324.7	0.00	1.70	0.85	YES	
L0004903	0	0.12830E-06	463415.4	3769024.7	324.7	0.00	1.70	0.85	YES	
L0004904	0	0.12830E-06	463415.4	3769028.4	324.7	0.00	1.70	0.85	YES	
L0004905	0	0.12830E-06	463415.4	3769032.0	324.8	0.00	1.70	0.85	YES	
L0004906	0	0.12830E-06	463415.4	3769035.7	324.8	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0004907	0	0.12830E-06	463415.4	3769039.4	324.8	0.00	1.70	0.85	YES	
L0004908	0	0.12830E-06	463415.4	3769043.0	324.8	0.00	1.70	0.85	YES	

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L0004909         0   0.12830E-06  463415.4 3769046.7   324.9     0.00     1.70     0.85     YES
L0004910         0   0.12830E-06  463415.4 3769050.3   324.9     0.00     1.70     0.85     YES
L0004911         0   0.12830E-06  463415.4 3769054.0   324.9     0.00     1.70     0.85     YES
L0004912         0   0.12830E-06  463415.3 3769057.6   325.0     0.00     1.70     0.85     YES
L0004913         0   0.12830E-06  463415.3 3769061.3   325.0     0.00     1.70     0.85     YES
L0004914         0   0.12830E-06  463415.3 3769065.0   325.0     0.00     1.70     0.85     YES
L0004915         0   0.12830E-06  463415.3 3769068.6   325.1     0.00     1.70     0.85     YES
L0004916         0   0.12830E-06  463415.3 3769072.3   325.1     0.00     1.70     0.85     YES
L0004917         0   0.12830E-06  463415.3 3769075.9   325.1     0.00     1.70     0.85     YES
L0004918         0   0.12830E-06  463415.3 3769079.6   325.2     0.00     1.70     0.85     YES
L0004919         0   0.12830E-06  463415.3 3769083.2   325.2     0.00     1.70     0.85     YES
L0004920         0   0.12830E-06  463415.3 3769086.9   325.2     0.00     1.70     0.85     YES
L0004921         0   0.12830E-06  463415.2 3769090.6   325.3     0.00     1.70     0.85     YES
L0004922         0   0.12830E-06  463415.2 3769094.2   325.3     0.00     1.70     0.85     YES
L0004923         0   0.12830E-06  463415.2 3769097.9   325.4     0.00     1.70     0.85     YES
L0004924         0   0.12830E-06  463415.2 3769101.5   325.4     0.00     1.70     0.85     YES
L0004925         0   0.12830E-06  463415.2 3769105.2   325.4     0.00     1.70     0.85     YES
L0004926         0   0.12830E-06  463415.2 3769108.9   325.5     0.00     1.70     0.85     YES
L0004927         0   0.12830E-06  463415.2 3769112.5   325.5     0.00     1.70     0.85     YES
L0004928         0   0.12830E-06  463415.2 3769116.2   325.6     0.00     1.70     0.85     YES
L0004929         0   0.12830E-06  463415.2 3769119.8   325.6     0.00     1.70     0.85     YES
L0004930         0   0.12830E-06  463415.2 3769123.5   325.6     0.00     1.70     0.85     YES
L0004931         0   0.12830E-06  463415.1 3769127.1   325.7     0.00     1.70     0.85     YES
L0004932         0   0.12830E-06  463415.1 3769130.8   325.7     0.00     1.70     0.85     YES
L0004933         0   0.12830E-06  463415.1 3769134.5   325.8     0.00     1.70     0.85     YES
L0004934         0   0.12830E-06  463415.1 3769138.1   325.8     0.00     1.70     0.85     YES
L0004935         0   0.12830E-06  463415.1 3769141.8   325.8     0.00     1.70     0.85     YES
L0004936         0   0.12830E-06  463415.1 3769145.4   325.9     0.00     1.70     0.85     YES
L0004937         0   0.12830E-06  463415.1 3769149.1   325.9     0.00     1.70     0.85     YES
L0004938         0   0.12830E-06  463415.1 3769152.7   326.0     0.00     1.70     0.85     YES
L0004939         0   0.12830E-06  463415.1 3769156.4   326.0     0.00     1.70     0.85     YES
L0004940         0   0.12830E-06  463415.1 3769160.1   326.0     0.00     1.70     0.85     YES
L0004941         0   0.12830E-06  463415.0 3769163.7   326.1     0.00     1.70     0.85     YES
L0004942         0   0.12830E-06  463415.0 3769167.4   326.1     0.00     1.70     0.85     YES
L0004943         0   0.12830E-06  463415.0 3769171.0   326.2     0.00     1.70     0.85     YES
L0004944         0   0.12830E-06  463415.0 3769174.7   326.2     0.00     1.70     0.85     YES
L0004945         0   0.12830E-06  463415.0 3769178.3   326.3     0.00     1.70     0.85     YES
L0004946         0   0.12830E-06  463415.0 3769182.0   326.3     0.00     1.70     0.85     YES
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY

L0004947	0	0.12830E-06	463415.0	3769185.7	326.4	0.00	1.70	0.85	YES
L0004948	0	0.12830E-06	463415.0	3769189.3	326.4	0.00	1.70	0.85	YES
L0004949	0	0.12830E-06	463415.0	3769193.0	326.5	0.00	1.70	0.85	YES
L0004950	0	0.12830E-06	463414.9	3769196.6	326.6	0.00	1.70	0.85	YES
L0004951	0	0.12830E-06	463414.9	3769200.3	326.6	0.00	1.70	0.85	YES
L0004952	0	0.12830E-06	463414.9	3769203.9	326.7	0.00	1.70	0.85	YES
L0004953	0	0.12830E-06	463414.9	3769207.6	326.7	0.00	1.70	0.85	YES
L0004954	0	0.12830E-06	463414.9	3769211.3	326.8	0.00	1.70	0.85	YES
L0004955	0	0.12830E-06	463414.9	3769214.9	326.8	0.00	1.70	0.85	YES
L0004956	0	0.12830E-06	463414.9	3769218.6	326.9	0.00	1.70	0.85	YES
L0004957	0	0.12830E-06	463414.9	3769222.2	326.9	0.00	1.70	0.85	YES
L0004958	0	0.12830E-06	463414.9	3769225.9	327.0	0.00	1.70	0.85	YES
L0004959	0	0.12830E-06	463414.9	3769229.6	327.1	0.00	1.70	0.85	YES
L0004960	0	0.12830E-06	463414.8	3769233.2	327.1	0.00	1.70	0.85	YES
L0004961	0	0.12830E-06	463414.8	3769236.9	327.2	0.00	1.70	0.85	YES
L0004962	0	0.12830E-06	463414.8	3769240.5	327.3	0.00	1.70	0.85	YES
L0004963	0	0.12830E-06	463414.8	3769244.2	327.3	0.00	1.70	0.85	YES
L0004964	0	0.12830E-06	463414.8	3769247.8	327.4	0.00	1.70	0.85	YES
L0004965	0	0.12830E-06	463414.8	3769251.5	327.5	0.00	1.70	0.85	YES
L0004966	0	0.12830E-06	463414.8	3769255.2	327.5	0.00	1.70	0.85	YES
L0004967	0	0.12830E-06	463414.8	3769258.8	327.6	0.00	1.70	0.85	YES
L0004968	0	0.12830E-06	463414.8	3769262.5	327.7	0.00	1.70	0.85	YES
L0004969	0	0.12830E-06	463414.7	3769266.1	327.7	0.00	1.70	0.85	YES
L0004970	0	0.12830E-06	463414.7	3769269.8	327.8	0.00	1.70	0.85	YES
L0004971	0	0.12830E-06	463414.7	3769273.4	327.8	0.00	1.70	0.85	YES
L0004972	0	0.12830E-06	463414.7	3769277.1	327.9	0.00	1.70	0.85	YES
L0004973	0	0.12830E-06	463414.7	3769280.8	327.9	0.00	1.70	0.85	YES
L0004974	0	0.12830E-06	463414.7	3769284.4	328.0	0.00	1.70	0.85	YES
L0004975	0	0.12830E-06	463414.7	3769288.1	328.1	0.00	1.70	0.85	YES
L0004976	0	0.12830E-06	463414.7	3769291.7	328.1	0.00	1.70	0.85	YES
L0004977	0	0.12830E-06	463414.7	3769295.4	328.2	0.00	1.70	0.85	YES
L0004978	0	0.12830E-06	463414.7	3769299.0	328.2	0.00	1.70	0.85	YES
L0004979	0	0.12830E-06	463414.6	3769302.7	328.2	0.00	1.70	0.85	YES
L0004980	0	0.12830E-06	463414.6	3769306.4	328.3	0.00	1.70	0.85	YES
L0004981	0	0.12830E-06	463414.6	3769310.0	328.3	0.00	1.70	0.85	YES
L0004982	0	0.12830E-06	463414.6	3769313.7	328.4	0.00	1.70	0.85	YES
L0004983	0	0.12830E-06	463414.6	3769317.3	328.4	0.00	1.70	0.85	YES
L0004984	0	0.12830E-06	463414.6	3769321.0	328.5	0.00	1.70	0.85	YES
L0004985	0	0.12830E-06	463414.6	3769324.6	328.5	0.00	1.70	0.85	YES
L0004986	0	0.12830E-06	463414.6	3769328.3	328.6	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

NUMBER	EMISSION RATE	BASE	RELEASE	INIT.	INIT.	URBAN	EMISSION RATE

SOURCE ID	PART. CATS.	(GRAMS/SEC)	X (METERS)	Y (METERS)	ELEV. (METERS)	HEIGHT (METERS)	SY (METERS)	SZ (METERS)	SOURCE	SCALAR VARY BY
L0004987	0	0.12830E-06	463414.6	3769332.0	328.6	0.00	1.70	0.85	YES	
L0004988	0	0.12830E-06	463414.6	3769335.6	328.7	0.00	1.70	0.85	YES	
L0004989	0	0.12830E-06	463414.5	3769339.3	328.7	0.00	1.70	0.85	YES	
L0004990	0	0.12830E-06	463414.5	3769342.9	328.8	0.00	1.70	0.85	YES	
L0004991	0	0.12830E-06	463414.5	3769346.6	328.8	0.00	1.70	0.85	YES	
L0004992	0	0.12830E-06	463414.5	3769350.3	328.8	0.00	1.70	0.85	YES	
L0004993	0	0.12830E-06	463414.5	3769353.9	328.9	0.00	1.70	0.85	YES	
L0004994	0	0.12830E-06	463414.5	3769357.6	328.9	0.00	1.70	0.85	YES	
L0004995	0	0.12830E-06	463414.5	3769361.2	329.0	0.00	1.70	0.85	YES	
L0004996	0	0.12830E-06	463414.5	3769364.9	329.0	0.00	1.70	0.85	YES	
L0004997	0	0.12830E-06	463414.5	3769368.5	329.0	0.00	1.70	0.85	YES	
L0004998	0	0.12830E-06	463414.4	3769372.2	329.1	0.00	1.70	0.85	YES	
L0004999	0	0.12830E-06	463414.4	3769375.9	329.1	0.00	1.70	0.85	YES	
L0005000	0	0.12830E-06	463414.4	3769379.5	329.1	0.00	1.70	0.85	YES	
L0005001	0	0.12830E-06	463414.4	3769383.2	329.2	0.00	1.70	0.85	YES	
L0005002	0	0.12830E-06	463414.4	3769386.8	329.2	0.00	1.70	0.85	YES	
L0005003	0	0.12830E-06	463414.4	3769390.5	329.2	0.00	1.70	0.85	YES	
L0005004	0	0.12830E-06	463414.4	3769394.1	329.3	0.00	1.70	0.85	YES	
L0005005	0	0.12830E-06	463414.4	3769397.8	329.3	0.00	1.70	0.85	YES	
L0005006	0	0.12830E-06	463414.4	3769401.5	329.4	0.00	1.70	0.85	YES	
L0005007	0	0.12830E-06	463414.4	3769405.1	329.4	0.00	1.70	0.85	YES	
L0005008	0	0.12830E-06	463414.3	3769408.8	329.4	0.00	1.70	0.85	YES	
L0005009	0	0.12830E-06	463414.3	3769412.4	329.5	0.00	1.70	0.85	YES	
L0005010	0	0.12830E-06	463414.3	3769416.1	329.5	0.00	1.70	0.85	YES	
L0005011	0	0.15760E-06	463410.3	3768746.4	321.2	0.00	1.70	0.85	YES	
L0005012	0	0.15760E-06	463406.7	3768746.4	321.2	0.00	1.70	0.85	YES	
L0005013	0	0.15760E-06	463403.0	3768746.3	321.1	0.00	1.70	0.85	YES	
L0005014	0	0.15760E-06	463399.4	3768746.3	321.0	0.00	1.70	0.85	YES	
L0005015	0	0.15760E-06	463395.7	3768746.3	320.9	0.00	1.70	0.85	YES	
L0005016	0	0.15760E-06	463392.1	3768746.3	320.9	0.00	1.70	0.85	YES	
L0005017	0	0.15760E-06	463388.4	3768746.3	320.8	0.00	1.70	0.85	YES	
L0005018	0	0.15760E-06	463384.7	3768746.2	320.7	0.00	1.70	0.85	YES	
L0005019	0	0.15760E-06	463381.1	3768746.2	320.6	0.00	1.70	0.85	YES	
L0005020	0	0.15760E-06	463377.4	3768746.2	320.4	0.00	1.70	0.85	YES	
L0005021	0	0.15760E-06	463373.8	3768746.2	320.2	0.00	1.70	0.85	YES	
L0005022	0	0.15760E-06	463370.1	3768746.2	320.1	0.00	1.70	0.85	YES	
L0005023	0	0.15760E-06	463366.5	3768746.1	319.9	0.00	1.70	0.85	YES	
L0005024	0	0.15760E-06	463362.8	3768746.1	319.7	0.00	1.70	0.85	YES	
L0005025	0	0.15760E-06	463359.1	3768746.1	319.5	0.00	1.70	0.85	YES	
L0005026	0	0.15760E-06	463355.5	3768746.1	319.3	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005027	0	0.15760E-06	463351.8	3768746.1	319.3	0.00	1.70	0.85	YES	
L0005028	0	0.15760E-06	463348.2	3768746.1	319.3	0.00	1.70	0.85	YES	
L0005029	0	0.15760E-06	463344.5	3768746.0	319.3	0.00	1.70	0.85	YES	
L0005030	0	0.15760E-06	463340.9	3768746.0	319.3	0.00	1.70	0.85	YES	
L0005031	0	0.15760E-06	463337.2	3768746.0	319.2	0.00	1.70	0.85	YES	
L0005032	0	0.15760E-06	463336.0	3768748.5	319.3	0.00	1.70	0.85	YES	
L0005033	0	0.15760E-06	463336.0	3768752.1	319.3	0.00	1.70	0.85	YES	
L0005034	0	0.15760E-06	463335.9	3768755.8	319.3	0.00	1.70	0.85	YES	
L0005035	0	0.15760E-06	463335.9	3768759.5	319.4	0.00	1.70	0.85	YES	
L0005036	0	0.15760E-06	463335.8	3768763.1	319.4	0.00	1.70	0.85	YES	
L0005037	0	0.15760E-06	463335.8	3768766.8	319.4	0.00	1.70	0.85	YES	
L0005038	0	0.15760E-06	463335.7	3768770.4	319.5	0.00	1.70	0.85	YES	
L0005039	0	0.15760E-06	463335.7	3768774.1	319.5	0.00	1.70	0.85	YES	
L0005040	0	0.15760E-06	463335.6	3768777.8	319.6	0.00	1.70	0.85	YES	
L0005041	0	0.15760E-06	463335.6	3768781.4	319.6	0.00	1.70	0.85	YES	
L0005042	0	0.15760E-06	463335.5	3768785.1	319.7	0.00	1.70	0.85	YES	
L0005043	0	0.15760E-06	463335.5	3768788.7	319.7	0.00	1.70	0.85	YES	
L0005044	0	0.15760E-06	463333.9	3768790.9	319.7	0.00	1.70	0.85	YES	
L0005045	0	0.15760E-06	463330.3	3768790.9	319.7	0.00	1.70	0.85	YES	
L0005046	0	0.15760E-06	463326.6	3768790.9	319.7	0.00	1.70	0.85	YES	
L0005047	0	0.15760E-06	463323.0	3768790.8	319.8	0.00	1.70	0.85	YES	
L0005048	0	0.15760E-06	463319.3	3768790.8	319.8	0.00	1.70	0.85	YES	
L0005049	0	0.15760E-06	463315.7	3768790.8	319.8	0.00	1.70	0.85	YES	
L0005050	0	0.15760E-06	463312.0	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005051	0	0.15760E-06	463308.3	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005052	0	0.15760E-06	463304.7	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005053	0	0.15760E-06	463301.0	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005054	0	0.15760E-06	463297.4	3768790.8	320.0	0.00	1.70	0.85	YES	
L0005055	0	0.15760E-06	463293.7	3768790.8	320.0	0.00	1.70	0.85	YES	
L0005056	0	0.15760E-06	463290.0	3768790.8	320.1	0.00	1.70	0.85	YES	
L0005057	0	0.15760E-06	463286.4	3768790.8	320.1	0.00	1.70	0.85	YES	
L0005058	0	0.15760E-06	463282.7	3768790.8	320.1	0.00	1.70	0.85	YES	
L0005059	0	0.15760E-06	463279.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005060	0	0.15760E-06	463275.4	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005061	0	0.15760E-06	463271.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005062	0	0.15760E-06	463268.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005063	0	0.15760E-06	463264.4	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005064	0	0.15760E-06	463260.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005065	0	0.15760E-06	463257.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005066	0	0.15760E-06	463253.5	3768790.7	320.2	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005067	0	0.15760E-06	463249.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005068	0	0.15760E-06	463246.2	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005069	0	0.15760E-06	463242.5	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005070	0	0.15760E-06	463238.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005071	0	0.15760E-06	463235.7	3768790.1	320.2	0.00	1.70	0.85	YES	
L0005072	0	0.15760E-06	463235.7	3768786.4	320.1	0.00	1.70	0.85	YES	
L0005073	0	0.15760E-06	463235.7	3768782.8	320.1	0.00	1.70	0.85	YES	
L0005074	0	0.15760E-06	463235.7	3768779.1	320.0	0.00	1.70	0.85	YES	
L0005075	0	0.15760E-06	463235.6	3768775.5	320.0	0.00	1.70	0.85	YES	
L0005076	0	0.15760E-06	463235.6	3768771.8	319.9	0.00	1.70	0.85	YES	
L0005077	0	0.15760E-06	463235.6	3768768.2	319.9	0.00	1.70	0.85	YES	
L0005078	0	0.15760E-06	463235.6	3768764.5	319.8	0.00	1.70	0.85	YES	
L0005079	0	0.15760E-06	463235.6	3768760.8	319.8	0.00	1.70	0.85	YES	
L0005080	0	0.15760E-06	463235.5	3768757.2	319.7	0.00	1.70	0.85	YES	
L0005081	0	0.15760E-06	463235.5	3768753.5	319.7	0.00	1.70	0.85	YES	
L0005082	0	0.15760E-06	463235.5	3768749.9	319.6	0.00	1.70	0.85	YES	
L0005083	0	0.15760E-06	463235.5	3768746.2	319.6	0.00	1.70	0.85	YES	
L0005084	0	0.15760E-06	463235.4	3768742.6	319.5	0.00	1.70	0.85	YES	
L0005085	0	0.15760E-06	463235.4	3768738.9	319.5	0.00	1.70	0.85	YES	
L0005086	0	0.15760E-06	463235.4	3768735.2	319.4	0.00	1.70	0.85	YES	
L0005087	0	0.15760E-06	463235.4	3768731.6	319.4	0.00	1.70	0.85	YES	
L0005088	0	0.15760E-06	463235.4	3768727.9	319.3	0.00	1.70	0.85	YES	
L0005089	0	0.15760E-06	463235.3	3768724.3	319.3	0.00	1.70	0.85	YES	
L0005090	0	0.15760E-06	463235.3	3768720.6	319.2	0.00	1.70	0.85	YES	
L0005091	0	0.15760E-06	463235.3	3768716.9	319.2	0.00	1.70	0.85	YES	
L0005092	0	0.15760E-06	463235.3	3768713.3	319.1	0.00	1.70	0.85	YES	
L0005093	0	0.15760E-06	463235.2	3768709.6	319.1	0.00	1.70	0.85	YES	
L0005094	0	0.15760E-06	463235.2	3768706.0	319.0	0.00	1.70	0.85	YES	
L0005095	0	0.15760E-06	463235.2	3768702.3	319.0	0.00	1.70	0.85	YES	
L0005096	0	0.15760E-06	463235.2	3768698.7	318.9	0.00	1.70	0.85	YES	
L0005097	0	0.15760E-06	463235.2	3768695.0	318.9	0.00	1.70	0.85	YES	
L0005098	0	0.15760E-06	463235.1	3768691.3	318.8	0.00	1.70	0.85	YES	
L0005099	0	0.15760E-06	463235.1	3768687.7	318.8	0.00	1.70	0.85	YES	
L0005100	0	0.15760E-06	463235.1	3768684.0	318.8	0.00	1.70	0.85	YES	
L0005101	0	0.15760E-06	463235.1	3768680.4	318.7	0.00	1.70	0.85	YES	
L0005102	0	0.15760E-06	463235.1	3768676.7	318.7	0.00	1.70	0.85	YES	
L0005103	0	0.15760E-06	463235.0	3768673.1	318.6	0.00	1.70	0.85	YES	
L0005104	0	0.15760E-06	463235.0	3768669.4	318.6	0.00	1.70	0.85	YES	
L0005105	0	0.15760E-06	463235.0	3768665.7	318.5	0.00	1.70	0.85	YES	
L0005106	0	0.15760E-06	463235.0	3768662.1	318.5	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005107	0	0.15760E-06	463234.9	3768658.4	318.5	0.00	1.70	0.85	YES	
L0005108	0	0.15760E-06	463237.3	3768657.1	318.4	0.00	1.70	0.85	YES	
L0005109	0	0.15760E-06	463240.9	3768657.1	318.4	0.00	1.70	0.85	YES	
L0005110	0	0.15760E-06	463244.6	3768657.1	318.4	0.00	1.70	0.85	YES	
L0005111	0	0.15760E-06	463248.3	3768657.1	318.3	0.00	1.70	0.85	YES	
L0005112	0	0.15760E-06	463251.9	3768657.1	318.3	0.00	1.70	0.85	YES	
L0005113	0	0.15760E-06	463255.6	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005114	0	0.15760E-06	463259.2	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005115	0	0.15760E-06	463262.9	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005116	0	0.15760E-06	463266.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005117	0	0.15760E-06	463270.2	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005118	0	0.15760E-06	463273.9	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005119	0	0.15760E-06	463277.5	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005120	0	0.15760E-06	463281.2	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005121	0	0.15760E-06	463284.8	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005122	0	0.15760E-06	463288.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005123	0	0.15760E-06	463292.1	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005124	0	0.15760E-06	463295.8	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005125	0	0.15760E-06	463299.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005126	0	0.15760E-06	463303.1	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005127	0	0.15760E-06	463306.8	3768657.2	318.2	0.00	1.70	0.85	YES	
L0005128	0	0.15760E-06	463310.4	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005129	0	0.15760E-06	463314.1	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005130	0	0.15760E-06	463317.7	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005131	0	0.15760E-06	463321.4	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005132	0	0.15760E-06	463325.1	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005133	0	0.15760E-06	463328.7	3768657.3	318.1	0.00	1.70	0.85	YES	
L0005134	0	0.15760E-06	463332.4	3768657.3	318.1	0.00	1.70	0.85	YES	
L0005135	0	0.15760E-06	463336.0	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005136	0	0.15760E-06	463339.7	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005137	0	0.15760E-06	463343.3	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005138	0	0.15760E-06	463347.0	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005139	0	0.15760E-06	463347.8	3768660.2	318.2	0.00	1.70	0.85	YES	
L0005140	0	0.15760E-06	463347.7	3768663.9	318.3	0.00	1.70	0.85	YES	
L0005141	0	0.15760E-06	463347.7	3768667.5	318.3	0.00	1.70	0.85	YES	
L0005142	0	0.15760E-06	463347.6	3768671.2	318.4	0.00	1.70	0.85	YES	
L0005143	0	0.15760E-06	463347.6	3768674.8	318.4	0.00	1.70	0.85	YES	
L0005144	0	0.15760E-06	463347.6	3768678.5	318.5	0.00	1.70	0.85	YES	

L0005145	0	0.15760E-06	463347.5	3768682.1	318.5	0.00	1.70	0.85	YES	
L0005146	0	0.15760E-06	463347.5	3768685.8	318.6	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005147	0	0.15760E-06	463347.5	3768689.5	318.6	0.00	1.70	0.85	YES	
L0005148	0	0.15760E-06	463347.4	3768693.1	318.7	0.00	1.70	0.85	YES	
L0005149	0	0.15760E-06	463347.4	3768696.8	318.7	0.00	1.70	0.85	YES	
L0005150	0	0.15760E-06	463347.4	3768700.4	318.8	0.00	1.70	0.85	YES	
L0005151	0	0.15760E-06	463347.3	3768704.1	318.8	0.00	1.70	0.85	YES	
L0005152	0	0.15760E-06	463347.3	3768707.7	318.9	0.00	1.70	0.85	YES	
L0005153	0	0.15760E-06	463347.3	3768711.4	318.9	0.00	1.70	0.85	YES	
L0005154	0	0.15760E-06	463347.2	3768715.1	318.9	0.00	1.70	0.85	YES	
L0005155	0	0.15760E-06	463347.2	3768718.7	319.0	0.00	1.70	0.85	YES	
L0005156	0	0.15760E-06	463347.1	3768722.4	319.0	0.00	1.70	0.85	YES	
L0005157	0	0.15760E-06	463347.1	3768726.0	319.1	0.00	1.70	0.85	YES	
L0005158	0	0.15760E-06	463347.1	3768729.7	319.1	0.00	1.70	0.85	YES	
L0005159	0	0.15760E-06	463347.0	3768733.3	319.2	0.00	1.70	0.85	YES	
L0005160	0	0.15760E-06	463346.6	3768736.4	319.2	0.00	1.70	0.85	YES	
L0005161	0	0.15760E-06	463342.9	3768736.3	319.2	0.00	1.70	0.85	YES	
L0005162	0	0.15760E-06	463339.3	3768736.3	319.2	0.00	1.70	0.85	YES	
L0005163	0	0.15760E-06	463335.6	3768736.3	319.1	0.00	1.70	0.85	YES	
L0005164	0	0.15760E-06	463332.0	3768736.2	319.1	0.00	1.70	0.85	YES	
L0005165	0	0.15760E-06	463328.3	3768736.2	319.1	0.00	1.70	0.85	YES	
L0005166	0	0.15760E-06	463324.6	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005167	0	0.15760E-06	463321.0	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005168	0	0.15760E-06	463317.3	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005169	0	0.15760E-06	463313.7	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005170	0	0.15760E-06	463310.0	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005171	0	0.15760E-06	463306.4	3768736.2	319.3	0.00	1.70	0.85	YES	
L0005172	0	0.15760E-06	463302.7	3768736.2	319.3	0.00	1.70	0.85	YES	
L0005173	0	0.15760E-06	463299.0	3768736.2	319.3	0.00	1.70	0.85	YES	
L0005174	0	0.15760E-06	463295.4	3768736.2	319.4	0.00	1.70	0.85	YES	
L0005175	0	0.15760E-06	463291.7	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005176	0	0.15760E-06	463288.1	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005177	0	0.15760E-06	463284.4	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005178	0	0.15760E-06	463280.8	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005179	0	0.15760E-06	463277.1	3768736.1	319.5	0.00	1.70	0.85	YES	
L0005180	0	0.15760E-06	463273.4	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005181	0	0.15760E-06	463269.8	3768736.1	319.4	0.00	1.70	0.85	YES	

L0005182	0	0.15760E-06	463266.1	3768736.1	319.4	0.00	1.70	0.85	YES
L0005183	0	0.15760E-06	463262.5	3768736.1	319.4	0.00	1.70	0.85	YES
L0005184	0	0.15760E-06	463258.8	3768736.1	319.4	0.00	1.70	0.85	YES
L0005185	0	0.15760E-06	463255.2	3768736.1	319.4	0.00	1.70	0.85	YES
L0005186	0	0.15760E-06	463251.5	3768736.0	319.4	0.00	1.70	0.85	YES

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005187	0	0.15760E-06	463247.8	3768736.0	319.4	0.00	1.70	0.85	YES	

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
ALL	L0004827 , L0004828 , L0004829 , L0004830 , L0004831 , L0004832 , L0004833 , L0004834 ,
	L0004835 , L0004836 , L0004837 , L0004838 , L0004839 , L0004840 , L0004841 , L0004842 ,
	L0004843 , L0004844 , L0004845 , L0004846 , L0004847 , L0004848 , L0004849 , L0004850 ,
	L0004851 , L0004852 , L0004853 , L0004854 , L0004855 , L0004856 , L0004857 , L0004858 ,
	L0004859 , L0004860 , L0004861 , L0004862 , L0004863 , L0004864 , L0004865 , L0004866 ,
	L0004867 , L0004868 , L0004869 , L0004870 , L0004871 , L0004872 , L0004873 , L0004874 ,
	L0004875 , L0004876 , L0004877 , L0004878 , L0004879 , L0004880 , L0004881 , L0004882 ,
	L0004883 , L0004884 , L0004885 , L0004886 , L0004887 , L0004888 , L0004889 , L0004890 ,
	L0004891 , L0004892 , L0004893 , L0004894 , L0004895 , L0004896 , L0004897 , L0004898 ,

L0004899 , L0004900 , L0004901 , L0004902 , L0004903 , L0004904 , L0004905 , L0004906 ,

L0004907 , L0004908 , L0004909 , L0004910 , L0004911 , L0004912 , L0004913 , L0004914 ,

L0004915 , L0004916 , L0004917 , L0004918 , L0004919 , L0004920 , L0004921 , L0004922 ,

L0004923 , L0004924 , L0004925 , L0004926 , L0004927 , L0004928 , L0004929 , L0004930 ,

L0004931 , L0004932 , L0004933 , L0004934 , L0004935 , L0004936 , L0004937 , L0004938 ,

L0004939 , L0004940 , L0004941 , L0004942 , L0004943 , L0004944 , L0004945 , L0004946 ,

L0004947 , L0004948 , L0004949 , L0004950 , L0004951 , L0004952 , L0004953 , L0004954 ,

L0004955 , L0004956 , L0004957 , L0004958 , L0004959 , L0004960 , L0004961 , L0004962 ,

L0004963 , L0004964 , L0004965 , L0004966 , L0004967 , L0004968 , L0004969 , L0004970 ,

L0004971 , L0004972 , L0004973 , L0004974 , L0004975 , L0004976 , L0004977 , L0004978 ,

L0004979 , L0004980 , L0004981 , L0004982 , L0004983 , L0004984 , L0004985 , L0004986 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID SOURCE IDs
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L0004987 , L0004988 , L0004989 , L0004990 , L0004991 , L0004992 , L0004993 , L0004994 ,

L0004995 , L0004996 , L0004997 , L0004998 , L0004999 , L0005000 , L0005001 , L0005002 ,

L0005003 , L0005004 , L0005005 , L0005006 , L0005007 , L0005008 , L0005009 , L0005010 ,

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L0005051 , L0005052 , L0005053 , L0005054 , L0005055 , L0005056 , L0005057 , L0005058 ,

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            L0005067    , L0005068    , L0005069    , L0005070    , L0005071    , L0005072    , L0005073    , L0005074    ,
            L0005075    , L0005076    , L0005077    , L0005078    , L0005079    , L0005080    , L0005081    , L0005082    ,
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            L0005107    , L0005108    , L0005109    , L0005110    , L0005111    , L0005112    , L0005113    , L0005114    ,
            L0005115    , L0005116    , L0005117    , L0005118    , L0005119    , L0005120    , L0005121    , L0005122    ,
            L0005123    , L0005124    , L0005125    , L0005126    , L0005127    , L0005128    , L0005129    , L0005130    ,
            L0005131    , L0005132    , L0005133    , L0005134    , L0005135    , L0005136    , L0005137    , L0005138    ,
            L0005139    , L0005140    , L0005141    , L0005142    , L0005143    , L0005144    , L0005145    , L0005146    ,

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2024-2037                                 ***        17:51:04
                                                                                                                  PAGE  15
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                        SOURCE IDs
-----------                                        ----------

            L0005147    , L0005148    , L0005149    , L0005150    , L0005151    , L0005152    , L0005153    , L0005154    ,
            L0005155    , L0005156    , L0005157    , L0005158    , L0005159    , L0005160    , L0005161    , L0005162    ,
            L0005163    , L0005164    , L0005165    , L0005166    , L0005167    , L0005168    , L0005169    , L0005170    ,
            L0005171    , L0005172    , L0005173    , L0005174    , L0005175    , L0005176    , L0005177    , L0005178    ,
            L0005179    , L0005180    , L0005181    , L0005182    , L0005183    , L0005184    , L0005185    , L0005186    ,
            L0005187    , STCK1       , STCK2       , STCK3       , STCK4       , STCK5       , STCK6       , STCK7       ,
            STCK8       , STCK9       , STCK10      ,

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2024-2037                                 ***        17:51:04
```

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
	2035210.	L0004827 , L0004828 , L0004829 , L0004830 , L0004831 , L0004832 , L0004833 , L0004834 ,
		L0004835 , L0004836 , L0004837 , L0004838 , L0004839 , L0004840 , L0004841 , L0004842 ,
		L0004843 , L0004844 , L0004845 , L0004846 , L0004847 , L0004848 , L0004849 , L0004850 ,
		L0004851 , L0004852 , L0004853 , L0004854 , L0004855 , L0004856 , L0004857 , L0004858 ,
		L0004859 , L0004860 , L0004861 , L0004862 , L0004863 , L0004864 , L0004865 , L0004866 ,
		L0004867 , L0004868 , L0004869 , L0004870 , L0004871 , L0004872 , L0004873 , L0004874 ,
		L0004875 , L0004876 , L0004877 , L0004878 , L0004879 , L0004880 , L0004881 , L0004882 ,
		L0004883 , L0004884 , L0004885 , L0004886 , L0004887 , L0004888 , L0004889 , L0004890 ,
		L0004891 , L0004892 , L0004893 , L0004894 , L0004895 , L0004896 , L0004897 , L0004898 ,
		L0004899 , L0004900 , L0004901 , L0004902 , L0004903 , L0004904 , L0004905 , L0004906 ,
		L0004907 , L0004908 , L0004909 , L0004910 , L0004911 , L0004912 , L0004913 , L0004914 ,
		L0004915 , L0004916 , L0004917 , L0004918 , L0004919 , L0004920 , L0004921 , L0004922 ,
		L0004923 , L0004924 , L0004925 , L0004926 , L0004927 , L0004928 , L0004929 , L0004930 ,
		L0004931 , L0004932 , L0004933 , L0004934 , L0004935 , L0004936 , L0004937 , L0004938 ,
		L0004939 , L0004940 , L0004941 , L0004942 , L0004943 , L0004944 , L0004945 , L0004946 ,
		L0004947 , L0004948 , L0004949 , L0004950 , L0004951 , L0004952 , L0004953 , L0004954 ,
		L0004955 , L0004956 , L0004957 , L0004958 , L0004959 , L0004960 , L0004961 , L0004962 ,
		L0004963 , L0004964 , L0004965 , L0004966 , L0004967 , L0004968 , L0004969 , L0004970 ,
		L0004971 , L0004972 , L0004973 , L0004974 , L0004975 , L0004976 , L0004977 , L0004978 ,
		L0004979 , L0004980 , L0004981 , L0004982 , L0004983 , L0004984 , L0004985 , L0004986 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs

L0004987 , L0004988 , L0004989 , L0004990 , L0004991 , L0004992 , L0004993 , L0004994 ,
L0004995 , L0004996 , L0004997 , L0004998 , L0004999 , L0005000 , L0005001 , L0005002 ,
L0005003 , L0005004 , L0005005 , L0005006 , L0005007 , L0005008 , L0005009 , L0005010 ,
L0005011 , L0005012 , L0005013 , L0005014 , L0005015 , L0005016 , L0005017 , L0005018 ,
L0005019 , L0005020 , L0005021 , L0005022 , L0005023 , L0005024 , L0005025 , L0005026 ,
L0005027 , L0005028 , L0005029 , L0005030 , L0005031 , L0005032 , L0005033 , L0005034 ,
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L0005131 , L0005132 , L0005133 , L0005134 , L0005135 , L0005136 , L0005137 , L0005138 ,
L0005139 , L0005140 , L0005141 , L0005142 , L0005143 , L0005144 , L0005145 , L0005146 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
		L0005147 , L0005148 , L0005149 , L0005150 , L0005151 , L0005152 , L0005153 , L0005154 ,
		L0005155 , L0005156 , L0005157 , L0005158 , L0005159 , L0005160 , L0005161 , L0005162 ,
		L0005163 , L0005164 , L0005165 , L0005166 , L0005167 , L0005168 , L0005169 , L0005170 ,
		L0005171 , L0005172 , L0005173 , L0005174 , L0005175 , L0005176 , L0005177 , L0005178 ,
		L0005179 , L0005180 , L0005181 , L0005182 , L0005183 , L0005184 , L0005185 , L0005186 ,
		L0005187 , STCK1 , STCK2 , STCK3 , STCK4 , STCK5 , STCK6 , STCK7 ,
		STCK8 , STCK9 , STCK10 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCK9

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	7.0,	24.5,	37.3,	-13.6,	-10.4,	2	7.0,	29.8,	39.2,	-12.7,	-9.4,
3	7.0,	34.2,	35.6,	-9.4,	-8.1,	4	7.0,	37.5,	27.9,	-4.2,	-6.5,
5	7.0,	39.8,	23.5,	-1.0,	-4.8,	6	7.0,	40.7,	20.8,	1.0,	-2.9,
7	7.0,	40.5,	19.2,	2.1,	-0.9,	8	7.0,	39.0,	18.4,	2.5,	1.1,
9	7.0,	36.8,	18.1,	2.1,	3.2,	10	7.0,	39.3,	18.4,	1.2,	5.1,
11	7.0,	40.7,	19.4,	-0.3,	6.8,	12	7.0,	40.9,	21.1,	-2.4,	8.4,
13	7.0,	39.8,	23.9,	-5.4,	9.7,	14	7.0,	37.5,	28.5,	-9.5,	10.7,
15	7.0,	34.1,	36.9,	-15.6,	11.4,	16	7.0,	29.6,	38.8,	-18.5,	11.7,
17	7.0,	24.2,	37.1,	-19.7,	11.7,	18	7.0,	18.5,	36.6,	-21.5,	11.1,
19	7.0,	24.5,	37.3,	-23.7,	10.4,	20	7.0,	29.8,	39.2,	-26.4,	9.4,
21	7.0,	34.2,	35.6,	-26.2,	8.1,	22	7.0,	37.5,	27.9,	-23.6,	6.5,
23	7.0,	39.8,	23.5,	-22.4,	4.8,	24	7.0,	40.7,	20.8,	-21.8,	2.9,
25	7.0,	40.5,	19.2,	-21.3,	0.9,	26	7.0,	39.0,	18.4,	-20.9,	-1.1,
27	7.0,	36.8,	18.1,	-20.2,	-3.2,	28	7.0,	39.3,	18.4,	-19.7,	-5.1,

29	7.0,	40.7,	19.4,	-19.1,	-6.8,	30	7.0,	40.9,	21.1,	-18.6,	-8.4,
31	7.0,	39.8,	23.9,	-18.5,	-9.7,	32	7.0,	37.5,	28.5,	-19.1,	-10.7,
33	7.0,	34.1,	36.9,	-21.3,	-11.4,	34	7.0,	29.6,	38.8,	-20.3,	-11.7,
35	7.0,	24.2,	37.1,	-17.4,	-11.7,	36	7.0,	18.5,	36.6,	-15.1,	-11.1,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** GRIDDED RECEPTOR NETWORK SUMMARY ***

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

*** X-COORDINATES OF GRID ***
(METERS)

462841.8, 462895.4, 462949.0, 463002.6, 463056.2, 463109.8, 463163.5, 463217.1, 463270.7, 463324.3,
463377.9, 463431.5, 463485.1, 463538.7, 463592.3, 463646.0, 463699.6, 463753.2, 463806.8, 463860.4,
463914.0,

*** Y-COORDINATES OF GRID ***
(METERS)

3768395.3, 3768448.2, 3768501.1, 3768554.0, 3768607.0, 3768659.9, 3768712.8, 3768765.7, 3768818.6, 3768871.5,
3768924.5, 3768977.4, 3769030.3, 3769083.2, 3769136.1, 3769189.1, 3769242.0, 3769294.9, 3769347.8, 3769400.8,
3769453.7,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	331.50	331.20	330.50	330.10	330.00	329.80	329.80	329.70	329.70
3769400.75	331.10	330.30	329.90	329.30	329.00	329.10	329.50	329.40	329.40
3769347.83	330.50	329.60	328.90	328.50	328.20	328.30	328.60	328.80	328.80
3769294.91	329.70	329.00	328.10	327.90	327.60	327.70	327.80	328.20	328.40
3769241.99	328.80	328.20	327.60	327.20	326.90	326.80	326.90	327.30	327.50
3769189.07	327.60	327.30	326.70	326.70	326.10	325.80	326.00	326.40	326.70
3769136.15	326.70	326.70	326.10	326.20	325.60	325.20	325.40	325.80	325.90
3769083.23	326.30	326.30	325.80	325.50	325.10	324.70	324.60	324.90	324.90
3769030.31	325.90	325.70	325.30	324.80	324.60	324.30	323.80	323.90	323.70

3768977.39	325.50	325.20	324.90	324.30	323.90	324.00	323.20	322.80	322.70
3768924.47	324.20	324.10	323.60	323.30	323.20	323.50	322.80	322.10	321.90
3768871.55	323.40	323.90	322.50	322.60	322.60	323.10	322.30	321.40	321.20
3768818.63	323.00	323.00	322.00	321.90	322.00	322.30	321.60	320.70	320.50
3768765.71	321.90	321.60	321.30	321.30	321.40	321.30	320.70	319.90	319.90
3768712.79	321.60	320.90	320.30	320.60	320.70	320.70	320.10	319.30	319.10
3768659.87	320.60	320.10	319.90	320.10	320.00	320.00	319.50	318.80	318.40
3768606.95	319.80	319.50	319.20	319.40	319.30	319.30	318.90	318.20	317.70
3768554.03	319.00	318.80	318.40	318.50	318.60	318.40	318.00	317.50	316.90
3768501.11	318.30	318.20	317.80	317.90	317.80	317.70	317.40	317.10	316.70
3768448.19	317.70	317.60	317.40	317.20	317.10	316.90	316.60	316.40	316.20
3768395.27	316.90	316.80	316.80	316.40	316.30	316.20	315.90	316.00	315.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17
3769453.67	329.60	329.00	329.90	330.00	329.90	328.80	327.90	327.40	327.00
3769400.75	329.50	329.20	329.40	329.60	329.40	328.10	327.20	326.80	325.90
3769347.83	328.50	328.50	329.00	329.10	329.20	327.60	326.50	326.10	325.30
3769294.91	327.70	328.00	328.10	328.00	327.90	327.00	325.40	324.80	324.20
3769241.99	327.30	327.50	327.30	327.40	327.10	326.20	325.10	324.50	324.00
3769189.07	326.50	326.70	326.40	326.80	326.00	325.10	323.60	323.60	323.40
3769136.15	325.70	326.10	325.80	326.30	325.20	324.50	322.80	323.00	322.70
3769083.23	325.10	325.20	325.30	325.70	324.70	324.10	322.40	322.40	322.10
3769030.31	324.60	324.70	324.80	325.20	324.30	323.70	322.00	321.90	321.40
3768977.39	323.50	324.20	324.20	324.50	323.80	323.10	321.50	321.20	320.80
3768924.47	322.20	323.30	323.60	324.00	324.20	322.70	321.70	321.00	320.30
3768871.55	321.10	322.10	323.10	323.40	323.20	321.70	320.70	320.10	319.70
3768818.63	320.20	321.00	322.40	322.50	322.40	321.50	320.70	319.80	319.40
3768765.71	319.50	320.60	321.60	321.30	321.20	320.80	320.00	319.30	318.60
3768712.79	318.90	320.00	320.80	320.80	320.80	320.20	319.40	318.90	318.30
3768659.87	318.20	319.00	320.10	320.10	320.00	319.60	319.00	318.40	317.80
3768606.95	317.70	318.20	319.30	319.40	319.30	319.10	317.90	317.40	317.20
3768554.03	316.90	316.80	318.10	318.70	318.30	318.40	317.10	316.60	316.60
3768501.11	316.20	315.80	316.20	318.00	317.80	318.00	316.90	316.40	316.00
3768448.19	315.50	315.00	314.90	316.90	317.00	317.30	316.60	316.20	315.20
3768395.27	314.80	314.40	314.00	315.70	316.40	316.40	316.30	315.60	314.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	463806.78	463860.39	463914.00
3769453.67	326.00	325.70	325.40
3769400.75	324.70	324.80	324.80
3769347.83	324.00	323.80	323.80
3769294.91	323.70	323.20	322.90
3769241.99	323.40	322.90	322.20
3769189.07	323.40	322.90	321.80
3769136.15	322.80	322.70	321.80
3769083.23	322.10	321.80	321.50
3769030.31	321.30	320.90	320.80
3768977.39	320.50	320.10	320.30
3768924.47	319.70	319.40	319.50
3768871.55	319.10	318.50	318.50
3768818.63	318.80	318.00	317.60
3768765.71	318.20	317.60	316.80
3768712.79	317.80	317.20	316.50
3768659.87	317.30	316.60	316.10
3768606.95	316.80	316.00	315.50
3768554.03	316.30	315.70	314.90
3768501.11	315.70	315.50	314.60
3768448.19	315.00	314.80	314.30
3768395.27	314.10	314.10	313.70

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	331.50	331.20	330.50	330.10	330.00	329.80	329.80	329.70	329.70
3769400.75	331.10	330.30	329.90	329.30	329.00	329.10	329.50	329.40	329.40
3769347.83	330.50	329.60	328.90	328.50	328.20	328.30	328.60	328.80	328.80
3769294.91	329.70	329.00	328.10	327.90	327.60	327.70	327.80	328.20	328.40
3769241.99	328.80	328.20	327.60	327.20	326.90	326.80	326.90	327.30	327.50
3769189.07	327.60	327.30	326.70	326.70	326.10	325.80	326.00	326.40	326.70

3769136.15	326.70	326.70	326.10	326.20	325.60	325.20	325.40	325.80	325.90
3769083.23	326.30	326.30	325.80	325.50	325.10	324.70	324.60	324.90	324.90
3769030.31	325.90	325.70	325.30	324.80	324.60	324.30	323.80	323.90	323.70
3768977.39	325.50	325.20	324.90	324.30	323.90	324.00	323.20	322.80	322.70
3768924.47	324.20	324.10	323.60	323.30	323.20	323.50	322.80	322.10	321.90
3768871.55	323.40	323.90	322.50	322.60	322.60	323.10	322.30	321.40	321.20
3768818.63	323.00	323.00	322.00	321.90	322.00	322.30	321.60	320.70	320.50
3768765.71	321.90	321.60	321.30	321.30	321.40	321.30	320.70	319.90	319.90
3768712.79	321.60	320.90	320.30	320.60	320.70	320.70	320.10	319.30	319.10
3768659.87	320.60	320.10	319.90	320.10	320.00	320.00	319.50	318.80	318.40
3768606.95	319.80	319.50	319.20	319.40	319.30	319.30	318.90	318.20	317.70
3768554.03	319.00	318.80	318.40	318.50	318.60	318.40	318.00	317.50	316.90
3768501.11	318.30	318.20	317.80	317.90	317.80	317.70	317.40	317.10	316.70
3768448.19	317.70	317.60	317.40	317.20	317.10	316.90	316.60	316.40	316.20
3768395.27	316.90	316.80	316.80	316.40	316.30	316.20	315.90	316.00	315.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17
3769453.67	329.60	329.00	329.90	330.00	329.90	328.80	327.90	327.40	327.00
3769400.75	329.50	329.20	329.40	329.60	329.40	328.10	327.20	326.80	325.90
3769347.83	328.50	328.50	329.00	329.10	329.20	327.60	326.50	326.10	325.30
3769294.91	327.70	328.00	328.10	328.00	327.90	327.00	325.40	324.80	324.20
3769241.99	327.30	327.50	327.30	327.40	327.10	326.20	325.10	324.50	324.00
3769189.07	326.50	326.70	326.40	326.80	326.00	325.10	323.60	323.60	323.40
3769136.15	325.70	326.10	325.80	326.30	325.20	324.50	322.80	323.00	322.70
3769083.23	325.10	325.20	325.30	325.70	324.70	324.10	322.40	322.40	322.10
3769030.31	324.60	324.70	324.80	325.20	324.30	323.70	322.00	321.90	321.40
3768977.39	323.50	324.20	324.20	324.50	323.80	323.10	321.50	321.20	320.80
3768924.47	322.20	323.30	323.60	324.00	324.20	322.70	321.70	321.00	320.30
3768871.55	321.10	322.10	323.10	323.40	323.20	321.70	320.70	320.10	319.70
3768818.63	320.20	321.00	322.40	322.50	322.40	321.50	320.70	319.80	319.40
3768765.71	319.50	320.60	321.60	321.30	321.20	320.80	320.00	319.30	318.60
3768712.79	318.90	320.00	320.80	320.80	320.80	320.20	319.40	318.90	318.30
3768659.87	318.20	319.00	320.10	320.10	320.00	319.60	319.00	318.40	317.80
3768606.95	317.70	318.20	319.30	319.40	319.30	319.10	317.90	317.40	317.20
3768554.03	316.90	316.80	318.10	318.70	318.30	318.40	317.10	316.60	316.60
3768501.11	316.20	315.80	316.20	318.00	317.80	318.00	316.90	316.40	316.00
3768448.19	315.50	315.00	314.90	316.90	317.00	317.30	316.60	316.20	315.20
3768395.27	314.80	314.40	314.00	315.70	316.40	316.40	316.30	315.60	314.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	463806.78	463860.39	463914.00
3769453.67	326.00	325.70	325.40
3769400.75	324.70	324.80	324.80
3769347.83	324.00	323.80	323.80
3769294.91	323.70	323.20	322.90
3769241.99	323.40	322.90	322.20
3769189.07	323.40	322.90	321.80
3769136.15	322.80	322.70	321.80
3769083.23	322.10	321.80	321.50
3769030.31	321.30	320.90	320.80
3768977.39	320.50	320.10	320.30
3768924.47	319.70	319.40	319.50
3768871.55	319.10	318.50	318.50
3768818.63	318.80	318.00	317.60
3768765.71	318.20	317.60	316.80
3768712.79	317.80	317.20	316.50
3768659.87	317.30	316.60	316.10
3768606.95	316.80	316.00	315.50
3768554.03	316.30	315.70	314.90
3768501.11	315.70	315.50	314.60
3768448.19	315.00	314.80	314.30
3768395.27	314.10	314.10	313.70

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(463254.2,	3768833.6,	320.7,	320.7,	0.0);	(463393.1,	3768834.1,	321.8,	321.8,	0.0);
(463394.8,	3768875.6,	322.7,	322.7,	0.0);	(463431.0,	3769285.9,	328.0,	328.0,	0.0);
(463500.5,	3769068.7,	325.8,	325.8,	0.0);	(463480.0,	3768844.4,	323.2,	323.2,	0.0);
(463443.5,	3768760.5,	321.4,	321.4,	0.0);	(463430.2,	3768626.9,	319.6,	319.6,	0.0);
(463263.2,	3768577.4,	317.1,	317.1,	0.0);	(463191.5,	3768499.3,	317.2,	317.2,	0.0);
(463093.3,	3768680.6,	320.2,	320.2,	0.0);					

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

* SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL

SOURCE ID	- - RECEPTOR LOCATION - - XR (METERS)	YR (METERS)	DISTANCE (METERS)
L0005117	463270.7	3768659.9	-0.92
L0005118	463270.7	3768659.9	0.50
L0005131	463324.3	3768659.9	0.23
L0005132	463324.3	3768659.9	-0.95

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54,   3.09,   5.14,   8.23, 10.80,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: E:\New MET data\FONT_V9_ADJU\FONT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\FONT_V9_ADJU\FONT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 3102 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2011 Year: 2011

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
11	01	01	1	01	-18.5	0.194	-9.000	-9.000	-999.	204.	41.2	0.25	2.82	1.00	1.80	69.	9.1	276.4	5.5
11	01	01	1	02	-23.8	0.239	-9.000	-9.000	-999.	281.	63.0	0.25	2.82	1.00	2.20	52.	9.1	275.4	5.5
11	01	01	1	03	-18.5	0.194	-9.000	-9.000	-999.	205.	41.2	0.25	2.82	1.00	1.80	32.	9.1	275.4	5.5
11	01	01	1	04	-1.4	0.067	-9.000	-9.000	-999.	57.	18.3	0.25	2.82	1.00	0.40	27.	9.1	274.2	5.5
11	01	01	1	05	-18.6	0.194	-9.000	-9.000	-999.	204.	41.2	0.25	2.82	1.00	1.80	51.	9.1	274.2	5.5
11	01	01	1	06	-29.7	0.296	-9.000	-9.000	-999.	387.	96.6	0.25	2.82	1.00	2.70	53.	9.1	274.2	5.5
11	01	01	1	07	-24.0	0.239	-9.000	-9.000	-999.	282.	63.0	0.25	2.82	1.00	2.20	70.	9.1	274.2	5.5
11	01	01	1	08	-8.4	0.138	-9.000	-9.000	-999.	127.	27.3	0.25	2.82	0.54	1.30	72.	9.1	275.4	5.5
11	01	01	1	09	44.3	0.280	0.571	0.005	147.	356.	-43.5	0.25	2.82	0.32	2.20	67.	9.1	277.5	5.5
11	01	01	1	10	122.7	0.264	0.952	0.005	247.	326.	-13.2	0.25	2.82	0.25	1.80	83.	9.1	279.9	5.5
11	01	01	1	11	179.8	0.316	1.733	0.005	1017.	426.	-15.4	0.25	2.82	0.22	2.20	58.	9.1	282.0	5.5
11	01	01	1	12	206.0	0.320	1.940	0.008	1244.	435.	-14.0	0.25	2.82	0.21	2.20	115.	9.1	283.1	5.5
11	01	01	1	13	132.6	0.214	1.733	0.009	1377.	243.	-6.5	0.25	2.82	0.21	1.30	147.	9.1	284.2	5.5
11	01	01	1	14	147.0	0.216	1.818	0.009	1431.	242.	-6.0	0.25	2.82	0.23	1.30	219.	9.1	284.9	5.5
11	01	01	1	15	104.0	0.208	1.633	0.009	1468.	228.	-7.6	0.25	2.82	0.26	1.30	126.	9.1	285.4	5.5
11	01	01	1	16	26.4	0.140	1.037	0.009	1477.	127.	-9.1	0.25	2.82	0.35	0.90	151.	9.1	284.9	5.5
11	01	01	1	17	-9.0	0.137	-9.000	-9.000	-999.	121.	24.9	0.25	2.82	0.63	1.30	69.	9.1	283.1	5.5
11	01	01	1	18	-33.4	0.342	-9.000	-9.000	-999.	481.	129.0	0.25	2.82	1.00	3.10	81.	9.1	281.4	5.5
11	01	01	1	19	-33.6	0.342	-9.000	-9.000	-999.	481.	128.9	0.25	2.82	1.00	3.10	51.	9.1	279.9	5.5
11	01	01	1	20	-23.6	0.239	-9.000	-9.000	-999.	287.	63.1	0.25	2.82	1.00	2.20	77.	9.1	278.8	5.5
11	01	01	1	21	-18.5	0.194	-9.000	-9.000	-999.	205.	41.2	0.25	2.82	1.00	1.80	53.	9.1	277.5	5.5
11	01	01	1	22	-23.7	0.239	-9.000	-9.000	-999.	281.	63.0	0.25	2.82	1.00	2.20	58.	9.1	277.5	5.5
11	01	01	1	23	-18.5	0.194	-9.000	-9.000	-999.	205.	41.2	0.25	2.82	1.00	1.80	64.	9.1	277.5	5.5
11	01	01	1	24	-4.5	0.094	-9.000	-9.000	-999.	74.	16.3	0.25	2.82	1.00	0.90	52.	9.1	277.0	5.5

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
11	01	01	01	5.5	0	-999.	-99.00	276.5	99.0	-99.00	-99.00
11	01	01	01	9.1	1	69.	1.80	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0004827 , L0004828 , L0004829 , L0004830 , L0004831 ,

L0004832 , L0004833 , L0004834 , L0004835 , L0004836 , L0004837 , L0004838 , L0004839 ,
L0004840 , L0004841 , L0004842 , L0004843 , L0004844 , L0004845 , L0004846 , L0004847 ,
L0004848 , L0004849 , L0004850 , L0004851 , L0004852 , L0004853 , L0004854 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS)								
	462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	0.00010	0.00011	0.00013	0.00014	0.00016	0.00018	0.00020	0.00024	0.00030
3769400.75	0.00011	0.00012	0.00014	0.00016	0.00018	0.00020	0.00023	0.00028	0.00037
3769347.83	0.00012	0.00014	0.00015	0.00017	0.00020	0.00023	0.00027	0.00033	0.00044
3769294.91	0.00013	0.00015	0.00017	0.00019	0.00022	0.00025	0.00030	0.00037	0.00050
3769241.99	0.00014	0.00016	0.00019	0.00021	0.00024	0.00028	0.00034	0.00042	0.00055
3769189.07	0.00016	0.00018	0.00020	0.00023	0.00027	0.00032	0.00038	0.00046	0.00060
3769136.15	0.00017	0.00019	0.00022	0.00026	0.00030	0.00035	0.00042	0.00051	0.00066
3769083.23	0.00018	0.00021	0.00024	0.00028	0.00033	0.00040	0.00047	0.00057	0.00073
3769030.31	0.00020	0.00023	0.00027	0.00031	0.00037	0.00045	0.00054	0.00065	0.00082
3768977.39	0.00021	0.00024	0.00029	0.00035	0.00042	0.00051	0.00063	0.00078	0.00096
3768924.47	0.00022	0.00027	0.00032	0.00039	0.00048	0.00060	0.00077	0.00099	0.00122
3768871.55	0.00024	0.00028	0.00035	0.00043	0.00055	0.00072	0.00100	0.00141	0.00183
3768818.63	0.00025	0.00030	0.00037	0.00047	0.00062	0.00086	0.00135	0.00262	0.00437
3768765.71	0.00025	0.00031	0.00038	0.00050	0.00067	0.00099	0.00174	0.00568	0.00739
3768712.79	0.00026	0.00031	0.00039	0.00051	0.00070	0.00104	0.00189	0.00605	0.00708
3768659.87	0.00026	0.00031	0.00039	0.00050	0.00068	0.00100	0.00171	0.00501	0.01340
3768606.95	0.00025	0.00030	0.00038	0.00048	0.00063	0.00089	0.00134	0.00211	0.00265
3768554.03	0.00024	0.00029	0.00035	0.00044	0.00057	0.00075	0.00099	0.00127	0.00141
3768501.11	0.00023	0.00028	0.00033	0.00040	0.00049	0.00061	0.00075	0.00087	0.00092
3768448.19	0.00022	0.00026	0.00030	0.00036	0.00043	0.00050	0.00058	0.00063	0.00065
3768395.27	0.00021	0.00024	0.00027	0.00032	0.00036	0.00041	0.00046	0.00048	0.00049

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0004827 , L0004828 , L0004829 , L0004830 , L0004831 ,
L0004832 , L0004833 , L0004834 , L0004835 , L0004836 , L0004837 , L0004838 , L0004839 ,
L0004840 , L0004841 , L0004842 , L0004843 , L0004844 , L0004845 , L0004846 , L0004847 ,
L0004848 , L0004849 , L0004850 , L0004851 , L0004852 , L0004853 , L0004854 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS)								
	463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17

3769453.67	0.00039	0.00058	0.00068	0.00052	0.00039	0.00032	0.00028	0.00024	0.00022
3769400.75	0.00054	0.00128	0.00319	0.00082	0.00051	0.00039	0.00032	0.00028	0.00025
3769347.83	0.00068	0.00170	0.00388	0.00102	0.00061	0.00045	0.00036	0.00031	0.00027
3769294.91	0.00078	0.00184	0.00407	0.00112	0.00068	0.00050	0.00040	0.00034	0.00030
3769241.99	0.00085	0.00191	0.00418	0.00120	0.00073	0.00054	0.00044	0.00037	0.00033
3769189.07	0.00091	0.00197	0.00427	0.00125	0.00079	0.00059	0.00048	0.00041	0.00036
3769136.15	0.00096	0.00202	0.00437	0.00131	0.00084	0.00064	0.00052	0.00045	0.00039
3769083.23	0.00103	0.00208	0.00447	0.00138	0.00090	0.00070	0.00057	0.00049	0.00042
3769030.31	0.00112	0.00217	0.00459	0.00147	0.00099	0.00077	0.00063	0.00053	0.00045
3768977.39	0.00127	0.00230	0.00477	0.00160	0.00110	0.00085	0.00069	0.00057	0.00048
3768924.47	0.00155	0.00257	0.00505	0.00179	0.00124	0.00095	0.00076	0.00061	0.00050
3768871.55	0.00223	0.00316	0.00550	0.00206	0.00139	0.00104	0.00079	0.00062	0.00050
3768818.63	0.00484	0.00448	0.00612	0.00231	0.00150	0.00107	0.00080	0.00061	0.00048
3768765.71	0.01172	0.00785	0.00663	0.00234	0.00146	0.00101	0.00074	0.00056	0.00044
3768712.79	0.00850	0.00652	0.00364	0.00193	0.00123	0.00086	0.00064	0.00050	0.00040
3768659.87	0.01347	0.00412	0.00207	0.00134	0.00094	0.00070	0.00054	0.00043	0.00035
3768606.95	0.00262	0.00189	0.00131	0.00095	0.00072	0.00057	0.00045	0.00037	0.00031
3768554.03	0.00136	0.00113	0.00091	0.00072	0.00057	0.00047	0.00038	0.00032	0.00027
3768501.11	0.00088	0.00077	0.00065	0.00055	0.00046	0.00039	0.00033	0.00028	0.00024
3768448.19	0.00062	0.00056	0.00050	0.00044	0.00038	0.00033	0.00029	0.00025	0.00022
3768395.27	0.00046	0.00043	0.00039	0.00035	0.00032	0.00028	0.00025	0.00022	0.00020

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0004827 , L0004828 , L0004829 , L0004830 , L0004831 ,
L0004832 , L0004833 , L0004834 , L0004835 , L0004836 , L0004837 , L0004838 , L0004839 ,
L0004840 , L0004841 , L0004842 , L0004843 , L0004844 , L0004845 , L0004846 , L0004847 ,
L0004848 , L0004849 , L0004850 , L0004851 , L0004852 , L0004853 , L0004854 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS) 463806.78	463860.39	463914.00
3769453.67	0.00020	0.00019	0.00017
3769400.75	0.00022	0.00021	0.00019
3769347.83	0.00025	0.00022	0.00021
3769294.91	0.00027	0.00024	0.00022
3769241.99	0.00029	0.00026	0.00024
3769189.07	0.00032	0.00028	0.00026
3769136.15	0.00034	0.00031	0.00027
3769083.23	0.00037	0.00032	0.00029

```
 3769030.31 |       0.00039      0.00034      0.00029
 3768977.39 |       0.00041      0.00035      0.00030
 3768924.47 |       0.00041      0.00035      0.00030
 3768871.55 |       0.00041      0.00034      0.00029
 3768818.63 |       0.00039      0.00032      0.00027
 3768765.71 |       0.00036      0.00030      0.00026
 3768712.79 |       0.00033      0.00028      0.00024
 3768659.87 |       0.00029      0.00025      0.00022
 3768606.95 |       0.00026      0.00023      0.00020
 3768554.03 |       0.00024      0.00021      0.00018
 3768501.11 |       0.00021      0.00019      0.00017
 3768448.19 |       0.00019      0.00017      0.00015
 3768395.27 |       0.00017      0.00016      0.00014
```


*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL   ***
INCLUDING SOURCE(S):   L0004827   , L0004828   , L0004829   , L0004830   , L0004831   ,
L0004832   , L0004833   , L0004834   , L0004835   , L0004836   , L0004837   , L0004838   , L0004839   ,
L0004840   , L0004841   , L0004842   , L0004843   , L0004844   , L0004845   , L0004846   , L0004847   ,
L0004848   , L0004849   , L0004850   , L0004851   , L0004852   , L0004853   , L0004854   , . . .   ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM   IN MICROGRAMS/M**3   **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
463254.19	3768833.64	0.00283	463393.14	3768834.12	0.00486
463394.80	3768875.62	0.00432	463430.97	3769285.89	0.00421
463500.45	3769068.72	0.00121	463479.95	3768844.42	0.00231
463443.46	3768760.52	0.00439	463430.19	3768626.86	0.00156
463263.21	3768577.44	0.00178	463191.53	3768499.27	0.00081
463093.30	3768680.58	0.00090			

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF DPM   IN MICROGRAMS/M**3   **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID

```
ALL       1ST HIGHEST VALUE IS       0.01347 AT (  463324.29,  3768659.87,   318.20,   318.20,    0.00)  GC  UCART1
          2ND HIGHEST VALUE IS       0.01340 AT (  463270.68,  3768659.87,   318.40,   318.40,    0.00)  GC  UCART1
          3RD HIGHEST VALUE IS       0.01172 AT (  463324.29,  3768765.71,   319.50,   319.50,    0.00)  GC  UCART1
          4TH HIGHEST VALUE IS       0.00850 AT (  463324.29,  3768712.79,   318.90,   318.90,    0.00)  GC  UCART1
          5TH HIGHEST VALUE IS       0.00785 AT (  463377.90,  3768765.71,   320.60,   320.60,    0.00)  GC  UCART1
          6TH HIGHEST VALUE IS       0.00739 AT (  463270.68,  3768765.71,   319.90,   319.90,    0.00)  GC  UCART1
          7TH HIGHEST VALUE IS       0.00708 AT (  463270.68,  3768712.79,   319.10,   319.10,    0.00)  GC  UCART1
          8TH HIGHEST VALUE IS       0.00663 AT (  463431.51,  3768765.71,   321.60,   321.60,    0.00)  GC  UCART1
          9TH HIGHEST VALUE IS       0.00652 AT (  463377.90,  3768712.79,   320.00,   320.00,    0.00)  GC  UCART1
         10TH HIGHEST VALUE IS       0.00612 AT (  463431.51,  3768818.63,   322.40,   322.40,    0.00)  GC  UCART1


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR

 *** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2024-2037                                 ***        17:51:04
                                                                                                                   PAGE  36
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           17 Warning Message(s)
 A Total of          838 Informational Message(s)

 A Total of        43848 Hours Were Processed

 A Total of           40 Calm Hours Identified

 A Total of          798 Missing Hours Identified (  1.82 Percent)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320     824        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     825        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     826        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     827        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     828        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     829        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     830        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     831        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
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SO W320     832        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     833        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
ME W186    1211       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used           0.50
ME W187    1211       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
MX W438    8800        METQA: Convective Velocity Data Out-of-Range.  KURDAT =       12010216
MX W438   11536        METQA: Convective Velocity Data Out-of-Range.  KURDAT =       12042516
MX W420   16779        METQA: Wind Speed Out-of-Range.   KURDAT =                    12113003
MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:      15010101
MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:    1 year gap

   ***********************************
   *** AERMOD Finishes Successfully ***
   ***********************************
```

```
** Lakes Environmental AERMOD MPI
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.9.5
** Lakes Environmental Software Inc.
** Date: 6/9/2021
** File: C:\Lakes\AERMOD View\19394 Bloomington Truck Storage 2038-51\19394 Bloomington Truck Storage 2038-51.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 19349 Bloomington Truck Storage
   TITLETWO DPM Concentrations Years 2038-2051
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 2035210 County_of_San_Bernardino
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "19394 Bloomington Truck Storage 2038-51.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC Cedar Avenue, Project Driveway toward I-10 Freeway
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0000224
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 2
** 463416.235, 3768744.921, 321.08, 0.00, 1.70
** 463414.315, 3769418.372, 329.50, 0.00, 1.70
```

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** ---------------------------------------------------------------------
   LOCATION L0005188     VOLUME   463416.230 3768746.750 321.23
   LOCATION L0005189     VOLUME   463416.219 3768750.408 321.29
   LOCATION L0005190     VOLUME   463416.209 3768754.065 321.34
   LOCATION L0005191     VOLUME   463416.199 3768757.723 321.40
   LOCATION L0005192     VOLUME   463416.188 3768761.380 321.46
   LOCATION L0005193     VOLUME   463416.178 3768765.038 321.51
   LOCATION L0005194     VOLUME   463416.167 3768768.695 321.57
   LOCATION L0005195     VOLUME   463416.157 3768772.353 321.63
   LOCATION L0005196     VOLUME   463416.146 3768776.011 321.68
   LOCATION L0005197     VOLUME   463416.136 3768779.668 321.73
   LOCATION L0005198     VOLUME   463416.126 3768783.326 321.78
   LOCATION L0005199     VOLUME   463416.115 3768786.983 321.83
   LOCATION L0005200     VOLUME   463416.105 3768790.641 321.88
   LOCATION L0005201     VOLUME   463416.094 3768794.299 321.93
   LOCATION L0005202     VOLUME   463416.084 3768797.956 321.98
   LOCATION L0005203     VOLUME   463416.073 3768801.614 322.03
   LOCATION L0005204     VOLUME   463416.063 3768805.271 322.08
   LOCATION L0005205     VOLUME   463416.053 3768808.929 322.13
   LOCATION L0005206     VOLUME   463416.042 3768812.586 322.17
   LOCATION L0005207     VOLUME   463416.032 3768816.244 322.22
   LOCATION L0005208     VOLUME   463416.021 3768819.902 322.26
   LOCATION L0005209     VOLUME   463416.011 3768823.559 322.30
   LOCATION L0005210     VOLUME   463416.000 3768827.217 322.35
   LOCATION L0005211     VOLUME   463415.990 3768830.874 322.39
   LOCATION L0005212     VOLUME   463415.980 3768834.532 322.44
   LOCATION L0005213     VOLUME   463415.969 3768838.190 322.50
   LOCATION L0005214     VOLUME   463415.959 3768841.847 322.55
   LOCATION L0005215     VOLUME   463415.948 3768845.505 322.61
   LOCATION L0005216     VOLUME   463415.938 3768849.162 322.66
   LOCATION L0005217     VOLUME   463415.927 3768852.820 322.71
   LOCATION L0005218     VOLUME   463415.917 3768856.478 322.77
   LOCATION L0005219     VOLUME   463415.907 3768860.135 322.82
   LOCATION L0005220     VOLUME   463415.896 3768863.793 322.88
   LOCATION L0005221     VOLUME   463415.886 3768867.450 322.93
   LOCATION L0005222     VOLUME   463415.875 3768871.108 322.99
   LOCATION L0005223     VOLUME   463415.865 3768874.765 323.04
   LOCATION L0005224     VOLUME   463415.854 3768878.423 323.09
   LOCATION L0005225     VOLUME   463415.844 3768882.081 323.15
   LOCATION L0005226     VOLUME   463415.834 3768885.738 323.20
   LOCATION L0005227     VOLUME   463415.823 3768889.396 323.26
   LOCATION L0005228     VOLUME   463415.813 3768893.053 323.31
   LOCATION L0005229     VOLUME   463415.802 3768896.711 323.36
   LOCATION L0005230     VOLUME   463415.792 3768900.369 323.40
   LOCATION L0005231     VOLUME   463415.781 3768904.026 323.44
   LOCATION L0005232     VOLUME   463415.771 3768907.684 323.48
   LOCATION L0005233     VOLUME   463415.761 3768911.341 323.52
   LOCATION L0005234     VOLUME   463415.750 3768914.999 323.56
   LOCATION L0005235     VOLUME   463415.740 3768918.656 323.60
   LOCATION L0005236     VOLUME   463415.729 3768922.314 323.64
   LOCATION L0005237     VOLUME   463415.719 3768925.972 323.68
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LOCATION L0005238     VOLUME   463415.708 3768929.629 323.72
LOCATION L0005239     VOLUME   463415.698 3768933.287 323.77
LOCATION L0005240     VOLUME   463415.688 3768936.944 323.81
LOCATION L0005241     VOLUME   463415.677 3768940.602 323.85
LOCATION L0005242     VOLUME   463415.667 3768944.260 323.90
LOCATION L0005243     VOLUME   463415.656 3768947.917 323.94
LOCATION L0005244     VOLUME   463415.646 3768951.575 323.99
LOCATION L0005245     VOLUME   463415.635 3768955.232 324.03
LOCATION L0005246     VOLUME   463415.625 3768958.890 324.07
LOCATION L0005247     VOLUME   463415.615 3768962.547 324.11
LOCATION L0005248     VOLUME   463415.604 3768966.205 324.15
LOCATION L0005249     VOLUME   463415.594 3768969.863 324.19
LOCATION L0005250     VOLUME   463415.583 3768973.520 324.23
LOCATION L0005251     VOLUME   463415.573 3768977.178 324.27
LOCATION L0005252     VOLUME   463415.562 3768980.835 324.31
LOCATION L0005253     VOLUME   463415.552 3768984.493 324.35
LOCATION L0005254     VOLUME   463415.542 3768988.151 324.39
LOCATION L0005255     VOLUME   463415.531 3768991.808 324.42
LOCATION L0005256     VOLUME   463415.521 3768995.466 324.45
LOCATION L0005257     VOLUME   463415.510 3768999.123 324.49
LOCATION L0005258     VOLUME   463415.500 3769002.781 324.52
LOCATION L0005259     VOLUME   463415.489 3769006.439 324.55
LOCATION L0005260     VOLUME   463415.479 3769010.096 324.59
LOCATION L0005261     VOLUME   463415.469 3769013.754 324.62
LOCATION L0005262     VOLUME   463415.458 3769017.411 324.66
LOCATION L0005263     VOLUME   463415.448 3769021.069 324.68
LOCATION L0005264     VOLUME   463415.437 3769024.726 324.71
LOCATION L0005265     VOLUME   463415.427 3769028.384 324.73
LOCATION L0005266     VOLUME   463415.416 3769032.042 324.76
LOCATION L0005267     VOLUME   463415.406 3769035.699 324.79
LOCATION L0005268     VOLUME   463415.396 3769039.357 324.81
LOCATION L0005269     VOLUME   463415.385 3769043.014 324.84
LOCATION L0005270     VOLUME   463415.375 3769046.672 324.86
LOCATION L0005271     VOLUME   463415.364 3769050.330 324.89
LOCATION L0005272     VOLUME   463415.354 3769053.987 324.93
LOCATION L0005273     VOLUME   463415.343 3769057.645 324.96
LOCATION L0005274     VOLUME   463415.333 3769061.302 324.99
LOCATION L0005275     VOLUME   463415.323 3769064.960 325.02
LOCATION L0005276     VOLUME   463415.312 3769068.617 325.06
LOCATION L0005277     VOLUME   463415.302 3769072.275 325.09
LOCATION L0005278     VOLUME   463415.291 3769075.933 325.12
LOCATION L0005279     VOLUME   463415.281 3769079.590 325.15
LOCATION L0005280     VOLUME   463415.270 3769083.248 325.19
LOCATION L0005281     VOLUME   463415.260 3769086.905 325.23
LOCATION L0005282     VOLUME   463415.249 3769090.563 325.27
LOCATION L0005283     VOLUME   463415.239 3769094.221 325.31
LOCATION L0005284     VOLUME   463415.229 3769097.878 325.35
LOCATION L0005285     VOLUME   463415.218 3769101.536 325.39
LOCATION L0005286     VOLUME   463415.208 3769105.193 325.42
LOCATION L0005287     VOLUME   463415.197 3769108.851 325.46
LOCATION L0005288     VOLUME   463415.187 3769112.508 325.50
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LOCATION L0005291     VOLUME   463415.156 3769123.481 325.63
LOCATION L0005292     VOLUME   463415.145 3769127.139 325.67
LOCATION L0005293     VOLUME   463415.135 3769130.796 325.71
LOCATION L0005294     VOLUME   463415.124 3769134.454 325.75
LOCATION L0005295     VOLUME   463415.114 3769138.112 325.80
LOCATION L0005296     VOLUME   463415.103 3769141.769 325.84
LOCATION L0005297     VOLUME   463415.093 3769145.427 325.88
LOCATION L0005298     VOLUME   463415.083 3769149.084 325.92
LOCATION L0005299     VOLUME   463415.072 3769152.742 325.96
LOCATION L0005300     VOLUME   463415.062 3769156.399 326.00
LOCATION L0005301     VOLUME   463415.051 3769160.057 326.04
LOCATION L0005302     VOLUME   463415.041 3769163.715 326.08
LOCATION L0005303     VOLUME   463415.030 3769167.372 326.12
LOCATION L0005304     VOLUME   463415.020 3769171.030 326.17
LOCATION L0005305     VOLUME   463415.010 3769174.687 326.22
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LOCATION L0005307     VOLUME   463414.989 3769182.003 326.33
LOCATION L0005308     VOLUME   463414.978 3769185.660 326.38
LOCATION L0005309     VOLUME   463414.968 3769189.318 326.44
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LOCATION L0005311     VOLUME   463414.947 3769196.633 326.55
LOCATION L0005312     VOLUME   463414.937 3769200.291 326.60
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LOCATION L0005316     VOLUME   463414.895 3769214.921 326.83
LOCATION L0005317     VOLUME   463414.884 3769218.578 326.89
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LOCATION L0005319     VOLUME   463414.864 3769225.894 327.01
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LOCATION L0005324     VOLUME   463414.811 3769244.182 327.33
LOCATION L0005325     VOLUME   463414.801 3769247.839 327.40
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LOCATION L0005327     VOLUME   463414.780 3769255.154 327.54
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LOCATION L0005331     VOLUME   463414.738 3769269.785 327.79
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LOCATION L0005338     VOLUME   463414.665 3769295.388 328.16
LOCATION L0005339     VOLUME   463414.655 3769299.045 328.21
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   LOCATION L0005346     VOLUME   463414.582 3769324.648 328.53
   LOCATION L0005347     VOLUME   463414.572 3769328.306 328.57
   LOCATION L0005348     VOLUME   463414.561 3769331.964 328.62
   LOCATION L0005349     VOLUME   463414.551 3769335.621 328.66
   LOCATION L0005350     VOLUME   463414.540 3769339.279 328.70
   LOCATION L0005351     VOLUME   463414.530 3769342.936 328.75
   LOCATION L0005352     VOLUME   463414.519 3769346.594 328.79
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   LOCATION L0005360     VOLUME   463414.436 3769375.855 329.10
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   LOCATION L0005364     VOLUME   463414.394 3769390.485 329.24
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   LOCATION L0005369     VOLUME   463414.342 3769408.773 329.42
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   LOCATION L0005371     VOLUME   463414.321 3769416.088 329.50
** End of LINE VOLUME Source ID = SLINE1
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC On-Site Truck Travel from Project Driveway to Truck Spaces
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0000255
** Elevated
** Vertical Dimension = 3.66
** SZINIT = 0.85
** Nodes = 10
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** 463336.045, 3768745.986, 319.18, 0.00, 1.70
** 463335.445, 3768790.874, 319.76, 0.00, 1.70
** 463235.736, 3768790.651, 320.21, 0.00, 1.70
** 463234.933, 3768657.116, 318.52, 0.00, 1.70
** 463347.785, 3768657.317, 318.15, 0.00, 1.70
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   LOCATION L0005385     VOLUME   463362.799 3768746.130 319.69
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   LOCATION L0005387     VOLUME   463355.483 3768746.091 319.32
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   LOCATION L0005402     VOLUME   463335.571 3768781.408 319.61
   LOCATION L0005403     VOLUME   463335.523 3768785.065 319.66
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   LOCATION L0005411     VOLUME   463311.994 3768790.822 319.86
   LOCATION L0005412     VOLUME   463308.336 3768790.813 319.89
   LOCATION L0005413     VOLUME   463304.679 3768790.805 319.92
   LOCATION L0005414     VOLUME   463301.021 3768790.797 319.95
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LOCATION L0005423     VOLUME   463268.103 3768790.724 320.17
LOCATION L0005424     VOLUME   463264.445 3768790.715 320.17
LOCATION L0005425     VOLUME   463260.787 3768790.707 320.16
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LOCATION L0005455     VOLUME   463235.227 3768705.976 319.04
LOCATION L0005456     VOLUME   463235.205 3768702.319 318.99
LOCATION L0005457     VOLUME   463235.183 3768698.661 318.94
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LOCATION L0005465     VOLUME   463235.007 3768669.401 318.58
LOCATION L0005466     VOLUME   463234.985 3768665.743 318.54
LOCATION L0005467     VOLUME   463234.963 3768662.086 318.50
LOCATION L0005468     VOLUME   463234.941 3768658.428 318.46
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LOCATION L0005471     VOLUME   463244.594 3768657.133 318.35
LOCATION L0005472     VOLUME   463248.251 3768657.140 318.31
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LOCATION L0005476     VOLUME   463262.882 3768657.166 318.31
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LOCATION L0005496     VOLUME   463336.033 3768657.296 318.15
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LOCATION L0005498     VOLUME   463343.349 3768657.309 318.19
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LOCATION L0005502     VOLUME   463347.685 3768667.510 318.33
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LOCATION L0005511     VOLUME   463347.361 3768700.427 318.75
LOCATION L0005512     VOLUME   463347.325 3768704.085 318.80
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LOCATION L0005515     VOLUME   463347.217 3768715.057 318.94
LOCATION L0005516     VOLUME   463347.181 3768718.714 318.98
LOCATION L0005517     VOLUME   463347.145 3768722.372 319.02
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   LOCATION L0005523     VOLUME   463339.279 3768736.268 319.15
   LOCATION L0005524     VOLUME   463335.621 3768736.259 319.13
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   LOCATION L0005528     VOLUME   463320.991 3768736.222 319.17
   LOCATION L0005529     VOLUME   463317.333 3768736.213 319.20
   LOCATION L0005530     VOLUME   463313.675 3768736.203 319.23
   LOCATION L0005531     VOLUME   463310.018 3768736.194 319.25
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   LOCATION L0005538     VOLUME   463284.415 3768736.129 319.42
   LOCATION L0005539     VOLUME   463280.757 3768736.120 319.45
   LOCATION L0005540     VOLUME   463277.100 3768736.111 319.46
   LOCATION L0005541     VOLUME   463273.442 3768736.102 319.45
   LOCATION L0005542     VOLUME   463269.784 3768736.092 319.45
   LOCATION L0005543     VOLUME   463266.127 3768736.083 319.44
   LOCATION L0005544     VOLUME   463262.469 3768736.074 319.44
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   LOCATION L0005546     VOLUME   463255.154 3768736.055 319.43
   LOCATION L0005547     VOLUME   463251.496 3768736.046 319.43
   LOCATION L0005548     VOLUME   463247.839 3768736.037 319.43
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   LOCATION STCK1        POINT      463348.740  3768779.300      319.610
** DESCRSRC Idle Location 1
   LOCATION STCK2        POINT      463310.130  3768807.750      320.100
** DESCRSRC Idle Location 2
   LOCATION STCK3        POINT      463259.959  3768773.847      319.960
** DESCRSRC Idle Location 3
   LOCATION STCK4        POINT      463277.901  3768753.452      319.700
** DESCRSRC Idle Location 4
   LOCATION STCK5        POINT      463286.771  3768721.428      319.200
** DESCRSRC Idle Location 5
   LOCATION STCK6        POINT      463258.104  3768680.145      318.600
** DESCRSRC Idle Location 6
   LOCATION STCK7        POINT      463264.023  3768641.834      318.130
** DESCRSRC Idle Location 7
   LOCATION STCK8        POINT      463347.650  3768645.200      318.090
** DESCRSRC Idle Location8
   LOCATION STCK9        POINT      463372.967  3768684.075      319.250
** DESCRSRC Idle Location 9 - service bay
   LOCATION STCK10       POINT      463318.392  3768692.736      318.630
** DESCRSRC Idle Location 10
** Source Parameters **
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   SRCPARAM L0005190     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005191     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005192     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005193     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005194     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005195     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005196     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005197     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005198     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005199     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005200     0.0000001217      0.00      1.70      0.85
   SRCPARAM L0005201     0.0000001217      0.00      1.70      0.85
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SRCPARAM L0005494     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005495     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005496     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005497     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005498     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005499     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005500     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005501     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005502     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005503     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005504     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005505     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005506     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005507     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005508     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005509     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005510     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005511     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005512     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005513     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005514     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005515     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005516     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005517     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005518     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005519     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005520     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005521     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005522     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005523     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005524     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005525     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005526     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005527     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005528     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005529     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005530     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005531     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005532     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005533     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005534     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005535     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005536     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005537     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005538     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005539     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005540     0.0000001441      0.00      1.70      0.85
SRCPARAM L0005541     0.0000001441      0.00      1.70      0.85
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   SRCPARAM L0005542     0.0000001441      0.00      1.70      0.85
   SRCPARAM L0005543     0.0000001441      0.00      1.70      0.85
   SRCPARAM L0005544     0.0000001441      0.00      1.70      0.85
   SRCPARAM L0005545     0.0000001441      0.00      1.70      0.85
   SRCPARAM L0005546     0.0000001441      0.00      1.70      0.85
   SRCPARAM L0005547     0.0000001441      0.00      1.70      0.85
   SRCPARAM L0005548     0.0000001441      0.00      1.70      0.85
** ------------------------------------------------------------------
   SRCPARAM STCK1         1.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK2         1.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK3         1.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK4         1.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK5         1.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK6         1.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK7         1.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK8         1.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK9         1.68E-06     3.658   366.000  51.90000     0.100
   SRCPARAM STCK10        1.68E-06     3.658   366.000  51.90000     0.100

** Building Downwash **
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK1            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK2            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK4            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK5            0.00     0.00     0.00     0.00     0.00     0.00
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BUILDHGT STCK5          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK5          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK5          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK6          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK7          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK8          0.00    0.00    0.00    0.00    0.00    0.00

BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01
BUILDHGT STCK9          7.01    7.01    7.01    7.01    7.01    7.01

BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00
BUILDHGT STCK10         0.00    0.00    0.00    0.00    0.00    0.00

BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK1          0.00    0.00    0.00    0.00    0.00    0.00

BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
BUILDWID STCK2          0.00    0.00    0.00    0.00    0.00    0.00
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BUILDWID STCK2           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK3           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK4           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK5           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK6           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK7           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK8           0.00     0.00     0.00     0.00     0.00     0.00

BUILDWID STCK9          24.52    29.81    34.20    37.54    39.75    40.74
BUILDWID STCK9          40.50    39.03    36.75    39.34    40.73    40.89
BUILDWID STCK9          39.80    37.50    34.07    29.60    24.23    18.49
BUILDWID STCK9          24.52    29.81    34.20    37.54    39.75    40.74
BUILDWID STCK9          40.50    39.03    36.75    39.34    40.73    40.89
BUILDWID STCK9          39.80    37.50    34.07    29.60    24.23    18.49
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BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00
BUILDWID STCK10          0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK1           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK2           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK3           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK4           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK5           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK6           0.00     0.00     0.00     0.00     0.00     0.00

BUILDLEN STCK7           0.00     0.00     0.00     0.00     0.00     0.00
BUILDLEN STCK7           0.00     0.00     0.00     0.00     0.00     0.00
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BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK9	37.27	39.16	35.62	27.86	23.46	20.80
BUILDLEN	STCK9	19.21	18.37	18.12	18.43	19.36	21.05
BUILDLEN	STCK9	23.86	28.54	36.89	38.78	37.10	36.62
BUILDLEN	STCK9	37.27	39.16	35.62	27.86	23.46	20.80
BUILDLEN	STCK9	19.21	18.37	18.12	18.43	19.36	21.05
BUILDLEN	STCK9	23.86	28.54	36.89	38.78	37.10	36.62
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00

XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK9	-13.55	-12.73	-9.40	-4.22	-1.01	0.99
XBADJ	STCK9	2.12	2.52	2.08	1.22	-0.27	-2.42
XBADJ	STCK9	-5.39	-9.48	-15.56	-18.50	-19.67	-21.48
XBADJ	STCK9	-23.72	-26.43	-26.21	-23.63	-22.44	-21.80
XBADJ	STCK9	-21.34	-20.89	-20.21	-19.65	-19.09	-18.62
XBADJ	STCK9	-18.47	-19.05	-21.33	-20.28	-17.43	-15.14
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK10	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK1	0.00	0.00	0.00	0.00	0.00	0.00

YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK2	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK4	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK5	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK6	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK7	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK8	0.00	0.00	0.00	0.00	0.00	0.00
YBADJ	STCK9	-10.44	-9.41	-8.10	-6.54	-4.79	-2.88

```
   YBADJ    STCK9           -0.89     1.12     3.17     5.08     6.85     8.41
   YBADJ    STCK9            9.71    10.71    11.39    11.73    11.71    11.14
   YBADJ    STCK9           10.44     9.41     8.10     6.54     4.79     2.88
   YBADJ    STCK9            0.89    -1.12    -3.17    -5.08    -6.85    -8.41
   YBADJ    STCK9           -9.71   -10.71   -11.39   -11.73   -11.71   -11.14

   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK10           0.00     0.00     0.00     0.00     0.00     0.00

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "19394 Bloomington Truck Storage 2038-51.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\FONT_V9_ADJU\FONT_v9.SFC"
   PROFFILE "E:\New MET data\FONT_V9_ADJU\FONT_v9.PFL"
   SURFDATA 3102 2011
   UAIRDATA 3190 2011
   SITEDATA 99999 2011
   PROFBASE 367.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "19394 BLOOMINGTON TRUCK STORAGE 2038-51.AD\PE00GALL.PLT" 31
   SUMMFILE "19394 Bloomington Truck Storage 2038-51.sum"
OU FINISHED
```

```
 *** Message Summary For AERMOD Model Setup ***

 --------- Summary of Total Messages --------

A Total of            0 Fatal Error Message(s)
A Total of           12 Warning Message(s)
A Total of            0 Informational Message(s)


   ******** FATAL ERROR MESSAGES ********
             ***  NONE  ***


   ********   WARNING MESSAGES   ********
SO W320     824        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     825        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     826        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     827        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     828        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     829        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     830        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     831        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     832        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
SO W320     833        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
ME W186    1211       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used         0.50
ME W187    1211       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

**********************************
*** SETUP Finishes Successfully ***
**********************************


*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                  ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2038-2051                               ***        18:24:12
                                                                                                                PAGE   1
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        ***     MODEL SETUP OPTIONS SUMMARY       ***
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

**Model Is Setup For Calculation of Average CONCentration Values.

  --  DEPOSITION LOGIC  --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
**Model Uses NO WET DEPLETION.  WETDPLT  =  F

**Model Uses URBAN Dispersion Algorithm for the SBL for   371 Source(s),
  for Total of    1 Urban Area(s):
```

```
  Urban Population =   2035210.0 ;  Urban Roughness Length =  1.000 m

**Model Uses Regulatory DEFAULT Options:
       1. Stack-tip Downwash.
       2. Model Accounts for ELEVated Terrain Effects.
       3. Use Calms Processing Routine.
       4. Use Missing Data Processing Routine.
       5. No Exponential Decay.
       6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
       ADJ_U*   - Use ADJ_U* option for SBL in AERMET
       TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    371 Source(s);       1 Source Group(s); and     452 Receptor(s)

              with:     10 POINT(s), including
                         0 POINTCAP(s) and      0 POINTHOR(s)
               and:    361 VOLUME source(s)
               and:      0 AREA type source(s)
               and:      0 LINE source(s)
               and:      0 RLINE/RLINEXT source(s)
               and:      0 OPENPIT source(s)
               and:      0 BUOYANT LINE source(s) with      0 line(s)


**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date:  16216

**Output Options Selected:
        Model Outputs Tables of PERIOD Averages by Receptor
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
        Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   367.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                             ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      4.2 MB of RAM.
```

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK1	0	0.16800E-05	463348.7	3768779.3	319.6	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK2	0	0.16800E-05	463310.1	3768807.8	320.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK3	0	0.16800E-05	463260.0	3768773.8	320.0	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK4	0	0.16800E-05	463277.9	3768753.5	319.7	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK5	0	0.16800E-05	463286.8	3768721.4	319.2	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK6	0	0.16800E-05	463258.1	3768680.1	318.6	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK7	0	0.16800E-05	463264.0	3768641.8	318.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK8	0	0.16800E-05	463347.6	3768645.2	318.1	3.66	366.00	51.90	0.10	NO	YES	NO	
STCK9	0	0.16800E-05	463373.0	3768684.1	319.2	3.66	366.00	51.90	0.10	YES	YES	NO	
STCK10	0	0.16800E-05	463318.4	3768692.7	318.6	3.66	366.00	51.90	0.10	NO	YES	NO	

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005188	0	0.12170E-06	463416.2	3768746.8	321.2	0.00	1.70	0.85	YES	
L0005189	0	0.12170E-06	463416.2	3768750.4	321.3	0.00	1.70	0.85	YES	
L0005190	0	0.12170E-06	463416.2	3768754.1	321.3	0.00	1.70	0.85	YES	
L0005191	0	0.12170E-06	463416.2	3768757.7	321.4	0.00	1.70	0.85	YES	
L0005192	0	0.12170E-06	463416.2	3768761.4	321.5	0.00	1.70	0.85	YES	
L0005193	0	0.12170E-06	463416.2	3768765.0	321.5	0.00	1.70	0.85	YES	
L0005194	0	0.12170E-06	463416.2	3768768.7	321.6	0.00	1.70	0.85	YES	
L0005195	0	0.12170E-06	463416.2	3768772.4	321.6	0.00	1.70	0.85	YES	

L0005196	0	0.12170E-06	463416.1	3768776.0	321.7	0.00	1.70	0.85	YES
L0005197	0	0.12170E-06	463416.1	3768779.7	321.7	0.00	1.70	0.85	YES
L0005198	0	0.12170E-06	463416.1	3768783.3	321.8	0.00	1.70	0.85	YES
L0005199	0	0.12170E-06	463416.1	3768787.0	321.8	0.00	1.70	0.85	YES
L0005200	0	0.12170E-06	463416.1	3768790.6	321.9	0.00	1.70	0.85	YES
L0005201	0	0.12170E-06	463416.1	3768794.3	321.9	0.00	1.70	0.85	YES
L0005202	0	0.12170E-06	463416.1	3768798.0	322.0	0.00	1.70	0.85	YES
L0005203	0	0.12170E-06	463416.1	3768801.6	322.0	0.00	1.70	0.85	YES
L0005204	0	0.12170E-06	463416.1	3768805.3	322.1	0.00	1.70	0.85	YES
L0005205	0	0.12170E-06	463416.1	3768808.9	322.1	0.00	1.70	0.85	YES
L0005206	0	0.12170E-06	463416.0	3768812.6	322.2	0.00	1.70	0.85	YES
L0005207	0	0.12170E-06	463416.0	3768816.2	322.2	0.00	1.70	0.85	YES
L0005208	0	0.12170E-06	463416.0	3768819.9	322.3	0.00	1.70	0.85	YES
L0005209	0	0.12170E-06	463416.0	3768823.6	322.3	0.00	1.70	0.85	YES
L0005210	0	0.12170E-06	463416.0	3768827.2	322.4	0.00	1.70	0.85	YES
L0005211	0	0.12170E-06	463416.0	3768830.9	322.4	0.00	1.70	0.85	YES
L0005212	0	0.12170E-06	463416.0	3768834.5	322.4	0.00	1.70	0.85	YES
L0005213	0	0.12170E-06	463416.0	3768838.2	322.5	0.00	1.70	0.85	YES
L0005214	0	0.12170E-06	463416.0	3768841.8	322.6	0.00	1.70	0.85	YES
L0005215	0	0.12170E-06	463415.9	3768845.5	322.6	0.00	1.70	0.85	YES
L0005216	0	0.12170E-06	463415.9	3768849.2	322.7	0.00	1.70	0.85	YES
L0005217	0	0.12170E-06	463415.9	3768852.8	322.7	0.00	1.70	0.85	YES
L0005218	0	0.12170E-06	463415.9	3768856.5	322.8	0.00	1.70	0.85	YES
L0005219	0	0.12170E-06	463415.9	3768860.1	322.8	0.00	1.70	0.85	YES
L0005220	0	0.12170E-06	463415.9	3768863.8	322.9	0.00	1.70	0.85	YES
L0005221	0	0.12170E-06	463415.9	3768867.4	322.9	0.00	1.70	0.85	YES
L0005222	0	0.12170E-06	463415.9	3768871.1	323.0	0.00	1.70	0.85	YES
L0005223	0	0.12170E-06	463415.9	3768874.8	323.0	0.00	1.70	0.85	YES
L0005224	0	0.12170E-06	463415.9	3768878.4	323.1	0.00	1.70	0.85	YES
L0005225	0	0.12170E-06	463415.8	3768882.1	323.2	0.00	1.70	0.85	YES
L0005226	0	0.12170E-06	463415.8	3768885.7	323.2	0.00	1.70	0.85	YES
L0005227	0	0.12170E-06	463415.8	3768889.4	323.3	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005228	0	0.12170E-06	463415.8	3768893.1	323.3	0.00	1.70	0.85	YES	
L0005229	0	0.12170E-06	463415.8	3768896.7	323.4	0.00	1.70	0.85	YES	
L0005230	0	0.12170E-06	463415.8	3768900.4	323.4	0.00	1.70	0.85	YES	
L0005231	0	0.12170E-06	463415.8	3768904.0	323.4	0.00	1.70	0.85	YES	
L0005232	0	0.12170E-06	463415.8	3768907.7	323.5	0.00	1.70	0.85	YES	

L0005233	0	0.12170E-06	463415.8	3768911.3	323.5	0.00	1.70	0.85	YES	
L0005234	0	0.12170E-06	463415.8	3768915.0	323.6	0.00	1.70	0.85	YES	
L0005235	0	0.12170E-06	463415.7	3768918.7	323.6	0.00	1.70	0.85	YES	
L0005236	0	0.12170E-06	463415.7	3768922.3	323.6	0.00	1.70	0.85	YES	
L0005237	0	0.12170E-06	463415.7	3768926.0	323.7	0.00	1.70	0.85	YES	
L0005238	0	0.12170E-06	463415.7	3768929.6	323.7	0.00	1.70	0.85	YES	
L0005239	0	0.12170E-06	463415.7	3768933.3	323.8	0.00	1.70	0.85	YES	
L0005240	0	0.12170E-06	463415.7	3768936.9	323.8	0.00	1.70	0.85	YES	
L0005241	0	0.12170E-06	463415.7	3768940.6	323.9	0.00	1.70	0.85	YES	
L0005242	0	0.12170E-06	463415.7	3768944.3	323.9	0.00	1.70	0.85	YES	
L0005243	0	0.12170E-06	463415.7	3768947.9	323.9	0.00	1.70	0.85	YES	
L0005244	0	0.12170E-06	463415.6	3768951.6	324.0	0.00	1.70	0.85	YES	
L0005245	0	0.12170E-06	463415.6	3768955.2	324.0	0.00	1.70	0.85	YES	
L0005246	0	0.12170E-06	463415.6	3768958.9	324.1	0.00	1.70	0.85	YES	
L0005247	0	0.12170E-06	463415.6	3768962.5	324.1	0.00	1.70	0.85	YES	
L0005248	0	0.12170E-06	463415.6	3768966.2	324.2	0.00	1.70	0.85	YES	
L0005249	0	0.12170E-06	463415.6	3768969.9	324.2	0.00	1.70	0.85	YES	
L0005250	0	0.12170E-06	463415.6	3768973.5	324.2	0.00	1.70	0.85	YES	
L0005251	0	0.12170E-06	463415.6	3768977.2	324.3	0.00	1.70	0.85	YES	
L0005252	0	0.12170E-06	463415.6	3768980.8	324.3	0.00	1.70	0.85	YES	
L0005253	0	0.12170E-06	463415.6	3768984.5	324.4	0.00	1.70	0.85	YES	
L0005254	0	0.12170E-06	463415.5	3768988.2	324.4	0.00	1.70	0.85	YES	
L0005255	0	0.12170E-06	463415.5	3768991.8	324.4	0.00	1.70	0.85	YES	
L0005256	0	0.12170E-06	463415.5	3768995.5	324.4	0.00	1.70	0.85	YES	
L0005257	0	0.12170E-06	463415.5	3768999.1	324.5	0.00	1.70	0.85	YES	
L0005258	0	0.12170E-06	463415.5	3769002.8	324.5	0.00	1.70	0.85	YES	
L0005259	0	0.12170E-06	463415.5	3769006.4	324.6	0.00	1.70	0.85	YES	
L0005260	0	0.12170E-06	463415.5	3769010.1	324.6	0.00	1.70	0.85	YES	
L0005261	0	0.12170E-06	463415.5	3769013.8	324.6	0.00	1.70	0.85	YES	
L0005262	0	0.12170E-06	463415.5	3769017.4	324.7	0.00	1.70	0.85	YES	
L0005263	0	0.12170E-06	463415.4	3769021.1	324.7	0.00	1.70	0.85	YES	
L0005264	0	0.12170E-06	463415.4	3769024.7	324.7	0.00	1.70	0.85	YES	
L0005265	0	0.12170E-06	463415.4	3769028.4	324.7	0.00	1.70	0.85	YES	
L0005266	0	0.12170E-06	463415.4	3769032.0	324.8	0.00	1.70	0.85	YES	
L0005267	0	0.12170E-06	463415.4	3769035.7	324.8	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005268	0	0.12170E-06	463415.4	3769039.4	324.8	0.00	1.70	0.85	YES	
L0005269	0	0.12170E-06	463415.4	3769043.0	324.8	0.00	1.70	0.85	YES	

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L0005270        0   0.12170E-06  463415.4 3769046.7   324.9     0.00     1.70     0.85     YES
L0005271        0   0.12170E-06  463415.4 3769050.3   324.9     0.00     1.70     0.85     YES
L0005272        0   0.12170E-06  463415.4 3769054.0   324.9     0.00     1.70     0.85     YES
L0005273        0   0.12170E-06  463415.3 3769057.6   325.0     0.00     1.70     0.85     YES
L0005274        0   0.12170E-06  463415.3 3769061.3   325.0     0.00     1.70     0.85     YES
L0005275        0   0.12170E-06  463415.3 3769065.0   325.0     0.00     1.70     0.85     YES
L0005276        0   0.12170E-06  463415.3 3769068.6   325.1     0.00     1.70     0.85     YES
L0005277        0   0.12170E-06  463415.3 3769072.3   325.1     0.00     1.70     0.85     YES
L0005278        0   0.12170E-06  463415.3 3769075.9   325.1     0.00     1.70     0.85     YES
L0005279        0   0.12170E-06  463415.3 3769079.6   325.2     0.00     1.70     0.85     YES
L0005280        0   0.12170E-06  463415.3 3769083.2   325.2     0.00     1.70     0.85     YES
L0005281        0   0.12170E-06  463415.3 3769086.9   325.2     0.00     1.70     0.85     YES
L0005282        0   0.12170E-06  463415.2 3769090.6   325.3     0.00     1.70     0.85     YES
L0005283        0   0.12170E-06  463415.2 3769094.2   325.3     0.00     1.70     0.85     YES
L0005284        0   0.12170E-06  463415.2 3769097.9   325.4     0.00     1.70     0.85     YES
L0005285        0   0.12170E-06  463415.2 3769101.5   325.4     0.00     1.70     0.85     YES
L0005286        0   0.12170E-06  463415.2 3769105.2   325.4     0.00     1.70     0.85     YES
L0005287        0   0.12170E-06  463415.2 3769108.9   325.5     0.00     1.70     0.85     YES
L0005288        0   0.12170E-06  463415.2 3769112.5   325.5     0.00     1.70     0.85     YES
L0005289        0   0.12170E-06  463415.2 3769116.2   325.6     0.00     1.70     0.85     YES
L0005290        0   0.12170E-06  463415.2 3769119.8   325.6     0.00     1.70     0.85     YES
L0005291        0   0.12170E-06  463415.2 3769123.5   325.6     0.00     1.70     0.85     YES
L0005292        0   0.12170E-06  463415.1 3769127.1   325.7     0.00     1.70     0.85     YES
L0005293        0   0.12170E-06  463415.1 3769130.8   325.7     0.00     1.70     0.85     YES
L0005294        0   0.12170E-06  463415.1 3769134.5   325.8     0.00     1.70     0.85     YES
L0005295        0   0.12170E-06  463415.1 3769138.1   325.8     0.00     1.70     0.85     YES
L0005296        0   0.12170E-06  463415.1 3769141.8   325.8     0.00     1.70     0.85     YES
L0005297        0   0.12170E-06  463415.1 3769145.4   325.9     0.00     1.70     0.85     YES
L0005298        0   0.12170E-06  463415.1 3769149.1   325.9     0.00     1.70     0.85     YES
L0005299        0   0.12170E-06  463415.1 3769152.7   326.0     0.00     1.70     0.85     YES
L0005300        0   0.12170E-06  463415.1 3769156.4   326.0     0.00     1.70     0.85     YES
L0005301        0   0.12170E-06  463415.1 3769160.1   326.0     0.00     1.70     0.85     YES
L0005302        0   0.12170E-06  463415.0 3769163.7   326.1     0.00     1.70     0.85     YES
L0005303        0   0.12170E-06  463415.0 3769167.4   326.1     0.00     1.70     0.85     YES
L0005304        0   0.12170E-06  463415.0 3769171.0   326.2     0.00     1.70     0.85     YES
L0005305        0   0.12170E-06  463415.0 3769174.7   326.2     0.00     1.70     0.85     YES
L0005306        0   0.12170E-06  463415.0 3769178.3   326.3     0.00     1.70     0.85     YES
L0005307        0   0.12170E-06  463415.0 3769182.0   326.3     0.00     1.70     0.85     YES
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY

L0005308	0	0.12170E-06	463415.0	3769185.7	326.4	0.00	1.70	0.85	YES
L0005309	0	0.12170E-06	463415.0	3769189.3	326.4	0.00	1.70	0.85	YES
L0005310	0	0.12170E-06	463415.0	3769193.0	326.5	0.00	1.70	0.85	YES
L0005311	0	0.12170E-06	463414.9	3769196.6	326.6	0.00	1.70	0.85	YES
L0005312	0	0.12170E-06	463414.9	3769200.3	326.6	0.00	1.70	0.85	YES
L0005313	0	0.12170E-06	463414.9	3769203.9	326.7	0.00	1.70	0.85	YES
L0005314	0	0.12170E-06	463414.9	3769207.6	326.7	0.00	1.70	0.85	YES
L0005315	0	0.12170E-06	463414.9	3769211.3	326.8	0.00	1.70	0.85	YES
L0005316	0	0.12170E-06	463414.9	3769214.9	326.8	0.00	1.70	0.85	YES
L0005317	0	0.12170E-06	463414.9	3769218.6	326.9	0.00	1.70	0.85	YES
L0005318	0	0.12170E-06	463414.9	3769222.2	326.9	0.00	1.70	0.85	YES
L0005319	0	0.12170E-06	463414.9	3769225.9	327.0	0.00	1.70	0.85	YES
L0005320	0	0.12170E-06	463414.9	3769229.6	327.1	0.00	1.70	0.85	YES
L0005321	0	0.12170E-06	463414.8	3769233.2	327.1	0.00	1.70	0.85	YES
L0005322	0	0.12170E-06	463414.8	3769236.9	327.2	0.00	1.70	0.85	YES
L0005323	0	0.12170E-06	463414.8	3769240.5	327.3	0.00	1.70	0.85	YES
L0005324	0	0.12170E-06	463414.8	3769244.2	327.3	0.00	1.70	0.85	YES
L0005325	0	0.12170E-06	463414.8	3769247.8	327.4	0.00	1.70	0.85	YES
L0005326	0	0.12170E-06	463414.8	3769251.5	327.5	0.00	1.70	0.85	YES
L0005327	0	0.12170E-06	463414.8	3769255.2	327.5	0.00	1.70	0.85	YES
L0005328	0	0.12170E-06	463414.8	3769258.8	327.6	0.00	1.70	0.85	YES
L0005329	0	0.12170E-06	463414.8	3769262.5	327.7	0.00	1.70	0.85	YES
L0005330	0	0.12170E-06	463414.7	3769266.1	327.7	0.00	1.70	0.85	YES
L0005331	0	0.12170E-06	463414.7	3769269.8	327.8	0.00	1.70	0.85	YES
L0005332	0	0.12170E-06	463414.7	3769273.4	327.8	0.00	1.70	0.85	YES
L0005333	0	0.12170E-06	463414.7	3769277.1	327.9	0.00	1.70	0.85	YES
L0005334	0	0.12170E-06	463414.7	3769280.8	327.9	0.00	1.70	0.85	YES
L0005335	0	0.12170E-06	463414.7	3769284.4	328.0	0.00	1.70	0.85	YES
L0005336	0	0.12170E-06	463414.7	3769288.1	328.1	0.00	1.70	0.85	YES
L0005337	0	0.12170E-06	463414.7	3769291.7	328.1	0.00	1.70	0.85	YES
L0005338	0	0.12170E-06	463414.7	3769295.4	328.2	0.00	1.70	0.85	YES
L0005339	0	0.12170E-06	463414.7	3769299.0	328.2	0.00	1.70	0.85	YES
L0005340	0	0.12170E-06	463414.6	3769302.7	328.2	0.00	1.70	0.85	YES
L0005341	0	0.12170E-06	463414.6	3769306.4	328.3	0.00	1.70	0.85	YES
L0005342	0	0.12170E-06	463414.6	3769310.0	328.3	0.00	1.70	0.85	YES
L0005343	0	0.12170E-06	463414.6	3769313.7	328.4	0.00	1.70	0.85	YES
L0005344	0	0.12170E-06	463414.6	3769317.3	328.4	0.00	1.70	0.85	YES
L0005345	0	0.12170E-06	463414.6	3769321.0	328.5	0.00	1.70	0.85	YES
L0005346	0	0.12170E-06	463414.6	3769324.6	328.5	0.00	1.70	0.85	YES
L0005347	0	0.12170E-06	463414.6	3769328.3	328.6	0.00	1.70	0.85	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

NUMBER	EMISSION RATE	BASE	RELEASE	INIT.	INIT.	URBAN	EMISSION RATE

SOURCE ID	PART. CATS.	(GRAMS/SEC)	X (METERS)	Y (METERS)	ELEV. (METERS)	HEIGHT (METERS)	SY (METERS)	SZ (METERS)	SOURCE	SCALAR VARY BY
L0005348	0	0.12170E-06	463414.6	3769332.0	328.6	0.00	1.70	0.85	YES	
L0005349	0	0.12170E-06	463414.6	3769335.6	328.7	0.00	1.70	0.85	YES	
L0005350	0	0.12170E-06	463414.5	3769339.3	328.7	0.00	1.70	0.85	YES	
L0005351	0	0.12170E-06	463414.5	3769342.9	328.8	0.00	1.70	0.85	YES	
L0005352	0	0.12170E-06	463414.5	3769346.6	328.8	0.00	1.70	0.85	YES	
L0005353	0	0.12170E-06	463414.5	3769350.3	328.8	0.00	1.70	0.85	YES	
L0005354	0	0.12170E-06	463414.5	3769353.9	328.9	0.00	1.70	0.85	YES	
L0005355	0	0.12170E-06	463414.5	3769357.6	328.9	0.00	1.70	0.85	YES	
L0005356	0	0.12170E-06	463414.5	3769361.2	329.0	0.00	1.70	0.85	YES	
L0005357	0	0.12170E-06	463414.5	3769364.9	329.0	0.00	1.70	0.85	YES	
L0005358	0	0.12170E-06	463414.5	3769368.5	329.0	0.00	1.70	0.85	YES	
L0005359	0	0.12170E-06	463414.4	3769372.2	329.1	0.00	1.70	0.85	YES	
L0005360	0	0.12170E-06	463414.4	3769375.9	329.1	0.00	1.70	0.85	YES	
L0005361	0	0.12170E-06	463414.4	3769379.5	329.1	0.00	1.70	0.85	YES	
L0005362	0	0.12170E-06	463414.4	3769383.2	329.2	0.00	1.70	0.85	YES	
L0005363	0	0.12170E-06	463414.4	3769386.8	329.2	0.00	1.70	0.85	YES	
L0005364	0	0.12170E-06	463414.4	3769390.5	329.2	0.00	1.70	0.85	YES	
L0005365	0	0.12170E-06	463414.4	3769394.1	329.3	0.00	1.70	0.85	YES	
L0005366	0	0.12170E-06	463414.4	3769397.8	329.3	0.00	1.70	0.85	YES	
L0005367	0	0.12170E-06	463414.4	3769401.5	329.4	0.00	1.70	0.85	YES	
L0005368	0	0.12170E-06	463414.4	3769405.1	329.4	0.00	1.70	0.85	YES	
L0005369	0	0.12170E-06	463414.3	3769408.8	329.4	0.00	1.70	0.85	YES	
L0005370	0	0.12170E-06	463414.3	3769412.4	329.5	0.00	1.70	0.85	YES	
L0005371	0	0.12170E-06	463414.3	3769416.1	329.5	0.00	1.70	0.85	YES	
L0005372	0	0.14410E-06	463410.3	3768746.4	321.2	0.00	1.70	0.85	YES	
L0005373	0	0.14410E-06	463406.7	3768746.4	321.2	0.00	1.70	0.85	YES	
L0005374	0	0.14410E-06	463403.0	3768746.3	321.1	0.00	1.70	0.85	YES	
L0005375	0	0.14410E-06	463399.4	3768746.3	321.0	0.00	1.70	0.85	YES	
L0005376	0	0.14410E-06	463395.7	3768746.3	320.9	0.00	1.70	0.85	YES	
L0005377	0	0.14410E-06	463392.1	3768746.3	320.9	0.00	1.70	0.85	YES	
L0005378	0	0.14410E-06	463388.4	3768746.3	320.8	0.00	1.70	0.85	YES	
L0005379	0	0.14410E-06	463384.7	3768746.2	320.7	0.00	1.70	0.85	YES	
L0005380	0	0.14410E-06	463381.1	3768746.2	320.6	0.00	1.70	0.85	YES	
L0005381	0	0.14410E-06	463377.4	3768746.2	320.4	0.00	1.70	0.85	YES	
L0005382	0	0.14410E-06	463373.8	3768746.2	320.2	0.00	1.70	0.85	YES	
L0005383	0	0.14410E-06	463370.1	3768746.2	320.1	0.00	1.70	0.85	YES	
L0005384	0	0.14410E-06	463366.5	3768746.1	319.9	0.00	1.70	0.85	YES	
L0005385	0	0.14410E-06	463362.8	3768746.1	319.7	0.00	1.70	0.85	YES	
L0005386	0	0.14410E-06	463359.1	3768746.1	319.5	0.00	1.70	0.85	YES	
L0005387	0	0.14410E-06	463355.5	3768746.1	319.3	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005388	0	0.14410E-06	463351.8	3768746.1	319.3	0.00	1.70	0.85	YES	
L0005389	0	0.14410E-06	463348.2	3768746.1	319.3	0.00	1.70	0.85	YES	
L0005390	0	0.14410E-06	463344.5	3768746.0	319.3	0.00	1.70	0.85	YES	
L0005391	0	0.14410E-06	463340.9	3768746.0	319.3	0.00	1.70	0.85	YES	
L0005392	0	0.14410E-06	463337.2	3768746.0	319.2	0.00	1.70	0.85	YES	
L0005393	0	0.14410E-06	463336.0	3768748.5	319.3	0.00	1.70	0.85	YES	
L0005394	0	0.14410E-06	463336.0	3768752.1	319.3	0.00	1.70	0.85	YES	
L0005395	0	0.14410E-06	463335.9	3768755.8	319.3	0.00	1.70	0.85	YES	
L0005396	0	0.14410E-06	463335.9	3768759.5	319.4	0.00	1.70	0.85	YES	
L0005397	0	0.14410E-06	463335.8	3768763.1	319.4	0.00	1.70	0.85	YES	
L0005398	0	0.14410E-06	463335.8	3768766.8	319.4	0.00	1.70	0.85	YES	
L0005399	0	0.14410E-06	463335.7	3768770.4	319.5	0.00	1.70	0.85	YES	
L0005400	0	0.14410E-06	463335.7	3768774.1	319.5	0.00	1.70	0.85	YES	
L0005401	0	0.14410E-06	463335.6	3768777.8	319.6	0.00	1.70	0.85	YES	
L0005402	0	0.14410E-06	463335.6	3768781.4	319.6	0.00	1.70	0.85	YES	
L0005403	0	0.14410E-06	463335.5	3768785.1	319.7	0.00	1.70	0.85	YES	
L0005404	0	0.14410E-06	463335.5	3768788.7	319.7	0.00	1.70	0.85	YES	
L0005405	0	0.14410E-06	463333.9	3768790.9	319.7	0.00	1.70	0.85	YES	
L0005406	0	0.14410E-06	463330.3	3768790.9	319.7	0.00	1.70	0.85	YES	
L0005407	0	0.14410E-06	463326.6	3768790.9	319.7	0.00	1.70	0.85	YES	
L0005408	0	0.14410E-06	463323.0	3768790.8	319.8	0.00	1.70	0.85	YES	
L0005409	0	0.14410E-06	463319.3	3768790.8	319.8	0.00	1.70	0.85	YES	
L0005410	0	0.14410E-06	463315.7	3768790.8	319.8	0.00	1.70	0.85	YES	
L0005411	0	0.14410E-06	463312.0	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005412	0	0.14410E-06	463308.3	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005413	0	0.14410E-06	463304.7	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005414	0	0.14410E-06	463301.0	3768790.8	319.9	0.00	1.70	0.85	YES	
L0005415	0	0.14410E-06	463297.4	3768790.8	320.0	0.00	1.70	0.85	YES	
L0005416	0	0.14410E-06	463293.7	3768790.8	320.0	0.00	1.70	0.85	YES	
L0005417	0	0.14410E-06	463290.0	3768790.8	320.1	0.00	1.70	0.85	YES	
L0005418	0	0.14410E-06	463286.4	3768790.8	320.1	0.00	1.70	0.85	YES	
L0005419	0	0.14410E-06	463282.7	3768790.8	320.1	0.00	1.70	0.85	YES	
L0005420	0	0.14410E-06	463279.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005421	0	0.14410E-06	463275.4	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005422	0	0.14410E-06	463271.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005423	0	0.14410E-06	463268.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005424	0	0.14410E-06	463264.4	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005425	0	0.14410E-06	463260.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005426	0	0.14410E-06	463257.1	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005427	0	0.14410E-06	463253.5	3768790.7	320.2	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005428	0	0.14410E-06	463249.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005429	0	0.14410E-06	463246.2	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005430	0	0.14410E-06	463242.5	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005431	0	0.14410E-06	463238.8	3768790.7	320.2	0.00	1.70	0.85	YES	
L0005432	0	0.14410E-06	463235.7	3768790.1	320.2	0.00	1.70	0.85	YES	
L0005433	0	0.14410E-06	463235.7	3768786.4	320.1	0.00	1.70	0.85	YES	
L0005434	0	0.14410E-06	463235.7	3768782.8	320.1	0.00	1.70	0.85	YES	
L0005435	0	0.14410E-06	463235.7	3768779.1	320.0	0.00	1.70	0.85	YES	
L0005436	0	0.14410E-06	463235.6	3768775.5	320.0	0.00	1.70	0.85	YES	
L0005437	0	0.14410E-06	463235.6	3768771.8	319.9	0.00	1.70	0.85	YES	
L0005438	0	0.14410E-06	463235.6	3768768.2	319.9	0.00	1.70	0.85	YES	
L0005439	0	0.14410E-06	463235.6	3768764.5	319.8	0.00	1.70	0.85	YES	
L0005440	0	0.14410E-06	463235.6	3768760.8	319.8	0.00	1.70	0.85	YES	
L0005441	0	0.14410E-06	463235.5	3768757.2	319.7	0.00	1.70	0.85	YES	
L0005442	0	0.14410E-06	463235.5	3768753.5	319.7	0.00	1.70	0.85	YES	
L0005443	0	0.14410E-06	463235.5	3768749.9	319.6	0.00	1.70	0.85	YES	
L0005444	0	0.14410E-06	463235.5	3768746.2	319.6	0.00	1.70	0.85	YES	
L0005445	0	0.14410E-06	463235.4	3768742.6	319.5	0.00	1.70	0.85	YES	
L0005446	0	0.14410E-06	463235.4	3768738.9	319.5	0.00	1.70	0.85	YES	
L0005447	0	0.14410E-06	463235.4	3768735.2	319.4	0.00	1.70	0.85	YES	
L0005448	0	0.14410E-06	463235.4	3768731.6	319.4	0.00	1.70	0.85	YES	
L0005449	0	0.14410E-06	463235.4	3768727.9	319.3	0.00	1.70	0.85	YES	
L0005450	0	0.14410E-06	463235.3	3768724.3	319.3	0.00	1.70	0.85	YES	
L0005451	0	0.14410E-06	463235.3	3768720.6	319.2	0.00	1.70	0.85	YES	
L0005452	0	0.14410E-06	463235.3	3768716.9	319.2	0.00	1.70	0.85	YES	
L0005453	0	0.14410E-06	463235.3	3768713.3	319.1	0.00	1.70	0.85	YES	
L0005454	0	0.14410E-06	463235.2	3768709.6	319.1	0.00	1.70	0.85	YES	
L0005455	0	0.14410E-06	463235.2	3768706.0	319.0	0.00	1.70	0.85	YES	
L0005456	0	0.14410E-06	463235.2	3768702.3	319.0	0.00	1.70	0.85	YES	
L0005457	0	0.14410E-06	463235.2	3768698.7	318.9	0.00	1.70	0.85	YES	
L0005458	0	0.14410E-06	463235.2	3768695.0	318.9	0.00	1.70	0.85	YES	
L0005459	0	0.14410E-06	463235.1	3768691.3	318.8	0.00	1.70	0.85	YES	
L0005460	0	0.14410E-06	463235.1	3768687.7	318.8	0.00	1.70	0.85	YES	
L0005461	0	0.14410E-06	463235.1	3768684.0	318.8	0.00	1.70	0.85	YES	
L0005462	0	0.14410E-06	463235.1	3768680.4	318.7	0.00	1.70	0.85	YES	
L0005463	0	0.14410E-06	463235.1	3768676.7	318.7	0.00	1.70	0.85	YES	
L0005464	0	0.14410E-06	463235.0	3768673.1	318.6	0.00	1.70	0.85	YES	
L0005465	0	0.14410E-06	463235.0	3768669.4	318.6	0.00	1.70	0.85	YES	
L0005466	0	0.14410E-06	463235.0	3768665.7	318.5	0.00	1.70	0.85	YES	
L0005467	0	0.14410E-06	463235.0	3768662.1	318.5	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005468	0	0.14410E-06	463234.9	3768658.4	318.5	0.00	1.70	0.85	YES	
L0005469	0	0.14410E-06	463237.3	3768657.1	318.4	0.00	1.70	0.85	YES	
L0005470	0	0.14410E-06	463240.9	3768657.1	318.4	0.00	1.70	0.85	YES	
L0005471	0	0.14410E-06	463244.6	3768657.1	318.4	0.00	1.70	0.85	YES	
L0005472	0	0.14410E-06	463248.3	3768657.1	318.3	0.00	1.70	0.85	YES	
L0005473	0	0.14410E-06	463251.9	3768657.1	318.3	0.00	1.70	0.85	YES	
L0005474	0	0.14410E-06	463255.6	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005475	0	0.14410E-06	463259.2	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005476	0	0.14410E-06	463262.9	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005477	0	0.14410E-06	463266.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005478	0	0.14410E-06	463270.2	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005479	0	0.14410E-06	463273.9	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005480	0	0.14410E-06	463277.5	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005481	0	0.14410E-06	463281.2	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005482	0	0.14410E-06	463284.8	3768657.2	318.4	0.00	1.70	0.85	YES	
L0005483	0	0.14410E-06	463288.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005484	0	0.14410E-06	463292.1	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005485	0	0.14410E-06	463295.8	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005486	0	0.14410E-06	463299.5	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005487	0	0.14410E-06	463303.1	3768657.2	318.3	0.00	1.70	0.85	YES	
L0005488	0	0.14410E-06	463306.8	3768657.2	318.2	0.00	1.70	0.85	YES	
L0005489	0	0.14410E-06	463310.4	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005490	0	0.14410E-06	463314.1	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005491	0	0.14410E-06	463317.7	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005492	0	0.14410E-06	463321.4	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005493	0	0.14410E-06	463325.1	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005494	0	0.14410E-06	463328.7	3768657.3	318.1	0.00	1.70	0.85	YES	
L0005495	0	0.14410E-06	463332.4	3768657.3	318.1	0.00	1.70	0.85	YES	
L0005496	0	0.14410E-06	463336.0	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005497	0	0.14410E-06	463339.7	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005498	0	0.14410E-06	463343.3	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005499	0	0.14410E-06	463347.0	3768657.3	318.2	0.00	1.70	0.85	YES	
L0005500	0	0.14410E-06	463347.8	3768660.2	318.2	0.00	1.70	0.85	YES	
L0005501	0	0.14410E-06	463347.7	3768663.9	318.3	0.00	1.70	0.85	YES	
L0005502	0	0.14410E-06	463347.7	3768667.5	318.3	0.00	1.70	0.85	YES	
L0005503	0	0.14410E-06	463347.6	3768671.2	318.4	0.00	1.70	0.85	YES	
L0005504	0	0.14410E-06	463347.6	3768674.8	318.4	0.00	1.70	0.85	YES	
L0005505	0	0.14410E-06	463347.6	3768678.5	318.5	0.00	1.70	0.85	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0005506	0	0.14410E-06	463347.5	3768682.1	318.5	0.00	1.70	0.85	YES	
L0005507	0	0.14410E-06	463347.5	3768685.8	318.6	0.00	1.70	0.85	YES	
L0005508	0	0.14410E-06	463347.5	3768689.5	318.6	0.00	1.70	0.85	YES	
L0005509	0	0.14410E-06	463347.4	3768693.1	318.7	0.00	1.70	0.85	YES	
L0005510	0	0.14410E-06	463347.4	3768696.8	318.7	0.00	1.70	0.85	YES	
L0005511	0	0.14410E-06	463347.4	3768700.4	318.8	0.00	1.70	0.85	YES	
L0005512	0	0.14410E-06	463347.3	3768704.1	318.8	0.00	1.70	0.85	YES	
L0005513	0	0.14410E-06	463347.3	3768707.7	318.9	0.00	1.70	0.85	YES	
L0005514	0	0.14410E-06	463347.3	3768711.4	318.9	0.00	1.70	0.85	YES	
L0005515	0	0.14410E-06	463347.2	3768715.1	318.9	0.00	1.70	0.85	YES	
L0005516	0	0.14410E-06	463347.2	3768718.7	319.0	0.00	1.70	0.85	YES	
L0005517	0	0.14410E-06	463347.1	3768722.4	319.0	0.00	1.70	0.85	YES	
L0005518	0	0.14410E-06	463347.1	3768726.0	319.1	0.00	1.70	0.85	YES	
L0005519	0	0.14410E-06	463347.1	3768729.7	319.1	0.00	1.70	0.85	YES	
L0005520	0	0.14410E-06	463347.0	3768733.3	319.2	0.00	1.70	0.85	YES	
L0005521	0	0.14410E-06	463346.6	3768736.4	319.2	0.00	1.70	0.85	YES	
L0005522	0	0.14410E-06	463342.9	3768736.3	319.2	0.00	1.70	0.85	YES	
L0005523	0	0.14410E-06	463339.3	3768736.3	319.2	0.00	1.70	0.85	YES	
L0005524	0	0.14410E-06	463335.6	3768736.3	319.1	0.00	1.70	0.85	YES	
L0005525	0	0.14410E-06	463332.0	3768736.2	319.1	0.00	1.70	0.85	YES	
L0005526	0	0.14410E-06	463328.3	3768736.2	319.1	0.00	1.70	0.85	YES	
L0005527	0	0.14410E-06	463324.6	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005528	0	0.14410E-06	463321.0	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005529	0	0.14410E-06	463317.3	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005530	0	0.14410E-06	463313.7	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005531	0	0.14410E-06	463310.0	3768736.2	319.2	0.00	1.70	0.85	YES	
L0005532	0	0.14410E-06	463306.4	3768736.2	319.3	0.00	1.70	0.85	YES	
L0005533	0	0.14410E-06	463302.7	3768736.2	319.3	0.00	1.70	0.85	YES	
L0005534	0	0.14410E-06	463299.0	3768736.2	319.3	0.00	1.70	0.85	YES	
L0005535	0	0.14410E-06	463295.4	3768736.2	319.4	0.00	1.70	0.85	YES	
L0005536	0	0.14410E-06	463291.7	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005537	0	0.14410E-06	463288.1	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005538	0	0.14410E-06	463284.4	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005539	0	0.14410E-06	463280.8	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005540	0	0.14410E-06	463277.1	3768736.1	319.5	0.00	1.70	0.85	YES	
L0005541	0	0.14410E-06	463273.4	3768736.1	319.4	0.00	1.70	0.85	YES	
L0005542	0	0.14410E-06	463269.8	3768736.1	319.4	0.00	1.70	0.85	YES	

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L0005543         0   0.14410E-06  463266.1 3768736.1   319.4     0.00     1.70     0.85     YES
L0005544         0   0.14410E-06  463262.5 3768736.1   319.4     0.00     1.70     0.85     YES
L0005545         0   0.14410E-06  463258.8 3768736.1   319.4     0.00     1.70     0.85     YES
L0005546         0   0.14410E-06  463255.2 3768736.1   319.4     0.00     1.70     0.85     YES
L0005547         0   0.14410E-06  463251.5 3768736.0   319.4     0.00     1.70     0.85     YES

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                              ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2038-2051                          ***        18:24:12
                                                                                                            PAGE  12
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                          *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                    BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID         CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

L0005548         0   0.14410E-06  463247.8 3768736.0   319.4     0.00     1.70     0.85     YES

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                              ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2038-2051                          ***        18:24:12
                                                                                                            PAGE  13
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                     *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                          SOURCE IDs
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 ALL        L0005188    , L0005189    , L0005190    , L0005191    , L0005192    , L0005193    , L0005194    , L0005195    ,
            L0005196    , L0005197    , L0005198    , L0005199    , L0005200    , L0005201    , L0005202    , L0005203    ,
            L0005204    , L0005205    , L0005206    , L0005207    , L0005208    , L0005209    , L0005210    , L0005211    ,
            L0005212    , L0005213    , L0005214    , L0005215    , L0005216    , L0005217    , L0005218    , L0005219    ,
            L0005220    , L0005221    , L0005222    , L0005223    , L0005224    , L0005225    , L0005226    , L0005227    ,
            L0005228    , L0005229    , L0005230    , L0005231    , L0005232    , L0005233    , L0005234    , L0005235    ,
            L0005236    , L0005237    , L0005238    , L0005239    , L0005240    , L0005241    , L0005242    , L0005243    ,
            L0005244    , L0005245    , L0005246    , L0005247    , L0005248    , L0005249    , L0005250    , L0005251    ,
            L0005252    , L0005253    , L0005254    , L0005255    , L0005256    , L0005257    , L0005258    , L0005259    ,
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L0005260 , L0005261 , L0005262 , L0005263 , L0005264 , L0005265 , L0005266 , L0005267 ,

L0005268 , L0005269 , L0005270 , L0005271 , L0005272 , L0005273 , L0005274 , L0005275 ,

L0005276 , L0005277 , L0005278 , L0005279 , L0005280 , L0005281 , L0005282 , L0005283 ,

L0005284 , L0005285 , L0005286 , L0005287 , L0005288 , L0005289 , L0005290 , L0005291 ,

L0005292 , L0005293 , L0005294 , L0005295 , L0005296 , L0005297 , L0005298 , L0005299 ,

L0005300 , L0005301 , L0005302 , L0005303 , L0005304 , L0005305 , L0005306 , L0005307 ,

L0005308 , L0005309 , L0005310 , L0005311 , L0005312 , L0005313 , L0005314 , L0005315 ,

L0005316 , L0005317 , L0005318 , L0005319 , L0005320 , L0005321 , L0005322 , L0005323 ,

L0005324 , L0005325 , L0005326 , L0005327 , L0005328 , L0005329 , L0005330 , L0005331 ,

L0005332 , L0005333 , L0005334 , L0005335 , L0005336 , L0005337 , L0005338 , L0005339 ,

L0005340 , L0005341 , L0005342 , L0005343 , L0005344 , L0005345 , L0005346 , L0005347 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID SOURCE IDs
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L0005348 , L0005349 , L0005350 , L0005351 , L0005352 , L0005353 , L0005354 , L0005355 ,

L0005356 , L0005357 , L0005358 , L0005359 , L0005360 , L0005361 , L0005362 , L0005363 ,

L0005364 , L0005365 , L0005366 , L0005367 , L0005368 , L0005369 , L0005370 , L0005371 ,

L0005372 , L0005373 , L0005374 , L0005375 , L0005376 , L0005377 , L0005378 , L0005379 ,

L0005380 , L0005381 , L0005382 , L0005383 , L0005384 , L0005385 , L0005386 , L0005387 ,

L0005388 , L0005389 , L0005390 , L0005391 , L0005392 , L0005393 , L0005394 , L0005395 ,

L0005396 , L0005397 , L0005398 , L0005399 , L0005400 , L0005401 , L0005402 , L0005403 ,

L0005404 , L0005405 , L0005406 , L0005407 , L0005408 , L0005409 , L0005410 , L0005411 ,

L0005412 , L0005413 , L0005414 , L0005415 , L0005416 , L0005417 , L0005418 , L0005419 ,

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            L0005420    , L0005421    , L0005422    , L0005423    , L0005424    , L0005425    , L0005426    , L0005427    ,
            L0005428    , L0005429    , L0005430    , L0005431    , L0005432    , L0005433    , L0005434    , L0005435    ,
            L0005436    , L0005437    , L0005438    , L0005439    , L0005440    , L0005441    , L0005442    , L0005443    ,
            L0005444    , L0005445    , L0005446    , L0005447    , L0005448    , L0005449    , L0005450    , L0005451    ,
            L0005452    , L0005453    , L0005454    , L0005455    , L0005456    , L0005457    , L0005458    , L0005459    ,
            L0005460    , L0005461    , L0005462    , L0005463    , L0005464    , L0005465    , L0005466    , L0005467    ,
            L0005468    , L0005469    , L0005470    , L0005471    , L0005472    , L0005473    , L0005474    , L0005475    ,
            L0005476    , L0005477    , L0005478    , L0005479    , L0005480    , L0005481    , L0005482    , L0005483    ,
            L0005484    , L0005485    , L0005486    , L0005487    , L0005488    , L0005489    , L0005490    , L0005491    ,
            L0005492    , L0005493    , L0005494    , L0005495    , L0005496    , L0005497    , L0005498    , L0005499    ,
            L0005500    , L0005501    , L0005502    , L0005503    , L0005504    , L0005505    , L0005506    , L0005507    ,

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2038-2051                                ***        18:24:12
                                                                                                                  PAGE  15
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                    SOURCE IDs
-----------                                    ----------

            L0005508    , L0005509    , L0005510    , L0005511    , L0005512    , L0005513    , L0005514    , L0005515    ,
            L0005516    , L0005517    , L0005518    , L0005519    , L0005520    , L0005521    , L0005522    , L0005523    ,
            L0005524    , L0005525    , L0005526    , L0005527    , L0005528    , L0005529    , L0005530    , L0005531    ,
            L0005532    , L0005533    , L0005534    , L0005535    , L0005536    , L0005537    , L0005538    , L0005539    ,
            L0005540    , L0005541    , L0005542    , L0005543    , L0005544    , L0005545    , L0005546    , L0005547    ,
            L0005548    , STCK1       , STCK2       , STCK3       , STCK4       , STCK5       , STCK6       , STCK7       ,
            STCK8       , STCK9       , STCK10      ,

*** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
*** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2038-2051                                ***        18:24:12
```

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
	2035210.	L0005188 , L0005189 , L0005190 , L0005191 , L0005192 , L0005193 , L0005194 , L0005195 ,
		L0005196 , L0005197 , L0005198 , L0005199 , L0005200 , L0005201 , L0005202 , L0005203 ,
		L0005204 , L0005205 , L0005206 , L0005207 , L0005208 , L0005209 , L0005210 , L0005211 ,
		L0005212 , L0005213 , L0005214 , L0005215 , L0005216 , L0005217 , L0005218 , L0005219 ,
		L0005220 , L0005221 , L0005222 , L0005223 , L0005224 , L0005225 , L0005226 , L0005227 ,
		L0005228 , L0005229 , L0005230 , L0005231 , L0005232 , L0005233 , L0005234 , L0005235 ,
		L0005236 , L0005237 , L0005238 , L0005239 , L0005240 , L0005241 , L0005242 , L0005243 ,
		L0005244 , L0005245 , L0005246 , L0005247 , L0005248 , L0005249 , L0005250 , L0005251 ,
		L0005252 , L0005253 , L0005254 , L0005255 , L0005256 , L0005257 , L0005258 , L0005259 ,
		L0005260 , L0005261 , L0005262 , L0005263 , L0005264 , L0005265 , L0005266 , L0005267 ,
		L0005268 , L0005269 , L0005270 , L0005271 , L0005272 , L0005273 , L0005274 , L0005275 ,
		L0005276 , L0005277 , L0005278 , L0005279 , L0005280 , L0005281 , L0005282 , L0005283 ,
		L0005284 , L0005285 , L0005286 , L0005287 , L0005288 , L0005289 , L0005290 , L0005291 ,
		L0005292 , L0005293 , L0005294 , L0005295 , L0005296 , L0005297 , L0005298 , L0005299 ,
		L0005300 , L0005301 , L0005302 , L0005303 , L0005304 , L0005305 , L0005306 , L0005307 ,
		L0005308 , L0005309 , L0005310 , L0005311 , L0005312 , L0005313 , L0005314 , L0005315 ,
		L0005316 , L0005317 , L0005318 , L0005319 , L0005320 , L0005321 , L0005322 , L0005323 ,
		L0005324 , L0005325 , L0005326 , L0005327 , L0005328 , L0005329 , L0005330 , L0005331 ,
		L0005332 , L0005333 , L0005334 , L0005335 , L0005336 , L0005337 , L0005338 , L0005339 ,
		L0005340 , L0005341 , L0005342 , L0005343 , L0005344 , L0005345 , L0005346 , L0005347 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
		L0005348 , L0005349 , L0005350 , L0005351 , L0005352 , L0005353 , L0005354 , L0005355 ,
		L0005356 , L0005357 , L0005358 , L0005359 , L0005360 , L0005361 , L0005362 , L0005363 ,
		L0005364 , L0005365 , L0005366 , L0005367 , L0005368 , L0005369 , L0005370 , L0005371 ,
		L0005372 , L0005373 , L0005374 , L0005375 , L0005376 , L0005377 , L0005378 , L0005379 ,
		L0005380 , L0005381 , L0005382 , L0005383 , L0005384 , L0005385 , L0005386 , L0005387 ,
		L0005388 , L0005389 , L0005390 , L0005391 , L0005392 , L0005393 , L0005394 , L0005395 ,
		L0005396 , L0005397 , L0005398 , L0005399 , L0005400 , L0005401 , L0005402 , L0005403 ,
		L0005404 , L0005405 , L0005406 , L0005407 , L0005408 , L0005409 , L0005410 , L0005411 ,
		L0005412 , L0005413 , L0005414 , L0005415 , L0005416 , L0005417 , L0005418 , L0005419 ,
		L0005420 , L0005421 , L0005422 , L0005423 , L0005424 , L0005425 , L0005426 , L0005427 ,
		L0005428 , L0005429 , L0005430 , L0005431 , L0005432 , L0005433 , L0005434 , L0005435 ,
		L0005436 , L0005437 , L0005438 , L0005439 , L0005440 , L0005441 , L0005442 , L0005443 ,
		L0005444 , L0005445 , L0005446 , L0005447 , L0005448 , L0005449 , L0005450 , L0005451 ,
		L0005452 , L0005453 , L0005454 , L0005455 , L0005456 , L0005457 , L0005458 , L0005459 ,
		L0005460 , L0005461 , L0005462 , L0005463 , L0005464 , L0005465 , L0005466 , L0005467 ,
		L0005468 , L0005469 , L0005470 , L0005471 , L0005472 , L0005473 , L0005474 , L0005475 ,
		L0005476 , L0005477 , L0005478 , L0005479 , L0005480 , L0005481 , L0005482 , L0005483 ,
		L0005484 , L0005485 , L0005486 , L0005487 , L0005488 , L0005489 , L0005490 , L0005491 ,
		L0005492 , L0005493 , L0005494 , L0005495 , L0005496 , L0005497 , L0005498 , L0005499 ,
		L0005500 , L0005501 , L0005502 , L0005503 , L0005504 , L0005505 , L0005506 , L0005507 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINED AS URBAN SOURCES ***

URBAN ID	URBAN POP	SOURCE IDs
		L0005508 , L0005509 , L0005510 , L0005511 , L0005512 , L0005513 , L0005514 , L0005515 ,
		L0005516 , L0005517 , L0005518 , L0005519 , L0005520 , L0005521 , L0005522 , L0005523 ,
		L0005524 , L0005525 , L0005526 , L0005527 , L0005528 , L0005529 , L0005530 , L0005531 ,
		L0005532 , L0005533 , L0005534 , L0005535 , L0005536 , L0005537 , L0005538 , L0005539 ,
		L0005540 , L0005541 , L0005542 , L0005543 , L0005544 , L0005545 , L0005546 , L0005547 ,
		L0005548 , STCK1 , STCK2 , STCK3 , STCK4 , STCK5 , STCK6 , STCK7 ,
		STCK8 , STCK9 , STCK10 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCK9

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	7.0,	24.5,	37.3,	-13.6,	-10.4,	2	7.0,	29.8,	39.2,	-12.7,	-9.4,
3	7.0,	34.2,	35.6,	-9.4,	-8.1,	4	7.0,	37.5,	27.9,	-4.2,	-6.5,
5	7.0,	39.8,	23.5,	-1.0,	-4.8,	6	7.0,	40.7,	20.8,	1.0,	-2.9,
7	7.0,	40.5,	19.2,	2.1,	-0.9,	8	7.0,	39.0,	18.4,	2.5,	1.1,
9	7.0,	36.8,	18.1,	2.1,	3.2,	10	7.0,	39.3,	18.4,	1.2,	5.1,
11	7.0,	40.7,	19.4,	-0.3,	6.8,	12	7.0,	40.9,	21.1,	-2.4,	8.4,
13	7.0,	39.8,	23.9,	-5.4,	9.7,	14	7.0,	37.5,	28.5,	-9.5,	10.7,
15	7.0,	34.1,	36.9,	-15.6,	11.4,	16	7.0,	29.6,	38.8,	-18.5,	11.7,
17	7.0,	24.2,	37.1,	-19.7,	11.7,	18	7.0,	18.5,	36.6,	-21.5,	11.1,
19	7.0,	24.5,	37.3,	-23.7,	10.4,	20	7.0,	29.8,	39.2,	-26.4,	9.4,
21	7.0,	34.2,	35.6,	-26.2,	8.1,	22	7.0,	37.5,	27.9,	-23.6,	6.5,
23	7.0,	39.8,	23.5,	-22.4,	4.8,	24	7.0,	40.7,	20.8,	-21.8,	2.9,
25	7.0,	40.5,	19.2,	-21.3,	0.9,	26	7.0,	39.0,	18.4,	-20.9,	-1.1,
27	7.0,	36.8,	18.1,	-20.2,	-3.2,	28	7.0,	39.3,	18.4,	-19.7,	-5.1,

29	7.0,	40.7,	19.4,	-19.1,	-6.8,	30	7.0,	40.9,	21.1,	-18.6,	-8.4,
31	7.0,	39.8,	23.9,	-18.5,	-9.7,	32	7.0,	37.5,	28.5,	-19.1,	-10.7,
33	7.0,	34.1,	36.9,	-21.3,	-11.4,	34	7.0,	29.6,	38.8,	-20.3,	-11.7,
35	7.0,	24.2,	37.1,	-17.4,	-11.7,	36	7.0,	18.5,	36.6,	-15.1,	-11.1,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** GRIDDED RECEPTOR NETWORK SUMMARY ***

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

*** X-COORDINATES OF GRID ***
(METERS)

462841.8, 462895.4, 462949.0, 463002.6, 463056.2, 463109.8, 463163.5, 463217.1, 463270.7, 463324.3,
463377.9, 463431.5, 463485.1, 463538.7, 463592.3, 463646.0, 463699.6, 463753.2, 463806.8, 463860.4,
463914.0,

*** Y-COORDINATES OF GRID ***
(METERS)

3768395.3, 3768448.2, 3768501.1, 3768554.0, 3768607.0, 3768659.9, 3768712.8, 3768765.7, 3768818.6, 3768871.5,
3768924.5, 3768977.4, 3769030.3, 3769083.2, 3769136.1, 3769189.1, 3769242.0, 3769294.9, 3769347.8, 3769400.8,
3769453.7,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	331.50	331.20	330.50	330.10	330.00	329.80	329.80	329.70	329.70
3769400.75	331.10	330.30	329.90	329.30	329.00	329.10	329.50	329.40	329.40
3769347.83	330.50	329.60	328.90	328.50	328.20	328.30	328.60	328.80	328.80
3769294.91	329.70	329.00	328.10	327.90	327.60	327.70	327.80	328.20	328.40
3769241.99	328.80	328.20	327.60	327.20	326.90	326.80	326.90	327.30	327.50
3769189.07	327.60	327.30	326.70	326.70	326.10	325.80	326.00	326.40	326.70
3769136.15	326.70	326.70	326.10	326.20	325.60	325.20	325.40	325.80	325.90
3769083.23	326.30	326.30	325.80	325.50	325.10	324.70	324.60	324.90	324.90
3769030.31	325.90	325.70	325.30	324.80	324.60	324.30	323.80	323.90	323.70

3768977.39	325.50	325.20	324.90	324.30	323.90	324.00	323.20	322.80	322.70
3768924.47	324.20	324.10	323.60	323.30	323.20	323.50	322.80	322.10	321.90
3768871.55	323.40	323.90	322.50	322.60	322.60	323.10	322.30	321.40	321.20
3768818.63	323.00	323.00	322.00	321.90	322.00	322.30	321.60	320.70	320.50
3768765.71	321.90	321.60	321.30	321.30	321.40	321.30	320.70	319.90	319.90
3768712.79	321.60	320.90	320.30	320.60	320.70	320.70	320.10	319.30	319.10
3768659.87	320.60	320.10	319.90	320.10	320.00	320.00	319.50	318.80	318.40
3768606.95	319.80	319.50	319.20	319.40	319.30	319.30	318.90	318.20	317.70
3768554.03	319.00	318.80	318.40	318.50	318.60	318.40	318.00	317.50	316.90
3768501.11	318.30	318.20	317.80	317.90	317.80	317.70	317.40	317.10	316.70
3768448.19	317.70	317.60	317.40	317.20	317.10	316.90	316.60	316.40	316.20
3768395.27	316.90	316.80	316.80	316.40	316.30	316.20	315.90	316.00	315.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17
3769453.67	329.60	329.00	329.90	330.00	329.90	328.80	327.90	327.40	327.00
3769400.75	329.50	329.20	329.40	329.60	329.40	328.10	327.20	326.80	325.90
3769347.83	328.50	328.50	329.00	329.10	329.20	327.60	326.50	326.10	325.30
3769294.91	327.70	328.00	328.10	328.00	327.90	327.00	325.40	324.80	324.20
3769241.99	327.30	327.50	327.30	327.40	327.10	326.20	325.10	324.50	324.00
3769189.07	326.50	326.70	326.40	326.80	326.00	325.10	323.60	323.60	323.40
3769136.15	325.70	326.10	325.80	326.30	325.20	324.50	322.80	323.00	322.70
3769083.23	325.10	325.20	325.30	325.70	324.70	324.10	322.40	322.40	322.10
3769030.31	324.60	324.70	324.80	325.20	324.30	323.70	322.00	321.90	321.40
3768977.39	323.50	324.20	324.20	324.50	323.80	323.10	321.50	321.20	320.80
3768924.47	322.20	323.30	323.60	324.00	324.20	322.70	321.70	321.00	320.30
3768871.55	321.10	322.10	323.10	323.40	323.20	321.70	320.70	320.10	319.70
3768818.63	320.20	321.00	322.40	322.50	322.40	321.50	320.70	319.80	319.40
3768765.71	319.50	320.60	321.60	321.30	321.20	320.80	320.00	319.30	318.60
3768712.79	318.90	320.00	320.80	320.80	320.80	320.20	319.40	318.90	318.30
3768659.87	318.20	319.00	320.10	320.10	320.00	319.60	319.00	318.40	317.80
3768606.95	317.70	318.20	319.30	319.40	319.30	319.10	317.90	317.40	317.20
3768554.03	316.90	316.80	318.10	318.70	318.30	318.40	317.10	316.60	316.60
3768501.11	316.20	315.80	316.20	318.00	317.80	318.00	316.90	316.40	316.00
3768448.19	315.50	315.00	314.90	316.90	317.00	317.30	316.60	316.20	315.20
3768395.27	314.80	314.40	314.00	315.70	316.40	316.40	316.30	315.60	314.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	463806.78	463860.39	463914.00
3769453.67	326.00	325.70	325.40
3769400.75	324.70	324.80	324.80
3769347.83	324.00	323.80	323.80
3769294.91	323.70	323.20	322.90
3769241.99	323.40	322.90	322.20
3769189.07	323.40	322.90	321.80
3769136.15	322.80	322.70	321.80
3769083.23	322.10	321.80	321.50
3769030.31	321.30	320.90	320.80
3768977.39	320.50	320.10	320.30
3768924.47	319.70	319.40	319.50
3768871.55	319.10	318.50	318.50
3768818.63	318.80	318.00	317.60
3768765.71	318.20	317.60	316.80
3768712.79	317.80	317.20	316.50
3768659.87	317.30	316.60	316.10
3768606.95	316.80	316.00	315.50
3768554.03	316.30	315.70	314.90
3768501.11	315.70	315.50	314.60
3768448.19	315.00	314.80	314.30
3768395.27	314.10	314.10	313.70

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	331.50	331.20	330.50	330.10	330.00	329.80	329.80	329.70	329.70
3769400.75	331.10	330.30	329.90	329.30	329.00	329.10	329.50	329.40	329.40
3769347.83	330.50	329.60	328.90	328.50	328.20	328.30	328.60	328.80	328.80
3769294.91	329.70	329.00	328.10	327.90	327.60	327.70	327.80	328.20	328.40
3769241.99	328.80	328.20	327.60	327.20	326.90	326.80	326.90	327.30	327.50
3769189.07	327.60	327.30	326.70	326.70	326.10	325.80	326.00	326.40	326.70

3769136.15	326.70	326.70	326.10	326.20	325.60	325.20	325.40	325.80	325.90
3769083.23	326.30	326.30	325.80	325.50	325.10	324.70	324.60	324.90	324.90
3769030.31	325.90	325.70	325.30	324.80	324.60	324.30	323.80	323.90	323.70
3768977.39	325.50	325.20	324.90	324.30	323.90	324.00	323.20	322.80	322.70
3768924.47	324.20	324.10	323.60	323.30	323.20	323.50	322.80	322.10	321.90
3768871.55	323.40	323.90	322.50	322.60	322.60	323.10	322.30	321.40	321.20
3768818.63	323.00	323.00	322.00	321.90	322.00	322.30	321.60	320.70	320.50
3768765.71	321.90	321.60	321.30	321.30	321.40	321.30	320.70	319.90	319.90
3768712.79	321.60	320.90	320.30	320.60	320.70	320.70	320.10	319.30	319.10
3768659.87	320.60	320.10	319.90	320.10	320.00	320.00	319.50	318.80	318.40
3768606.95	319.80	319.50	319.20	319.40	319.30	319.30	318.90	318.20	317.70
3768554.03	319.00	318.80	318.40	318.50	318.60	318.40	318.00	317.50	316.90
3768501.11	318.30	318.20	317.80	317.90	317.80	317.70	317.40	317.10	316.70
3768448.19	317.70	317.60	317.40	317.20	317.10	316.90	316.60	316.40	316.20
3768395.27	316.90	316.80	316.80	316.40	316.30	316.20	315.90	316.00	315.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17
3769453.67	329.60	329.00	329.90	330.00	329.90	328.80	327.90	327.40	327.00
3769400.75	329.50	329.20	329.40	329.60	329.40	328.10	327.20	326.80	325.90
3769347.83	328.50	328.50	329.00	329.10	329.20	327.60	326.50	326.10	325.30
3769294.91	327.70	328.00	328.10	328.00	327.90	327.00	325.40	324.80	324.20
3769241.99	327.30	327.50	327.30	327.40	327.10	326.20	325.10	324.50	324.00
3769189.07	326.50	326.70	326.40	326.80	326.00	325.10	323.60	323.60	323.40
3769136.15	325.70	326.10	325.80	326.30	325.20	324.50	322.80	323.00	322.70
3769083.23	325.10	325.20	325.30	325.70	324.70	324.10	322.40	322.40	322.10
3769030.31	324.60	324.70	324.80	325.20	324.30	323.70	322.00	321.90	321.40
3768977.39	323.50	324.20	324.20	324.50	323.80	323.10	321.50	321.20	320.80
3768924.47	322.20	323.30	323.60	324.00	324.20	322.70	321.70	321.00	320.30
3768871.55	321.10	322.10	323.10	323.40	323.20	321.70	320.70	320.10	319.70
3768818.63	320.20	321.00	322.40	322.50	322.40	321.50	320.70	319.80	319.40
3768765.71	319.50	320.60	321.60	321.30	321.20	320.80	320.00	319.30	318.60
3768712.79	318.90	320.00	320.80	320.80	320.80	320.20	319.40	318.90	318.30
3768659.87	318.20	319.00	320.10	320.10	320.00	319.60	319.00	318.40	317.80
3768606.95	317.70	318.20	319.30	319.40	319.30	319.10	317.90	317.40	317.20
3768554.03	316.90	316.80	318.10	318.70	318.30	318.40	317.10	316.60	316.60
3768501.11	316.20	315.80	316.20	318.00	317.80	318.00	316.90	316.40	316.00
3768448.19	315.50	315.00	314.90	316.90	317.00	317.30	316.60	316.20	315.20
3768395.27	314.80	314.40	314.00	315.70	316.40	316.40	316.30	315.60	314.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** NETWORK ID: UCART1   ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	463806.78	463860.39	463914.00
3769453.67	326.00	325.70	325.40
3769400.75	324.70	324.80	324.80
3769347.83	324.00	323.80	323.80
3769294.91	323.70	323.20	322.90
3769241.99	323.40	322.90	322.20
3769189.07	323.40	322.90	321.80
3769136.15	322.80	322.70	321.80
3769083.23	322.10	321.80	321.50
3769030.31	321.30	320.90	320.80
3768977.39	320.50	320.10	320.30
3768924.47	319.70	319.40	319.50
3768871.55	319.10	318.50	318.50
3768818.63	318.80	318.00	317.60
3768765.71	318.20	317.60	316.80
3768712.79	317.80	317.20	316.50
3768659.87	317.30	316.60	316.10
3768606.95	316.80	316.00	315.50
3768554.03	316.30	315.70	314.90
3768501.11	315.70	315.50	314.60
3768448.19	315.00	314.80	314.30
3768395.27	314.10	314.10	313.70

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(463254.2,	3768833.6,	320.7,	320.7,	0.0);	(463393.1,	3768834.1,	321.8,	321.8,	0.0);
(463394.8,	3768875.6,	322.7,	322.7,	0.0);	(463431.0,	3769285.9,	328.0,	328.0,	0.0);
(463500.5,	3769068.7,	325.8,	325.8,	0.0);	(463480.0,	3768844.4,	323.2,	323.2,	0.0);
(463443.5,	3768760.5,	321.4,	321.4,	0.0);	(463430.2,	3768626.9,	319.6,	319.6,	0.0);
(463263.2,	3768577.4,	317.1,	317.1,	0.0);	(463191.5,	3768499.3,	317.2,	317.2,	0.0);
(463093.3,	3768680.6,	320.2,	320.2,	0.0);					

* SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL

SOURCE ID	- - RECEPTOR LOCATION - - XR (METERS)	YR (METERS)	DISTANCE (METERS)
L0005478	463270.7	3768659.9	-0.92
L0005479	463270.7	3768659.9	0.50
L0005492	463324.3	3768659.9	0.23
L0005493	463324.3	3768659.9	-0.95

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54,   3.09,   5.14,   8.23, 10.80,

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: E:\New MET data\FONT_V9_ADJU\FONT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\FONT_V9_ADJU\FONT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 3102 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2011 Year: 2011

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
11	01	01	1	01	-18.5	0.194	-9.000	-9.000	-999.	204.	41.2	0.25	2.82	1.00	1.80	69.	9.1	276.4	5.5
11	01	01	1	02	-23.8	0.239	-9.000	-9.000	-999.	281.	63.0	0.25	2.82	1.00	2.20	52.	9.1	275.4	5.5
11	01	01	1	03	-18.5	0.194	-9.000	-9.000	-999.	205.	41.2	0.25	2.82	1.00	1.80	32.	9.1	275.4	5.5
11	01	01	1	04	-1.4	0.067	-9.000	-9.000	-999.	57.	18.3	0.25	2.82	1.00	0.40	27.	9.1	274.2	5.5
11	01	01	1	05	-18.6	0.194	-9.000	-9.000	-999.	204.	41.2	0.25	2.82	1.00	1.80	51.	9.1	274.2	5.5
11	01	01	1	06	-29.7	0.296	-9.000	-9.000	-999.	387.	96.6	0.25	2.82	1.00	2.70	53.	9.1	274.2	5.5
11	01	01	1	07	-24.0	0.239	-9.000	-9.000	-999.	282.	63.0	0.25	2.82	1.00	2.20	70.	9.1	274.2	5.5
11	01	01	1	08	-8.4	0.138	-9.000	-9.000	-999.	127.	27.3	0.25	2.82	0.54	1.30	72.	9.1	275.4	5.5
11	01	01	1	09	44.3	0.280	0.571	0.005	147.	356.	-43.5	0.25	2.82	0.32	2.20	67.	9.1	277.5	5.5
11	01	01	1	10	122.7	0.264	0.952	0.005	247.	326.	-13.2	0.25	2.82	0.25	1.80	83.	9.1	279.9	5.5
11	01	01	1	11	179.8	0.316	1.733	0.005	1017.	426.	-15.4	0.25	2.82	0.22	2.20	58.	9.1	282.0	5.5
11	01	01	1	12	206.0	0.320	1.940	0.008	1244.	435.	-14.0	0.25	2.82	0.21	2.20	115.	9.1	283.1	5.5
11	01	01	1	13	132.6	0.214	1.733	0.009	1377.	243.	-6.5	0.25	2.82	0.21	1.30	147.	9.1	284.2	5.5
11	01	01	1	14	147.0	0.216	1.818	0.009	1431.	242.	-6.0	0.25	2.82	0.23	1.30	219.	9.1	284.9	5.5
11	01	01	1	15	104.0	0.208	1.633	0.009	1468.	228.	-7.6	0.25	2.82	0.26	1.30	126.	9.1	285.4	5.5
11	01	01	1	16	26.4	0.140	1.037	0.009	1477.	127.	-9.1	0.25	2.82	0.35	0.90	151.	9.1	284.9	5.5
11	01	01	1	17	-9.0	0.137	-9.000	-9.000	-999.	121.	24.9	0.25	2.82	0.63	1.30	69.	9.1	283.1	5.5
11	01	01	1	18	-33.4	0.342	-9.000	-9.000	-999.	481.	129.0	0.25	2.82	1.00	3.10	81.	9.1	281.4	5.5
11	01	01	1	19	-33.6	0.342	-9.000	-9.000	-999.	481.	128.9	0.25	2.82	1.00	3.10	51.	9.1	279.9	5.5
11	01	01	1	20	-23.6	0.239	-9.000	-9.000	-999.	287.	63.1	0.25	2.82	1.00	2.20	77.	9.1	278.8	5.5
11	01	01	1	21	-18.5	0.194	-9.000	-9.000	-999.	205.	41.2	0.25	2.82	1.00	1.80	53.	9.1	277.5	5.5
11	01	01	1	22	-23.7	0.239	-9.000	-9.000	-999.	281.	63.0	0.25	2.82	1.00	2.20	58.	9.1	277.5	5.5
11	01	01	1	23	-18.5	0.194	-9.000	-9.000	-999.	205.	41.2	0.25	2.82	1.00	1.80	64.	9.1	277.5	5.5
11	01	01	1	24	-4.5	0.094	-9.000	-9.000	-999.	74.	16.3	0.25	2.82	1.00	0.90	52.	9.1	277.0	5.5

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
11	01	01	01	5.5	0	-999.	-99.00	276.5	99.0	-99.00	-99.00
11	01	01	01	9.1	1	69.	1.80	-999.0	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0005188 , L0005189 , L0005190 , L0005191 , L0005192 ,

L0005193 , L0005194 , L0005195 , L0005196 , L0005197 , L0005198 , L0005199 , L0005200 ,
L0005201 , L0005202 , L0005203 , L0005204 , L0005205 , L0005206 , L0005207 , L0005208 ,
L0005209 , L0005210 , L0005211 , L0005212 , L0005213 , L0005214 , L0005215 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS)								
	462841.80	462895.41	462949.02	463002.63	463056.24	463109.85	463163.46	463217.07	463270.68
3769453.67	0.00010	0.00011	0.00012	0.00013	0.00015	0.00017	0.00019	0.00023	0.00028
3769400.75	0.00010	0.00012	0.00013	0.00015	0.00017	0.00019	0.00022	0.00027	0.00035
3769347.83	0.00011	0.00013	0.00014	0.00016	0.00019	0.00021	0.00025	0.00031	0.00041
3769294.91	0.00012	0.00014	0.00016	0.00018	0.00021	0.00024	0.00028	0.00035	0.00047
3769241.99	0.00013	0.00015	0.00017	0.00020	0.00023	0.00027	0.00032	0.00039	0.00052
3769189.07	0.00015	0.00017	0.00019	0.00022	0.00025	0.00030	0.00035	0.00043	0.00057
3769136.15	0.00016	0.00018	0.00021	0.00024	0.00028	0.00033	0.00039	0.00048	0.00062
3769083.23	0.00017	0.00019	0.00023	0.00026	0.00031	0.00037	0.00044	0.00053	0.00068
3769030.31	0.00018	0.00021	0.00025	0.00029	0.00035	0.00042	0.00050	0.00061	0.00077
3768977.39	0.00019	0.00023	0.00027	0.00032	0.00039	0.00048	0.00059	0.00072	0.00090
3768924.47	0.00021	0.00025	0.00030	0.00036	0.00045	0.00056	0.00072	0.00091	0.00113
3768871.55	0.00022	0.00026	0.00032	0.00040	0.00051	0.00066	0.00092	0.00129	0.00169
3768818.63	0.00023	0.00027	0.00034	0.00043	0.00057	0.00079	0.00124	0.00241	0.00401
3768765.71	0.00023	0.00028	0.00035	0.00046	0.00062	0.00091	0.00160	0.00520	0.00677
3768712.79	0.00024	0.00029	0.00036	0.00047	0.00064	0.00096	0.00173	0.00553	0.00648
3768659.87	0.00024	0.00029	0.00036	0.00046	0.00063	0.00092	0.00157	0.00459	0.01226
3768606.95	0.00023	0.00028	0.00035	0.00044	0.00058	0.00081	0.00122	0.00194	0.00243
3768554.03	0.00023	0.00027	0.00033	0.00041	0.00052	0.00069	0.00091	0.00116	0.00129
3768501.11	0.00021	0.00025	0.00030	0.00037	0.00045	0.00056	0.00069	0.00079	0.00084
3768448.19	0.00020	0.00024	0.00028	0.00033	0.00039	0.00046	0.00053	0.00058	0.00060
3768395.27	0.00019	0.00022	0.00025	0.00029	0.00034	0.00038	0.00042	0.00044	0.00045

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0005188 , L0005189 , L0005190 , L0005191 , L0005192 ,
L0005193 , L0005194 , L0005195 , L0005196 , L0005197 , L0005198 , L0005199 , L0005200 ,
L0005201 , L0005202 , L0005203 , L0005204 , L0005205 , L0005206 , L0005207 , L0005208 ,
L0005209 , L0005210 , L0005211 , L0005212 , L0005213 , L0005214 , L0005215 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS)								
	463324.29	463377.90	463431.51	463485.12	463538.73	463592.34	463645.95	463699.56	463753.17

3769453.67	0.00037	0.00055	0.00065	0.00049	0.00037	0.00030	0.00026	0.00023	0.00021
3769400.75	0.00051	0.00121	0.00302	0.00078	0.00049	0.00037	0.00030	0.00026	0.00023
3769347.83	0.00065	0.00161	0.00368	0.00096	0.00057	0.00042	0.00034	0.00029	0.00026
3769294.91	0.00074	0.00174	0.00385	0.00106	0.00064	0.00047	0.00038	0.00032	0.00028
3769241.99	0.00080	0.00181	0.00396	0.00113	0.00069	0.00051	0.00041	0.00035	0.00031
3769189.07	0.00085	0.00186	0.00405	0.00118	0.00074	0.00055	0.00045	0.00038	0.00033
3769136.15	0.00091	0.00191	0.00413	0.00124	0.00079	0.00060	0.00049	0.00042	0.00036
3769083.23	0.00097	0.00197	0.00423	0.00130	0.00085	0.00065	0.00053	0.00045	0.00039
3769030.31	0.00105	0.00204	0.00434	0.00138	0.00092	0.00072	0.00059	0.00049	0.00042
3768977.39	0.00118	0.00217	0.00451	0.00150	0.00102	0.00079	0.00064	0.00053	0.00045
3768924.47	0.00144	0.00241	0.00476	0.00168	0.00115	0.00088	0.00070	0.00057	0.00046
3768871.55	0.00206	0.00294	0.00517	0.00192	0.00129	0.00096	0.00073	0.00058	0.00046
3768818.63	0.00445	0.00415	0.00574	0.00215	0.00139	0.00099	0.00074	0.00056	0.00045
3768765.71	0.01073	0.00722	0.00618	0.00216	0.00135	0.00093	0.00068	0.00052	0.00041
3768712.79	0.00778	0.00598	0.00335	0.00178	0.00113	0.00080	0.00059	0.00046	0.00037
3768659.87	0.01232	0.00377	0.00190	0.00124	0.00087	0.00064	0.00050	0.00040	0.00033
3768606.95	0.00240	0.00174	0.00121	0.00088	0.00067	0.00052	0.00042	0.00034	0.00029
3768554.03	0.00125	0.00104	0.00083	0.00066	0.00053	0.00043	0.00035	0.00030	0.00025
3768501.11	0.00080	0.00070	0.00060	0.00051	0.00043	0.00036	0.00030	0.00026	0.00023
3768448.19	0.00057	0.00051	0.00046	0.00040	0.00035	0.00030	0.00026	0.00023	0.00020
3768395.27	0.00043	0.00039	0.00036	0.00033	0.00029	0.00026	0.00023	0.00020	0.00018

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): L0005188 , L0005189 , L0005190 , L0005191 , L0005192 ,
L0005193 , L0005194 , L0005195 , L0005196 , L0005197 , L0005198 , L0005199 , L0005200 ,
L0005201 , L0005202 , L0005203 , L0005204 , L0005205 , L0005206 , L0005207 , L0005208 ,
L0005209 , L0005210 , L0005211 , L0005212 , L0005213 , L0005214 , L0005215 , . . . ,

*** NETWORK ID: UCART1 ; NETWORK TYPE: GRIDCART ***

** CONC OF DPM IN MICROGRAMS/M**3 **

Y-COORD (METERS)	X-COORD (METERS)		
	463806.78	463860.39	463914.00
3769453.67	0.00019	0.00017	0.00016
3769400.75	0.00021	0.00019	0.00018
3769347.83	0.00023	0.00021	0.00019
3769294.91	0.00025	0.00023	0.00021
3769241.99	0.00027	0.00025	0.00022
3769189.07	0.00030	0.00026	0.00024
3769136.15	0.00032	0.00028	0.00025
3769083.23	0.00034	0.00030	0.00027

```
 3769030.31 |       0.00036      0.00031      0.00027
 3768977.39 |       0.00038      0.00032      0.00028
 3768924.47 |       0.00038      0.00032      0.00027
 3768871.55 |       0.00038      0.00031      0.00027
 3768818.63 |       0.00036      0.00030      0.00025
 3768765.71 |       0.00033      0.00028      0.00024
 3768712.79 |       0.00030      0.00025      0.00022
 3768659.87 |       0.00027      0.00023      0.00020
 3768606.95 |       0.00024      0.00021      0.00018
 3768554.03 |       0.00022      0.00019      0.00017
 3768501.11 |       0.00020      0.00017      0.00015
 3768448.19 |       0.00018      0.00016      0.00014
 3768395.27 |       0.00016      0.00015      0.00013
```


*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL   ***
INCLUDING SOURCE(S):   L0005188   , L0005189   , L0005190   , L0005191   , L0005192   ,
L0005193   , L0005194   , L0005195   , L0005196   , L0005197   , L0005198   , L0005199   , L0005200   ,
L0005201   , L0005202   , L0005203   , L0005204   , L0005205   , L0005206   , L0005207   , L0005208   ,
L0005209   , L0005210   , L0005211   , L0005212   , L0005213   , L0005214   , L0005215   , . . .   ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DPM   IN MICROGRAMS/M**3   **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
463254.19	3768833.64	0.00260	463393.14	3768834.12	0.00453
463394.80	3768875.62	0.00406	463430.97	3769285.89	0.00399
463500.45	3769068.72	0.00114	463479.95	3768844.42	0.00215
463443.46	3768760.52	0.00407	463430.19	3768626.86	0.00143
463263.21	3768577.44	0.00163	463191.53	3768499.27	0.00074
463093.30	3768680.58	0.00083			

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE SUMMARY OF MAXIMUM PERIOD (43848 HRS) RESULTS ***

** CONC OF DPM   IN MICROGRAMS/M**3   **

GROUP ID	AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	OF TYPE	NETWORK GRID-ID

```
ALL       1ST HIGHEST VALUE IS       0.01232 AT (  463324.29,  3768659.87,   318.20,   318.20,    0.00)  GC  UCART1
          2ND HIGHEST VALUE IS       0.01226 AT (  463270.68,  3768659.87,   318.40,   318.40,    0.00)  GC  UCART1
          3RD HIGHEST VALUE IS       0.01073 AT (  463324.29,  3768765.71,   319.50,   319.50,    0.00)  GC  UCART1
          4TH HIGHEST VALUE IS       0.00778 AT (  463324.29,  3768712.79,   318.90,   318.90,    0.00)  GC  UCART1
          5TH HIGHEST VALUE IS       0.00722 AT (  463377.90,  3768765.71,   320.60,   320.60,    0.00)  GC  UCART1
          6TH HIGHEST VALUE IS       0.00677 AT (  463270.68,  3768765.71,   319.90,   319.90,    0.00)  GC  UCART1
          7TH HIGHEST VALUE IS       0.00648 AT (  463270.68,  3768712.79,   319.10,   319.10,    0.00)  GC  UCART1
          8TH HIGHEST VALUE IS       0.00618 AT (  463431.51,  3768765.71,   321.60,   321.60,    0.00)  GC  UCART1
          9TH HIGHEST VALUE IS       0.00598 AT (  463377.90,  3768712.79,   320.00,   320.00,    0.00)  GC  UCART1
         10TH HIGHEST VALUE IS       0.00574 AT (  463431.51,  3768818.63,   322.40,   322.40,    0.00)  GC  UCART1


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR

 *** AERMOD - VERSION  19191 ***   *** 19349 Bloomington Truck Storage                                    ***        06/09/21
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations Years 2038-2051                                 ***        18:24:12
                                                                                                                   PAGE  36
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

 *** Message Summary : AERMOD Model Execution ***

  --------- Summary of Total Messages --------

 A Total of            0 Fatal Error Message(s)
 A Total of           17 Warning Message(s)
 A Total of          838 Informational Message(s)

 A Total of        43848 Hours Were Processed

 A Total of           40 Calm Hours Identified

 A Total of          798 Missing Hours Identified (  1.82 Percent)


    ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


    ********   WARNING MESSAGES   ********
 SO W320     824        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     825        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     826        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     827        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     828        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     829        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     830        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     831        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
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SO W320     832        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     833        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
ME W186    1211       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used           0.50
ME W187    1211       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
MX W438    8800        METQA: Convective Velocity Data Out-of-Range.  KURDAT =       12010216
MX W438   11536        METQA: Convective Velocity Data Out-of-Range.  KURDAT =       12042516
MX W420   16779        METQA: Wind Speed Out-of-Range.   KURDAT =                    12113003
MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:      15010101
MX W450   26305       CHKDAT: Record Out of Sequence in Meteorological File at:    1 year gap

   ***********************************
   *** AERMOD Finishes Successfully ***
   ***********************************
```

EMFAC2017 for San Bernardino (SC) PM10 Running and Idling Exhaust

Area	Season	Veh	Fuel	MdlYr	Speed (Miles/hr)	2021 (gms/mile)	2022 (gms/mile)	2023 (gms/mile)	2024 (gms/mile)	2025 (gms/mile)	2026 (gms/mile)	2027 (gms/mile)	2028 (gms/mile)	2029 (gms/mile)	2030 (gms/mile)	2031 (gms/mile)	2032 (gms/mile)
San Bernardino (SC)	*Annual*	*LHDT2*	*DSL*	Aggregated	*0*	0.786386	0.786999	0.787704	0.788815	0.79041	0.792099	0.793443	0.795102	0.796603	0.797478	0.795695	0.796184
San Bernardino (SC)	Annual	LHDT2	DSL	Aggregated	5	0.071634	0.068164	0.064801	0.061574	0.058555	0.055644	0.0529	0.050412	0.048159	0.046096	0.044133	0.042483
San Bernardino (SC)	Annual	LHDT2	DSL	Aggregated	10	0.053829	0.051687	0.049607	0.04761	0.045744	0.043936	0.042229	0.04068	0.039275	0.037984	0.036744	0.035705
San Bernardino (SC)	Annual	LHDT2	DSL	Aggregated	35	0.020264	0.01977	0.019287	0.018824	0.018391	0.017966	0.017562	0.017195	0.016859	0.016547	0.016238	0.015982
San Bernardino (SC)	*Annual*	*MHDT*	*DSL*	Aggregated	*0*	0.243579	0.147006	0.043967	0.038351	0.032887	0.028163	0.024482	0.021469	0.019023	0.016871	0.014933	0.013514
San Bernardino (SC)	Annual	MHDT	DSL	Aggregated	5	0.204727	0.070223	0.006736	0.006571	0.006394	0.006222	0.00606	0.005934	0.005821	0.005713	0.00561	0.005519
San Bernardino (SC)	Annual	MHDT	DSL	Aggregated	10	0.174891	0.062291	0.005836	0.005702	0.005556	0.005413	0.005279	0.005175	0.005081	0.004991	0.004905	0.004829
San Bernardino (SC)	Annual	MHDT	DSL	Aggregated	35	0.068391	0.034264	0.003935	0.003951	0.003952	0.003939	0.003919	0.00391	0.0039	0.003886	0.003869	0.003854
San Bernardino (SC)	*Annual*	*HHDT*	*DSL*	Aggregated	*0*	0.022237	0.015028	0.012569	0.012319	0.012103	0.01185	0.011625	0.011464	0.01127	0.011067	0.010916	0.010806
San Bernardino (SC)	Annual	HHDT	DSL	Aggregated	5	0.090872	0.043461	0.013015	0.013009	0.012891	0.012711	0.01253	0.01236	0.012167	0.01198	0.011821	0.011671
San Bernardino (SC)	Annual	HHDT	DSL	Aggregated	10	0.078397	0.037097	0.011385	0.011388	0.011292	0.01114	0.010985	0.01084	0.010673	0.010511	0.010374	0.010245
San Bernardino (SC)	Annual	HHDT	DSL	Aggregated	35	0.036703	0.01772	0.008784	0.008889	0.008899	0.008855	0.008797	0.008732	0.008648	0.008564	0.008494	0.008425

	14 yr 2024-2037 **5 mph**	**14 yr** 2024-2037 **10 mph**	**14 yr** 2024-2037 **35 mph**	**14 yr** 2024-2037 **0 mph (idling)**
LHDT2	0.04654	0.03822	0.01657	0.79348
MHDT	0.00574	0.00501	0.00387	0.01881
HHDT	0.01195	0.01049	0.00853	0.01113

	14 yr 2038-2051 **5 mph**	**14 yr** 2038-2051 **10 mph**	**14 yr** 2038-2051 **35 mph**	**14 yr** 2038-2051 **0 mph (idling)**
LHDT2	0.03251	0.02939	0.01440	0.79386
MHDT	0.00497	0.00437	0.00368	0.00786
HHDT	0.01090	0.00959	0.00810	0.01017

	2 yr 2022&2023 **5 mph**	**2 yr** 2022&2023 **10 mph**	**2 yr** 2022&2023 **35 mph**	**2 yr** 2022&2023 **0 mph (idling)**
LHDT2	0.06648	0.05065	0.01953	0.78735
MHDT	0.03848	0.03406	0.01910	0.09549
HHDT	0.02824	0.02424	0.01325	0.01380

	1 yr 2021 **5 mph**	**1 yr** 2021 **10 mph**	**1 yr** 2021 **35 mph**	**1 yr** 2021 **0 mph (idling)**
LHDT2	0.07163	0.05383	0.02026	0.78639
MHDT	0.20473	0.17489	0.06839	0.24358
HHDT	0.09087	0.07840	0.03670	0.02224

2033 (gms/mile)	2034 (gms/mile)	2035 (gms/mile)	2036 (gms/mile)	2037 (gms/mile)	2038 (gms/mile)	2039 (gms/mile)	2040 (gms/mile)	2041 (gms/mile)	2042 (gms/mile)	2043 (gms/mile)	2044 (gms/mile)	2045 (gms/mile)	2046 (gms/mile)	2047 (gms/mile)	2048 (gms/mile)	2049 (gms/mile)	2050 (gms/mile)	2051 (gms/mile)
0.795717	0.793787	0.791222	0.79107	0.791116	0.790956	0.791586	0.792098	0.792516	0.792807	0.79303	0.793517	0.793923	0.794428	0.794848	0.795265	0.795781	0.796661	0.796661
0.040943	0.039478	0.037983	0.03704	0.036168	0.035381	0.034666	0.03411	0.033677	0.033368	0.033141	0.032711	0.032349	0.031916	0.031563	0.031221	0.03081	0.030128	0.030128
0.034726	0.033781	0.032811	0.032218	0.031667	0.031168	0.030716	0.030368	0.030099	0.029912	0.02978	0.029515	0.029293	0.029024	0.028808	0.028599	0.028345	0.027917	0.027917
0.015733	0.015483	0.015221	0.015075	0.014938	0.014812	0.014699	0.014616	0.014552	0.014512	0.014488	0.014427	0.014377	0.014314	0.014266	0.014219	0.014161	0.014057	0.014057
0.012353	0.011424	0.010586	0.009897	0.009429	0.009035	0.008727	0.008434	0.008204	0.008022	0.007872	0.00774	0.007617	0.007526	0.00745	0.007401	0.007367	0.007339	0.007339
0.005445	0.005375	0.005303	0.005233	0.005179	0.005131	0.005087	0.005047	0.005012	0.004985	0.004962	0.004943	0.004929	0.004918	0.00491	0.004906	0.004905	0.004904	0.004904
0.004767	0.004709	0.004649	0.004591	0.004546	0.004505	0.004468	0.004434	0.004405	0.004382	0.004362	0.004347	0.004334	0.004325	0.004318	0.004315	0.004313	0.004313	0.004313
0.003842	0.003827	0.003806	0.003787	0.003769	0.003752	0.003734	0.003718	0.003703	0.003692	0.003682	0.003674	0.003669	0.003665	0.003661	0.003658	0.003657	0.003657	0.003657
0.010682	0.010536	0.010437	0.010378	0.010337	0.010304	0.010265	0.010238	0.010215	0.010194	0.010181	0.010167	0.010151	0.010136	0.010124	0.010111	0.0101	0.010093	0.010093
0.011519	0.011343	0.011205	0.011113	0.011047	0.011001	0.010958	0.010935	0.010919	0.010908	0.010902	0.010894	0.010885	0.010876	0.010871	0.01087	0.010871	0.010875	0.010875
0.010112	0.009959	0.009839	0.009762	0.009705	0.009666	0.009631	0.009612	0.009599	0.00959	0.009585	0.009579	0.009572	0.009565	0.009561	0.00956	0.009561	0.009564	0.009564
0.008356	0.008274	0.008207	0.008167	0.008136	0.008115	0.008101	0.008095	0.008092	0.008094	0.008096	0.008099	0.008101	0.008103	0.008104	0.008104	0.008105	0.008108	0.008108

*Note: 2051 data is the same as the 2050 data as 2017 EMFAC only has up to year 2050 data available.

GANDDINI GROUP, INC.
550 Parkcenter Drive, Suite 202, Santa Ana, CA 92705
714.795.3100 | www.ganddini.com

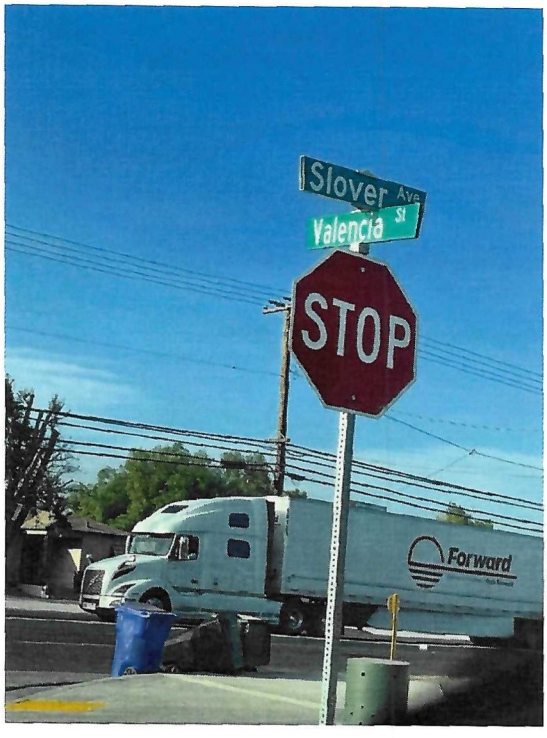
Public Outreach for 10746 Cedar Avenue Bloomington Truck Trailer Parking and Zone Change

By: Maria Elena Kennedy
Kennedy Communications, Inc.

Executive Summary

The applicant is planning to develop a truck terminal facility in the unincorporated area of Bloomington. The County of San Bernardino requires that the applicant conduct community outreach in the project area to ensure that the residents are given an opportunity to not only learn what is happening in their neighborhood but to also give input on the proposed project area. The area is heavily industrialized but there is a neighborhood nearby as well as a mobile home park east of the proposed project site. Because the area is considered an Environmental Justice area, the applicant hired Kennedy Communications, Inc. to conduct community outreach to the residents of the single-family dwellings as well as to the Cedar Village Mobile Home Park.

On June 16, 2021, a letter was sent, in English and Spanish, to the residents and commercial properties surrounding the project site (See "Attachment A"). The letter indicated that a truck terminal facility was planned for the area as well as the zone change. The letter went to approximately 85 households and approximately 250 letters went to the mobile home park. Because of COVID-19 restricts, the manager agreed to put the letters in the residents' mailboxes. (See "Attachment B"). Only one resident responded to the letter (See "Attachment C"). The comment period closed July 14 which gave the residents almost a month to respond.



The applicant also attended the Bloomington MAC meeting the previous year, so it is evident that a serious effort has been made to ensure that the residents are aware of the project and have been given an opportunity for input.

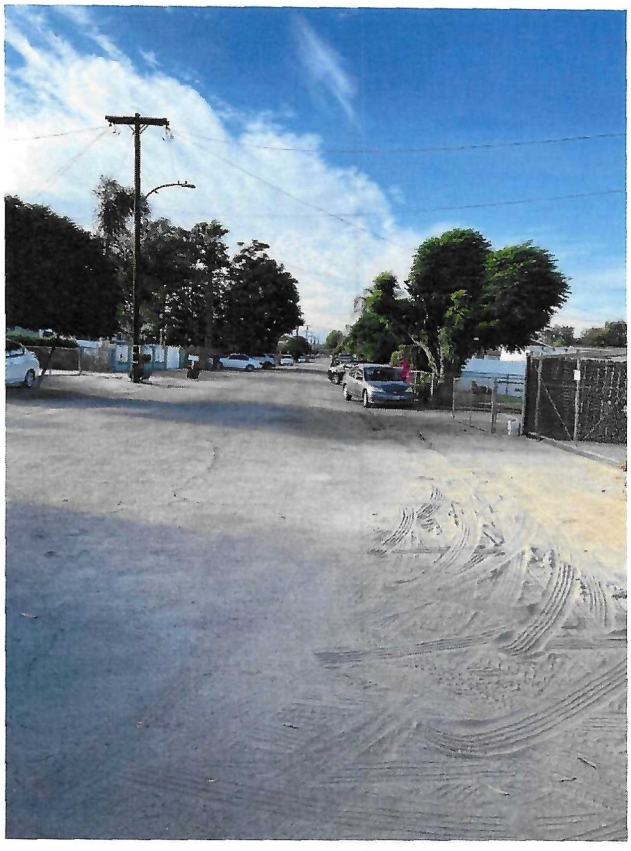


Exhibit A

Kennedy Communications

June 16, 2021

Dear Resident:

I'm contacting you to let you know that a truck terminal facility is being proposed at 10746 Cedar Avenue in Bloomington. This proposed project will require a zone change which will change the current zone of General Commercial (GC) to Service Commercial (SC). There will be a planning commission meeting which will take up this project. At the moment, the item has not been scheduled for hearing. In the meantime, feel free to contact me at mariakennedy2017@gmail.com if you have any questions or concerns.

Sincerely,

María Elena Kennedy

Maria Elena Kennedy

10 de junio de 2021

Estimado Residente:

Me pongo en contacto con usted para hacerle saber que se está proponiendo una instalación terminal de camiones en 10746 Cedar Avenue en Bloomington. Este proyecto propuesto requerirá un cambio de zona que cambiará la zona actual de Comercial General (GC) a Comercial de Servicio (SC). Habrá una reunión de la comisión de planificación que se encargará de este proyecto. Por el momento, el punto no ha sido programado para la audiencia. Mientras tanto, no dude en ponerse en contacto conmigo en mariakennedy2017@gmail.com si tiene alguna pregunta o inquietud.

Sinceramente,

María Elena Kennedy

María Elena Kennedy

Exhibit B

Cedar Avenue Mailer

PID	Lot Address	Owner	Mailing Address	City	State	ZIP
025702125	10679 Linden Ave	Miguel A Landaverde	10679 Linden Dr	Bloomington	CA	92316
025702127	10695 Linden Ave	Glenn Mc Cutchen	10695 Linden Ave	Bloomington	CA	92316
025703134	10709 Linden Ave	Juan M L Reynoso	10709 Linden Ave	Bloomington	CA	92316
025703122	10731 Linden Ave	Mendes Antonio G Family Tr 3/20/18	10731 Linden Ave	Bloomington	CA	92316
025703118	10739 Linden Ave	Galvez Francisco Raul & Ofelia S Re	10739 Linden Ave	Bloomington	CA	92316
025703125	10749 Linden Ave	Euriel Felix	10749 Linden Ave	Bloomington	CA	92316
025703114	10759 Linden Ave	Angelina Santos	10759 Linden Ave	Bloomington	CA	92316
025703141	10769 Linden Ave	Blanca Olivia Delgado	10769 Linden Ave	Bloomington	CA	92316
025703140	10777 Linden Ave	Jose Luis Aldaba	10777 Linden Ave	Bloomington	CA	92316
025703121	10793 Linden Ave	Antonio Arellano Hernandez	3388 Bluff St	Norco	CA	92860
025703133	10803 Linden Ave	Adolfo Saenz	10803 Linden Ave	Bloomington	CA	92316
025703132	10813 Linden Ave	Eulalio Varela	10813 Linden Ave	Bloomington	CA	92316
025703130	10833 Linden Ave	Dolores Bustos	10833 Linden Ave	Bloomington	CA	92316
025703136	10859 Linden Ave	Yvette Franco	10859 Linden Ave	Bloomington	CA	92316
025703137	10877 Linden Ave	Diana Landin Martinez	10877 Linden Ave	Bloomington	CA	92316
025703106	10881 Linden Ave	Bonnie A Jackson	P. O. Box 1208	Bloomington	CA	92316
025703105	18528 Santa Ana Ave	Maria Dolores Bustos	18528 Santa Ana Ave	Bloomington	CA	92316
025703104	18552 Santa Ana Ave	Aleta Arbuthnott	18552 Santa Ana Ave	Bloomington	CA	92316
025703103	18564 Santa Ana Ave	Juan Calvillo	18564 Santa Ana Ave	Bloomington	CA	92316
025703102	18586 Santa Ana Ave	Gomez Family Trust 2014	8158 Sierra Ave	Fontana	CA	92335
025703135	10719 Linden Ave	Nakano James I Tr	560 W Palm Dr	Glendora	CA	91740

Cedar Avenue Mailer

PID	Lot Address	Owner	Mailing Address	City	State	ZIP
025703116	18612 Santa Ana Ave	Social Science Services Inc	18612 Santa Ana Ave	Bloomington	CA	92316
025703129	10816 Cedar Ave	Bloomington Plaza Inc	10896 Cedar Ave	Bloomington	CA	92316
025703128	10870 Cedar Ave	Carlos Aleman	11120 E Rush St	Bloomington	CA	92316
025703115	10884 Cedar Ave	Bloomington Plaza Inc	10896 Cedar Ave	Bloomington	CA	92316
025704111	Santa Ana Ave	Nazir Habhab	5675 Cervantes Place	Rancho Cucamonga	CA	91739
025704112	10701 Cedar Ave	Cedar Village Mobilehome Pk Ptnrs Lt	2151 E Broadway Rd Ste 213	Tempe	AZ	85282
025704103	10807 Cedar Ave	Eduardo Zamora	10807 Cedar Ave	Bloomington	CA	92316
025704123	10701 Cedar Ave	Cedar Village Mobilehome Pk Ptnrs Lt	2151 E Broadway Rd Ste 213	Tempe	AZ	85282
025722131	18765 Buckskin Dr	Jose A Luna	18765 Buckskin Dr	Bloomington	CA	92316
025722130	18755 Buckskin Dr	Marlene Razo	18755 Buckskin Dr	Bloomington	CA	92316
025722129	18745 Buckskin Dr	Eduardo Mendoza	18745 Buckskin Dr	Bloomington	CA	92316
025722128	18735 Buckskin Dr	Arnold Rios Jr	18735 Buckskin Dr	Bloomington	CA	92316
025722126	18752 Buckskin Dr	Jason Buell	18752 Buckskin Dr	Bloomington	CA	92316
025722127	18742 Buckskin Dr	Carl K Conrad	18742 Buckskin Dr	Bloomington	CA	92316
025722103	18755 Wrangler St	Robert G Arellano	18755 Wrangler Dr	Bloomington	CA	92316
025722102	18745 Wrangler Dr	Kelley A Williams	18745 Wrangler Dr	Bloomington	CA	92316
025721114	10597 Dream St	Augustine V Cortez	10597 Dream St	Bloomington	CA	92316
025721113	10589 Dream St	Adrian Cortez	10589 Dream St	Bloomington	CA	92316

Cedar Avenue Mailer

PID	Lot Address	Owner	Mailing Address	City	State	ZIP
025721112	10581 Dream St	Roberta Shelby	P.O. Box 1211	Bloomington	CA	92316
025721111	10573 Dream St	Jesus M Diaz	10573 Dream St	Bloomington	CA	92316
025721142	10565 Dream St	Juan Villegas	10565 Dream St	Bloomington	CA	92316
025721141	10557 Dream St	Ofer Masachi	12743 Golden Leaf Dr	Rancho Cucamonga	CA	91739
025721140	10549 Dream St	Rjj Investments LLC	10370 Trademark St	Rancho Cucamonga	CA	91730
025721107	10541 Dream St	Ricardo Enriquez	10541 Dream St	Bloomington	CA	92316
025721106	10533 Dream St	Eliseo G Villasenor	10533 Dream St	Bloomington	CA	92316
025721105	10525 Dream St	Carlos Humberto Orellana	10525 Dream St	Bloomington	CA	92316
025721104	10517 Dream St	Lorenzo I Flores Rodriguez	10517 Dream St	Bloomington	CA	92316
025702204	10606 Cedar Ave	Ramon Ramirez	10565 Valencia	Bloomington	CA	92316
025702105	10608 Valencia St	Guillermina Jimenez	10608 Valencia St	Bloomington	CA	92316
025702104	10604 Valencia St	Young Family Living Trust	10586 Valencia St	Bloomington	CA	92316
025701225	10595 Valencia St	Young Family Living Trust	10586 Valencia St	Bloomington	CA	92316
025701224	10586 Valencia St	Young Family Living Trust	10586 Valencia St	Bloomington	CA	92316
025701202	10583 Orchard St	Jorge A Sandoval	10583 Rochard St	Bloomington	CA	92316
025701120	10584 Orchard St	Santiago Garcia	444 N Azalea Ave	Ontario	CA	91762
025701122	10599 Linden Ave	Breese Living Trust	10599 Linden Ave	Bloomington	CA	92316

Exhibit C

From: **Maria Elena Kennedy** mariakennedy2017@gmail.com
Subject: FW: 10746 Cedar project
Date: July 8, 2021 at 5:30 PM
To: Scott Beard scottcbeard@gwbri.com

Sent from Mail for Windows 10

From: delorbust@aol.com
Sent: Thursday, July 8, 2021 5:27 PM
To: mariakennedy2017@gmail.com
Subject: Re: 10746 Cedar project

Thank you for responding...im very excited for the new project

mariakennedy2017@gmail.com

Hi,

Thank you for contacting me. The Project Proponent went to the MAC meeting late last year to make sure the community was given a chance to give input. At this point, there are no scheduled community meetings. The project is schedule to start sometime next year. Thank you for your input.

Best,

Maria

On Jul 8, 2021, at 1:31 PM, delorbust@aol.com wrote:

Good Afternoon,

when is this project gonna take place, are we having any meeting any time soon to see what other areas in bloomington there gonna be building on

CalEEMod v. 2016.3.2
Summer Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.98	40.56	21.90	0.04	5.41	3.67
Grading	2.37	24.79	16.48	0.03	2.48	1.71
Building Construction	2.89	24.11	24.49	0.07	3.21	1.52
Paving	2.15	11.16	15.15	0.02	0.74	0.57
Architectural Coating	9.01	1.50	3.07	0.00	0.45	0.18
Highest Value (lbs./day)	**9.01**	**40.56**	**24.49**	**0.07**	**5.41**	**3.67**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Summer Emissions
Phases do not overlap and represent the highest concentration.

CalEEMod v. 2020.4
Summer Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.2	33.1	20.4	0.0	10.6	6.1
Grading	2.0	20.9	15.8	0.0	4.2	2.4
Building Construction	2.5	18.8	24.0	0.0	3.1	1.3
Paving	2.1	10.2	15.0	0.0	0.6	0.5
Architectural Coating	8.9	1.4	3.0	0.0	0.4	0.1
Highest Value (lbs./day)	**8.9**	**33.1**	**24.4**	**0.0**	**10.6**	**6.1**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2020.4 Summer Emissions
Phases do not overlap and represent the highest concentration.

CalEEMod v. 2016.3.2
Winter Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.98	40.56	21.76	0.04	5.41	3.67
Grading	2.37	24.79	16.37	0.03	2.48	1.71
Building Construction	2.90	24.07	23.47	0.06	3.21	1.52
Paving	2.15	11.16	15.05	0.02	0.74	0.57
Architectural Coating	9.01	1.51	2.84	0.00	0.45	0.18
Highest Value (lbs./day)	**9.01**	**40.56**	**23.47**	**0.06**	**5.41**	**3.67**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Winter Emissions.
Phases do not overlap and represent the highest concentration.

CalEEMod v. 2020.4
Winter Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.2	33.1	20.3	0.0	10.7	6.0
Grading	2.0	20.9	15.7	0.0	4.2	2.4
Building Construction	2.4	19.0	22.8	0.0	3.0	1.3
Paving	2.0	10.2	15.0	0.0	0.7	0.5
Architectural Coating	8.9	1.3	2.8	0.0	0.4	0.2
Highest Value (lbs./day)	**8.9**	**33.1**	**22.8**	**0.0**	**10.7**	**6.0**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2020.4 Winter Emissions.
Phases do not overlap and represent the highest concentration.

CalEEMod v. 2016.3.2
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.33	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.06	0.05	0.00	0.00	0.00
Mobile	1.61	53.68	12.83	0.17	5.42	1.56
Totals (lbs./day)	**1.94**	**53.74**	**12.88**	**0.17**	**5.42**	**1.56**
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Summer Emissions.

CalEEMod v. 2020.4
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.3	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	1.4	42.9	19.3	0.2	7.8	2.4
Totals (lbs./day)	**1.7**	**42.9**	**19.3**	**0.2**	**7.8**	**2.4**
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2020.4 Summer Emissions.
Note: Fleet Mix is worst case at 80% 4-Axle and 20% Auto (County of San Bernardino approved scoping agreement with Engineering).

CalEEMod v. 2016.3.2
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.33	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.06	0.05	0.00	0.00	0.00
Mobile	1.63	53.02	13.71	0.17	5.42	1.56
Totals (lbs./day)	**1.96**	**53.08**	**13.76**	**0.17**	**5.42**	**1.56**
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Winter Emissions.

CalEEMod 2020.4
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.3	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	1.2	45.3	19.1	0.2	7.8	2.4
Totals (lbs./day)	**1.2**	**45.3**	**19.1**	**0.2**	**7.8**	**2.4**
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2020.4 Summer Emissions.
Note: Fleet Mix is worst case at 80% 4-Axle and 20% Auto (County of San Bernardino approved scoping agreement with Engineering).

GREENHOUSE GAS EMISSION COMPARISON

CalEEMod v. 2016 3.2
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20	CO_2e
Site Preparation	17.54	0.00	0.00	17.67
Grading	27.41	0.00	0.00	27.63
Building Construction (2021)	341.77	0.05	0.00	342.88
Building Construction (2022)	278.67	0.03	0.00	279.58
Paving	21.35	0.00	0.00	21.51
Architectural Coating	5.44	0.00	0.00	5.45
Total MTCO2e	**694.72**			
Amortized over 30 years	**23.2**			

Source: CalEEMod.2016.3.2 Annual Emissions.

CalEEMod v. 2020.4
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20
Site Preparation	17.5	0.0	0.0
Grading	27.3	0.0	0.0
Building Construction (2022)	514.9	0.1	0.0
Building Construction (2023)	48.1	0.0	0.0
Paving	21.3	0.0	0.0
Architectural Coating	5.3	0.0	0.0
Total MTCO2e	**568.5**		
Amortized over 30 years	**18.3**		

Source: CalEEMod.2020.4 Annual Emissions.

CalEEMod v. 2016.3.2
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20	CO_2e
Area	0.00	0.00	0.00	0.00
Energy	71.86	0.00	0.00	72.15
Mobile	2,957.55	0.20	0.00	2,962.52
Waste	1.81	0.11	0.00	4.49
Water	6.52	0.05	0.00	8.06
Construction amortized	**23.2**			
Total MTCO2e	**3,070.4**			
County Screening Threshold	3,000			

Source: CalEEMod.2016.3.2 Annual Emissions.

CalEEMod v. 2020.4
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20
Area	0.0	0.0	0.0
Energy	57.0	0.0	0.0
Mobile	3,412.1	0.1	0.5
Waste	1.8	0.1	0.0
Water	5.0	0.0	0.0
Total MTCO2e	3,639.3		
Construction amortized	18.3		
Total MTCO2e	**3,657.6**		
County Screening Threshold	3,000		

Source: CalEEMod.2020.4 Annual Emissions.
Note: Fleet Mix is worst case at 80% 4-Axle and 20% Auto (County of San Bernardino approved scoping agreement with Engineering).

EXHIBIT D

Correspondence Received

INLAND EMPIRE BIKING ALLIANCE

11 February 2021

Anthony DeLuca, Senior Planner
County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

Re: Cedar Avenue Truck Terminal Mitigated Negative Declaration (SCH #20201010105)

Dear Anthony,

I am writing today on behalf of the Inland Empire Biking Alliance, a local nonprofit dedicated to ensuring that people from all rolls of life have access to a safe and convenient place to travel by bicycle. This letter is in response to the Mitigated Negative Declaration for the Cedar Avenue Truck Terminal ("Project") which has been proposed in the community of Bloomington within the County's jurisdiction. After reviewing the documents provided, we have the following comments and concerns about what is proposed.

Our first concern is the glaring oversight of the Traffic Analysis to adequately account for existing plans. On page 27, Section 3.4 Bicycle & Pedestrian Facilities of the Traffic Analysis appendix for the Project states that "[t]he County does not have an exhibit showing bikeways and rails" (Evatt, So, & Paquin, 2020). While it might be true that the County does not maintain any exhibits of planned bikeways and(/or) trails, there in fact have been planning efforts which identify those facilities in the Bloomington area by the San Bernardino County Transportation Authority and included in their Non-Motorized Transport Plan. (Additionally, the County **does** in fact maintain an exhibit of bikeways identified as Policy Map TM-4 Bicycle & Pedestrian Planning on the County's general plan website, but it is dated current as of October 2020 while the Traffic Analysis is dated June 19, 2020 and it is unclear how long the map existed. However, that map still references the SBCTA NMTP which is dated from 2018, so there is no excuse for at least that document to not have been reviewed.)

In both the NMTP (Figure 5.57 Bicycle Facilities Unincorporated West Valley Area as well as Table 5.144 County of San Bernardino Proposed Improvements) and Policy Map TM-4, it identifies that Cedar Avenue through the vicinity of the Project site is in fact planned to have a bicycle facility in the form of a Class II bike lane. Additionally, the County has adopted a number of policies which are not addressed. Policy TM-4.7 Regional bicycle network references working with SBCTA to develop and maintain a regional backbone network while Policy TM-4.8 Local bicycle and pedestrian networks identifies that the County supports the provision of bicycle and pedestrian facilities in unincorporated areas, including an eye toward safety. Yet, none of this is accounted for anywhere in the discussion of the Project and what would be needed to address any impacts which might result

from it. Thus, we believe that the Project would in fact be in conflict with a plan for bicycle facilities as no mitigation is currently identified for this impact.

However, not only are the bike facilities planned for the Project site overlooked, but the plans themselves do not meet the latest standards. While the NMTP and TM-4 both call for Class II bike lanes on Cedar Avenue, a review of the contextual guidance provided by Caltrans (Flournoy, 2020) would lead to the use of Class IV separated bikeways instead. Though it certainly goes beyond the scope of this single Project, we urge the County to review their standards and update them to reflect the more recent improvements regarding bicycle safety and accessibility to meet the goals set forth in Policy TM-4.1, TM-4.2, TM-4.7, TM-4.8, and TM-4.9 and thus avoid this sort of mismatch in the future.

In conclusion, we are concerned that the environmental review which was prepared for this Project has not adequately accounted for how it would mitigate the impacts which it will have upon bicyclists and consequently, the traveling public at large. Thus, it is imperative that these issues be addressed. If there are any questions or comments about the concerns we have, please do not hesitate to reach out and have them clarified.

Sincerely,

Marven E. Norman, Executive Director

References

County of San Bernardino (2020). TM-4 bicycle & pedestrian planning. Retrieved online from https://www.arcgis.com/apps/webappviewer/index.html?id=ee080eba63564bdab37de1d8576d46c4.

Evatt, A., So, C. & C. Paquin (2020). Cedar Avenue Trucking Storage (PROJ-2020-00035): Traffic Analysis. County of San Bernardino. Retrieved online from https://files.ceqanet.opr.ca.gov/267030-2/attachment/jX9B3ZFW_54o076mHtxxxLK-par1TtmIMOKEQ12FpDilTBWHYdw_s_XYoacPtm3K8u8ZtV1W1z6muKyu0.

Flournoy, M. (2020). Contextual guidance for bike facilities. Caltrans. Retrieved online from https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/planning-contextual-guidance-memo-03-11-20-a11y.pdf.

San Bernardino County Transportation Authority (2018). Non-motorized transport plan March 2011 (Revised June 2018). Retrieved online from https://www.gosbcta.com/wp-content/uploads/2019/10/Non-Motorized-Transportation-Plan-.pdf.

Colton Joint Unified School District

Dr. Frank Miranda, Ed.D., Superintendent
Rick Jensen, Assistant Superintendent, Business Services
Owen Chang, Director, Facilities, Planning & Construction

June 22, 2021

Anthony DeLuca, Senior Planner
County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182
Anthony.DeLuca@lus.sbcounty.gov

Subject: Response to IS/MND for the Truck Terminal Facility in Bloomington
(Project No. PROJ-2020-00035; APN: 0257-031-12)

Dear Mr. DeLuca:

Thank you for the opportunity to provide our input on the truck terminal facility project ("proposed project") in the community of Bloomington. The proposed project is located on one parcel (APN 0257-031-12 at 10746 Cedar Avenue). Colton Joint Unified School District (District or CJUSD) operates five schools within approximately one mile of the project site including:

- Walter Zimmerman Elementary School, at 11050 Linden Avenue, approximately 0.3 miles southwest from the project site;
- Crestmore Elementary School at 18870 Jurupa Avenue, approximately 0.56 miles southeast of the project site;
- Slover Mountain High School and Adult Education at 18829 Orange Street, approximately 0.36 miles northeast of the project site;
- Bloomington High School at 10750 Laurel Street, approximately 0.89 miles west of the project site; and
- Ruth Grimes Elementary School at 1609 Spruce Avenue, approximately 1-mile northeast from the project site.

In addition, the District also owns a property within 0.25 mile of the Project Site. This District-owned property has the following APNs: 025710123, 025710124, 025710113, and 025710103.

1212 Valencia Drive, Colton, CA 92324-1798 – (909) 580-6642

Colton Joint Unified School District

Dr. Frank Miranda, Ed.D., Superintendent
Rick Jensen, Assistant Superintendent, Business Services
Owen Chang, Director, Facilities, Planning & Construction

In response to a notice received in October 2020, the District submitted a letter indicating the District's environmental concerns about the project. The letter explained its concerns related to air quality, greenhouse gas emissions, hazards/hazardous materials, noise, transportation, health risk assessment, and cumulative projects. The District continues to have concerns related these topics and has concerns about the inadequate analysis throughout the Initial Study/Mitigated Negative Declaration (IS/MND).

Below we outline our understanding of the project and provide our comments on the IS/MND.

Understanding of the Project

The project site includes one parcel located at 10746 Cedar Avenue (APN: 0257-031-12) in the unincorporated community of Bloomington. The project site currently includes undeveloped, but disturbed land. The proposed project includes the construction and operation of a truck terminal facility that would provide storage for trailers during delivery off-seasons and/or between deliveries. The proposed project would have a total of 275 parking spaces, including 260 spaces for trailers (12 feet by 55 feet), 14 standard car spaces, and 1 handicap accessible space. The proposed project would construct a total of 7,450 square feet of building square footage, which includes a 2,400 square-foot building for office use and storage, a 250 square-foot guard shack, and a 4,800 square-foot maintenance shop with four repair bays. The proposed project would include 330,035 square feet of impervious surfaces and 59,327 square feet of pervious surfaces. Access into the project site would be via a 50-foot wide driveway at a new signalized intersection on Cedar Avenue. A stormwater retention basin is proposed in the southern portion of the project site. Two 8-foot block walls would also run along the northern and southern property boundary.

Storage of these trailers would typically range between a couple days to months. The facility would typically operate at a maximum of 80 percent occupancy. The proposed project would operate 24 hours a day, seven days a week, require up to 10 office and maintenance employees and one full-time employee.

The proposed project would require approval of a Conditional Use Permit (CUP) and Zone Change to change the existing zoning from General Commercial (CG) to Service Commercial (CS).

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Colton Joint Unified School District

Dr. Frank Miranda, Ed.D., Superintendent
Rick Jensen, Assistant Superintendent, Business Services
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Comments

Project Description

» Inadequate Project Description. The Project Description does not adequately disclose the operations of the proposed project. For example, the Project Description needs to describe the maintenance activities that would occur onsite; how hazardous materials used in maintenance would be maintained; and steps taken to address leakage and spills from vehicles, including from parked vehicles and trailers. The Project Description needs to explain the best management practices to ensure that polluted stormwater would not leave the site.

» Zoning Descriptions. The Project Description does not identify the full zoning designation for the project site. Additionally, the "Existing Land Use and Land Use Category" table inaccurately describes the surrounding zoning. See Table below. The project description needs to accurately describe existing conditions.

Direction	Zoning (from IS/MND)	Zoning
Project Site	General Commercial (CG)	General Commercial (BL/CG-SCp)
North	General Commercial (CG) Single-Family Residential (RS)	General Commercial (BL/CG-SCp) Single-Family Residential (BL/RS)
South	General Commercial (BL/CG-SCp) Multiple Density Residential (RM)	General Commercial (BL/CG-SCp) Single-Family Residential – 20,000 square feet minimum (BL/RS-20M)
East	Multiple Residential (RM)	Multiple Density Residential (BL/RM)
West	Multiple Residential (RM)	Single-Family Residential – 20,000 square feet minimum (BL/RS-20M)

Air Quality, Greenhouse Gas Emissions, and Health Risk

» **The Air Quality Analysis Fails to Adequately Describe the Project's Existing Environmental Setting.** As documented in recent California Attorney General comment letters on CEQA and Environmental Justice, it is

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well established that when evaluating the environmental impacts associated with a proposed project under CEQA, "[t]he significance of an activity depends upon the setting" (Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 718). As a result, CEQA requires an environmental impact report to include a full description of "the physical environmental conditions in the vicinity of a proposed project" (CEQA Guidelines Section 15125(a)). A project that may ordinarily have insignificant impacts on the environment could have significant impacts "in a particularly sensitive environment" (CEQA Guidelines Section 15300.2(a)). Therefore, the discussion of a project's environmental setting should describe the sensitive receptors in the vicinity of a project, the background environmental burdens faced by impacted communities, and any unique sensitivities of those communities to pollution.[1]

The air quality analysis needs to address cumulative air quality impacts to sensitive receptors in environmental justice communities. The Bloomington community has been identified as such a community in the Countywide Plan (CWP). Low-income communities and communities of color often bear a disproportionate burden of pollution and associated health risks when compared to their more affluent neighbors. 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 4.0 and the CWP identifies that the Bloomington community is an environmental justice community that is disproportionately affected by and vulnerable to poor air quality.

The Initial Study is silent on the unique characteristics of the Bloomington Community, including its population characteristics and the disproportionate, longstanding pollution burdens borne by its residents.

» **The Initial Study Fails to Fully Disclose the Potential Project-Level and Cumulative Health Risks Associated the Proposed Project.** The Initial Study does not adequately identify project-related toxic air contaminant (TAC) emissions in context with the existing and planned sources in the Bloomington community. Residents proximate to the project site already experience elevated levels of diesel particulate matter (DPM) associated with proximity to the Colton Rail Yard, the freeway, and warehousing/industrial sources. The proposed project incrementally increases health risks associated with a net increase of 572 truck trips. However, the Initial Study fails to consider the potential impacts associated with an increase of TACs, including DPM, under Air Quality Thresholds (c). Rather, the impact analysis under this CEQA checklist

[1] Office of the California Attorney General, Environmental Justice at the Local and Regional Level (July 10, 2012), 3, available at https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf .

threshold only considers the potential criteria air pollutant emissions impacts. South Coast AQMD has adopted threshold for project-level impacts of 10 in a million-cancer risk and a hazard index of 1 to address impacts associated with project-related TACs. The proposed project is a truck terminal, which would generate 572 daily truck trips. The Project Description does not adequately disclose the operations of the proposed facility. The traffic study identifies that 80 percent of the trips generated by the proposed project would be truck trips, resulting in 64 trucks per day (Appendix D to the Initial Study). The air quality analysis does not identify how the truck terminal would operate. Based on our understanding of truck terminals operated by truck fleet owners, the trailer spaces would accommodate not only the trucks but the employees that drive for the trucking facility. These trucks may have sleeper berths as well as the main engines that would idle. Additionally, the project includes a maintenance area for the truck fleet operator to repair trucks onsite. These potential activities and the emissions associated with these activities are not adequately disclosed and may result in a significant impact on the environment.

At a minimum, the air quality analysis needs to evaluate the potential TAC emissions generated by the proposed project. The Initial Study is deficient in this regard as no such analysis has been done. Furthermore, consistent with letters submitted by the California Attorney General's Office on CEQA projects, the County should consider a more restrictive health risk threshold for areas that have a high air quality burden, as identified on CalEnviroScreen, to address the cumulative pollution burden to residents and students proximate to the project site. For example, in the Bay Area, the Bay Area Air Quality Management District updated Regulation 11, Rule 18 to address health risk impacts in priority communities. Priority communities are areas where levels of TACs are higher than other areas and where people may be particularly vulnerable and bear a disproportionately higher adverse health effects. In their rule, a significant risk threshold for a single facility in a priority community was identified as 1 in a million, rather than 10 in a million. While South Coast AQMD has not yet modified its existing regulations to address disadvantaged communities, conservatively applying this criteria to the proposed project's health risk impacts would help address the existing pollution burden since it would set a 'lower bar' (i.e., higher threshold), requiring additional mitigation to help ensure that the exposure burden and effects on disadvantaged communities are considered.

» The Initial Study Fails to Fully Evaluate and Mitigate Greenhouse Gas Emissions Impacts. The Initial Study tiers off the County of San Bernardino's GHG Reduction Plan to evaluate and mitigate GHG emissions impacts. This approach would have been sufficient if it could be demonstrated that the County's GHG Reduction Plan fully mitigates GHG emissions impacts. However, the Initial Study fails to substantiate that

the County's GHG Reduction Plan meets the definitions of CEQA Guidelines Section 15183.5 in order to follow this approach. With the passage of Senate Bill 32 (SB 32) and the fact that we are now past the 2020 target year of Assembly Bill 32 (AB 32), the County's GHG Reduction Plan no longer fully mitigates GHG emissions impacts in the County. This is specifically identified by the County's own Environmental Impact Report for the Countywide Plan.[2] As stated in the Draft EIR, "Adherence to the County's GHG Reduction Plan would also reduce GHG emissions in the unincorporated communities to meet the year 2020 AB 32 reduction target. Mitigation Measure GHG-1 would require the County to update the GHG Reduction Plan to the 2030 horizon to ensure consistency with the goals of SB 32."

The County has not yet updated the GHG Reduction Plan to achieve the SB 32 goal. The GHG Reduction Plan currently only responds to the AB 32 goal and consistency with the 2008 Scoping Plan. The County's GHG Reduction Plan is not a plan that fully mitigates GHG emissions. The California Air Resources Board (CARB) has adopted a 2017 Scoping Plan to align with statewide GHG emissions reduction target under SB 32. Therefore, the County's current GHG Reduction Plan can no longer demonstrate that it meets the criteria under CEQA Guidelines Section 151835.5 now that the current Legislative target is SB 32, since it does not respond to the need to reduce GHG emissions by an additional 40 percent by 2030. Therefore, reliance on the County's GHG Reduction Plan to reduce project-level impacts in the Initial Study is not a valid approach under CEQA Guidelines threshold criteria (a).

» **The Initial Study Fails to Disclose Significant and Unavoidable Greenhouse Gas Emissions Impacts.** Moreover, the quantitative analysis provided in the Initial Study, identifies that GHG emissions would exceed the screening criteria identified of 3,000 MTCO2e (i.e., 3,038 MTCO2e), resulting in a significant impact that would warrant preparation of an EIR. The Initial Study does not identify quantifiable mitigation measures that would reduce emissions to less than significant levels. Furthermore, as documented below, the air quality and GHG emissions do not fully capture the total emissions generated by the proposed project. Therefore, GHG emissions in the Initial Study are underreported.

» **Mitigation Measures that should be Considered to Reduce Environmental Impacts.**

- Mitigation fund to upgrade HVAC systems with MERV 13 or higher filtration systems in schools within 1,000 feet.

[2] San Bernardino, County. 2019, June. San Bernardino Countywide Plan Draft Environmental Impact Report. State Clearinghouse No. 2017101033 http://countywideplan.com/eir/

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- Quarterly replacement of MERV 13 filters.
- Electric infrastructure in the truck trailer parking lot to support transition to ZE trucks.
- Purchase and use of NZE and ZE trucks in the truck fleet owned by the operator of the terminal.

A full list of mitigation measures the proposed project should consider is provided by the California Attorney General's office at:

https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/warehouse-best-practices.pdf

» **Modeling of Regional and Localized Air Quality and Greenhouse Gas Emissions Impacts are Underestimated.** Modeling of criteria air pollutants in Table 6 show that the proposed project would generate 54 pounds per day (lbs/day) of NOx, which is just below the 55 lbs/day South Coast AQMD threshold. Therefore, even a slight increase in VMT or emissions rates could result in emissions that exceed the regional significant thresholds for criteria air pollutants. In addition, GHG emissions are 3,038 MTCO2e, which are already above the 3,000 MTCO2e South Coast AQMD threshold.

Emissions Factors for Mobile Sources are Outdated

Modeling of the proposed project emissions were conducted using CalEEMod 2016.3.2. However, CalEEMod 2016.3.2 transportation sector is based on the California Air Resources Board's EMFAC2014 model, which is no longer the latest model approved by the USEPA and used by CARB. The latest model approved by the USEPA is EMFAC2017. In addition, EMFAC2021 was released by CARB in January 2021, and is currently being reviewed by the USEPA for review and approval. EMFAC2017 and EMFAC2021 was corrected for non-compliance in the heavy-duty truck sector, which results in higher emissions of NOx.[3] Modeling of the project's transportation emissions may be underreport and should be modeled using the latest version of EMFAC.

Modeling Grossly Underestimates VMT and Truck VMT from the 572 Heavy-Duty Truck Trips

Modeling of criteria air pollutants and GHG emissions is based on 716 average daily trips and approximately 8,686 miles per day (3,170,505 annual VMT/ 365 days per year).

[3] https://www.arb.ca.gov/msei/downloads/emfac2017-volume-iii-technical-documentation.pdf

- Because modeling is based on actual estimates from the traffic report, all trips should be primary trips (100 percent) and diverted and pass-by trips should be zeroed out.
- The traffic study (Appendix D) identifies that there are 572 four-axle truck trips generated by the project (see Table 4-2 in Appendix D). These should all be modeled as heavy-duty trucks and not a mix of heavy-duty trucks and medium-duty trucks based on the number of axles.
- More importantly, the CalEEMod trip lengths were not modified, resulting in an underestimate of VMT and associated emissions generated by the proposed project.
    - The Initial Study should describe where trucks owned by the Applicant are likely to come from. It is likely that because the truck terminal operates like a rest stop (i.e., showers, laundry, and cooking facilities for truck drivers) that a high percent of the truck trips are associated with the proposed project are likely from out-of-state. Therefore, a conservative truck trip length would be from the boundary of the South Coast AQMD to Colton (~35 miles).
    - The South Coast AQMD has cited substantial longer trip lengths (e.g., 40 miles) as an average truck trip length for warehouse projects in the South Coast Air Basin.
    - A study conducted by CARB identified that the average truck trip length for container trucks from local distribution the SCAG region is 33.2 miles.[4]

Air quality and GHG modeling assumes that the VMT fleet mix is 45 percent heavy-duty trucks (3,909 miles/day), 15 percent medium heavy-duty trucks (1,303 miles/day), and 40 percent passenger vehicle (3,474 miles/day). However, the fleet mix in CalEEMod is based on VMT not based on trips. It is unclear where the 45 percent heavy-duty trucks and 15 percent medium duty trucks for a total of 60 percent trucks and 40 percent passenger vehicles is derived from. Regardless, it is incorrect. Based on an average truck trip length of 33.2 miles, the fleet mix in CalEEMod should be more like 91 percent trucks and 9 percent passenger vehicles. As a result, the VMT in CalEEMod is grossly underestimated and does not accurately reflect the high percentage of truck trips associated with the proposed project.

[4] CARB. Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards. Table II-7. https://ww3.arb.ca.gov/msei/onroad/downloads/drayage_trucks/appbf.pdf

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VEHICLE TYPE	NUMBER OF TRIPS	MILES PER TRIP	VMT/DAY	% OF VMT
Passenger Vehicles[1]	144	13.0	1,878	**9%**
4-Axle Trucks (HHDT)[2]	572	33.2	18,990	**91%**
TOTAL	716	NA	20,869	100%

Notes

[1] Trip length for passenger vehicles is based on the project's CalEEMod run. Based on 16.60 miles C-W x 59% + 8.4 miles C-C trips x 28% + 6.9 miles C-NW x 13%

[2] Trip length for truck trips based on: CARB. Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards. Table II-7. https://ww3.arb.ca.gov/msei/onroad/downloads/drayage_trucks/appbf.pdf

Based on the comments above the emissions in Table 6 need to be updated to accurately reflect the project's truck trip lengths, fleet mix, and emissions rates.

» Truck Idling Emissions from 572 Heavy-Duty Truck Trips Not Accounted For. Modeling does not consider other sources of emissions onsite. The project description does not provide a clear description of the proposed activities associated with the truck terminal. The proposed operation would essentially function as a truck rest stop for employees of the operator's fleet. Trucks are likely to have sleeper berths and maintenance activities could result in additional truck idling onsite. The type of trucks and the age of the truck fleet owned by the applicant should be disclosed in the Initial Study. If trucks have sleeper berths, then the Initial Study should disclose the technology installed on the sleeper berths to prevent idling of auxiliary engines onsite. Additionally, the Initial Study should fully disclose emissions from truck idling onsite. Currently the analysis does not consider additional idling associated with trucks parked in the trailer parking spots. In accordance with the CARB Airborne Toxic Control Measure, trucks are limited to 15 minutes of non-essential idling. However, if maintenance activities are occurring onsite then essential idling could be longer than 15 minutes. The Initial Study fails to disclose and quantify emissions from onsite idling.

It is also unclear from the project description whether the proposed project would require use of off-road equipment that generated emissions onsite, such as yard trucks or forklift, or if any trucks within the applicant's truck fleet include trucks with transport refrigeration units (TRUs). If these sources are present onsite. They should be modeled.

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» **Missing Analysis.** The impact analysis under Air Quality (c) is missing an impact analysis of the project's onsite emissions (e.g., idling, off-road equipment, TRUs) compared to South Coast AQMD's Localized Significance Thresholds (LSTs). In addition, Air Quality (c) is missing an analysis of cancer and non-cancer health risk from diesel particulate matter (DPM) from onsite sources at the maximum exposed individual receptor (MEIR) compared to South Coast AQMD's cancer risk threshold of 10 in a million and a hazard index of 1 from the project's 572 daily truck trips.

Hazards and Hazardous Materials

» **Release of Pollutants from Operations Not Adequately Disclosed.** As disclosed in the project description, the proposed project would include 275 parking spaces, including 260 parking spaces for short and long-term storage of trailers, and 4,800 maintenance shop with four repair bays. The circulation, idling, and parking of trucks and trailers onsite for long periods of time has the potential to release pollutants, such as drips from oil, grease, antifreeze, hydraulic fluids, cleaning agents, among other pollutants. Additionally, the operation of the maintenance shop would require the use, transport, storage, and disposal of hazardous materials, including but not limited to, oils, greases, lubricants, antifreeze, hydraulic fluids, cleaning agents, and paints. Checklist questions IX(a), (b), and (c) do not disclose nor properly analyzes the use, transport, storage and disposal of these hazardous materials, nor does it identify procedures to prevent spills and response to leaks from trucks and the maintenance shop. The Section (b) purely states "Operational activities include standard maintenance that involve the use of commercially available productions." Hazardous materials are used in "standard maintenance" and are "commercially available." The District has concerns about the quantity and type of materials onsite and the transport of such materials near District schools and property. This is not adequately evaluated in the IS/MND.

» Polluted Stormwater. The Water Quality Management Plan is not provided as part of the IS/MND. As such there is no way of reviewing the stormwater best management practices in that plan to ensure that polluted runoff would not leave the site. The IS/MND does not explain nor describe the systems that would be in place to ensure that polluted runoff would not leave the site. The District operates five schools that may be impacted by the transport and use of such materials onsite, and the IS/MND does not adequately disclose potential impacts to nearby properties, including the District's schools and property.

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» Providing Proper Documentation. Section IX(d) states that the proposed project received a Hazardous Waste Site Certification (February 2, 2020) that certifies that the project site is not included on the Cortese list. However, this reference is not provided as an appendix.

Hydrology and Water Quality

» The proposed project would allow tractors and trailers to be stored for long periods of time. Runoff pollutants from this practice would include drips of oil, grease, antifreeze, hydraulic fluids, and cleaning agents amongst others. Vehicles also contribute to polluted runoff by carrying solids from urban roadways, construction sites, farms, and dirt roads. The proposed project would also include service bays where vehicles can be washed and/or vehicle maintenance will be performed. The IS/MND notes that runoff will be diverted to an underground infiltration/retention system. The project site is in an area with predominantly sandy soils and compromised groundwater quality. Water provided by the West Valley Water District (WVWD) to Bloomington and the CJUSD service area is 100 percent provided by groundwater. The WVWD is already dealing with contamination issues in the area. While the project should meet the requirements of the MS4 the preliminary WQMP and the soils report are not disclosed in the IS/MND and are not made public. Therefore, it's not clear whether a pretreatment system will be provided prior to infiltration and whether impacts to groundwater quality are properly mitigated. The IS/MND defers water quality issues to a later stage (the final permitting process) without adequate substantiation.

» The proposed project will utilize an on-site septic tank and leach lines to the west of the office building. There is next no discussion in the IS/MND with regards to the impact of this system to groundwater quality which is especially sensitive given the compromised quality of groundwater in the area and the heavy reliance on groundwater for water supply. The geotechnical section, under impact (e), includes mitigation measure GEO-1. The mitigation measure refers to Section 5 of the Soils Report which is not included as an appendix to the IS/MND. The document does not describe the system, does not include any discussion on the infiltration analysis that should be performed when such a system is installed, and does not disclose the permits to be obtained. The discussion of this system is extremely lacking and gives the public no means of assessing how the impacts to water quality are being managed.

Land Use and Planning

» **Consistency with Applicable Plans.** As described under "Project Description", the Land Use does not identify the overlay onsite (Sign Control Primary). As such, the Land Use section does not evaluate the proposed project's consistency with this overlay. The Land Use section additionally does not evaluate the proposed

project's consistency with applicable plans, including the General Plan and Southern California Association of Governments Connect SoCal. The Land Use and Planning section is lacking and needs to be properly evaluated.

» **Discretionary Requests.** The Land Use and Planning Section does not address nor explain why the Conditional Use Permit is needed, and how allowing the use granted under the conditional use permit would be consistent with applicable plans. The Land Use and Planning section is lacking and needs to be properly evaluated.

Noise

The World Health Organization guidelines specify 35 dBA Leq as the maximum background noise level for school classrooms. Appendix A5, Section A5.507.5, of the California Building Code specifies a maximum background noise level of no more than 45 dBA Leq in classrooms. For young children and those experiencing hearing loss and/or Auditory Processing Disorder (APD), a limit of 40 dBA is used (McLaren, SJ, and Page, WH, 2015). Assuming that standard building construction with windows closed would reduce exterior-to-interior noise levels by approximately 25 dBA, exterior noise affecting school classrooms (which would be increased by the proposed project truck traffic) should not exceed 65 dBA Leq (1-hr) at the classroom façade to avoid classroom disruption.

» **Slover Mountain High School and Colton Joint Unified School District Adult Education:** The noise study analyzed traffic noise along Cedar Avenue north of I-10 westbound ramps, but then skips over Cedar Avenue south of I-10 eastbound ramps and analyzed Cedar Avenue south of Slover. The noise study fails to analyze this critical segment as it is adjacent to Slover Mountain High School, a noise-sensitive use. Similarly, the noise study also analyzes Slover Avenue west of Cedar Avenue but fails to analyze Slover Avenue east of Cedar Avenue, which is a roadway segment adjacent to the high school and adult education center are located.

» **Bloomington High School:** The noise study fails to analyze off-site operational traffic noise impacts on Bloomington High School, a noise-sensitive receptor, and disclose potential traffic noise increases along Santa Ana Avenue, east of Alder Avenue and Alder Avenue between Santa Ana Avenue and Slover Avenue.

» **Cumulative Traffic Noise Impacts:** The noise study fails to properly address cumulative noise impacts. A review of Table 7-11 of the noise study indicates that only the project's contribution to a potentially significant cumulative impact has been addressed (Horizon Year 2040 with Project traffic noise levels minus

Horizon Year 2040 without Project traffic noise levels). This skips the crucial step of first identifying if the cumulative traffic noise increase would be significant. The cumulative traffic noise increase would be the difference between the Year 2040 Plus Project noise levels and Existing (No Project) noise levels. Then, if a potentially significant cumulative noise impact is identified, the project's contribution to the cumulative impact may be considered. A threshold of 1 dBA or more is reasonable when considering a project's contribution to a potentially significant cumulative traffic noise impact. Evaluating impacts based only on the traffic noise increase between Plus Project and No Project conditions under future scenarios (2040) is using a future baseline to assess noise impacts, which was ruled to be inadequate in the Sunnyvale West Neighborhood Association v. City of Sunnyvale case.

» Construction Noise Impacts: Section 10.6 for construction vibration impacts states that vibration levels due to the project would range from 0 to 0.134 in/sec PPV. However, Table 10-4, which uses FTA reference noise levels, fails to disclose FTA's reference vibration levels for a vibratory roller which is commonly analyzed if the project involves paving. The vibration analysis states distances would range from 19 feet to 395 from the project site boundary. A vibratory roller would exceed the 0.20 in/sec PPV threshold at 19 feet. Secondly, the site plan shows that the project boundary as close as five feet to the nearest residential home to the north and these five feet is from a public utility easement.

Transportation

» Pedestrian Safety and School Routes. District operates schools on roadways that lead to the project site, such as Jurupa Avenue and Slover Avenue. The proposed project's increase in 716 actual vehicle trips poses a safety risk to students, employees, and CJUSD families, especially during pick up and drop off times. The IS/MND purely states that "field observations indicate nominal pedestrian and bicycle activity" and finds that no significant impact would occur to bicycle and pedestrian facilities. The IS/MND provides no analysis to support this claim. The District is concerned about the increase of truck traffic adjacent to District schools and its impacts to safety of pedestrians and students.

Additionally, field observations were conducted in May 2020 (Urban Crossroads 2020) in the middle of the COVID-19 pandemic. It is likely that the use of pedestrian facilities during this time would be lower compared to non-pandemic conditions. Field observations may not accurately capture use of these facilities.

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» **Consistency with Applicable Plans.** The IS/MND provides no analysis of how the proposed project would be consistent and/or not conflict the County's Circulation and Infrastructure Element.

» **Cumulative projects.** In the District's November 11, 2020 letter to the project notice, the District requested that the Bloomington Center project at 10951 Cedar Avenue, be included as a cumulative project. The Bloomington Center project is a mere 750 feet south of the project site and needs to be considered in the cumulative impacts analysis. The Traffic Study did not include this project as a cumulative project. Therefore, the IS/MND underestimates the cumulative truck traffic and trips in the vicinity of the project site and how this may impact schools.

Cumulative Projects

» As stated under "Transportation," the District requested that the Bloomington Center project be included as a cumulative project. This project was omitted from the Transportation Study. As such, the discussion under Section XXI, Mandatory Findings of Significance, and is incomplete.

» Figure 1 shows warehousing, industrial or truck-related projects within one mile from the proposed project. These cumulative projects would contribute to an increase of trucks and truck-related services. Cumulatively, these projects would contribute to potentially significant air quality, greenhouse gas, hazard materials, hydrology and water quality, noise, and pedestrian safety and transportation impacts in the area. The IS/MND does not properly evaluate cumulative impacts. The District requests that cumulative impacts are properly evaluated.

We appreciate the opportunity to submit these comments on the proposed truck terminal project. The District has serious concerns about the potential impacts on its schools and District property.

Sincerely,

Owen Chang
Director Facilities & Energy Management

Cc Rick Jensen, Assistant Superintendent of Business
File

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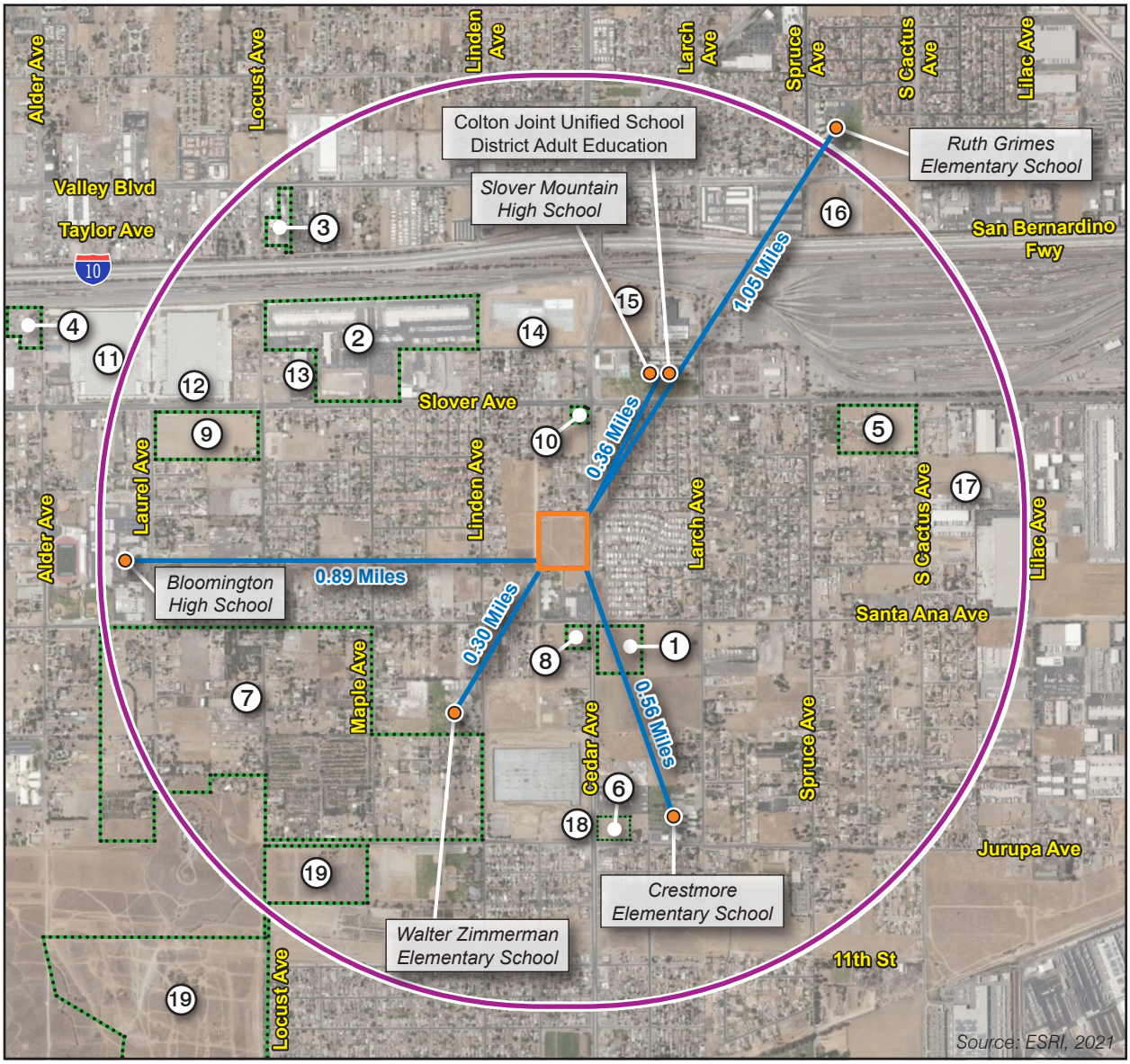
Figure 1 - Schools and Cumulative Projects within 1 Mile of Project Site



- Project Boundary
- 1-Mile Radius
- Surrounding Truck and Industrial Projects

1. Bloomington Center Project
2. Pacific Industrial (Bloomington Truck Terminal)
3. Truck Terminal/Storage Yard
4. 10336 Alder Avenue Industrial Project
5. Alere Warehouse at Slover/Cactus
6. Arco AM/PM
7. Bloomington Business Park Specific Plan
8. CK Store at Santa Ana Avenue
9. Slover Distribution Center
10. Karaki Western States Engineering (Gas Station and Convenience Store)
11. NWC of Slover Avenue and Locust Avenue (Warehouse, Retail, Fast Food)
12. Slover Avenue between Locust Avenue and Laurel Avenue (High-Cube Warehouse)
13. Linden Avenue north of Slover Avenue (Tire Store)
14. NEC and NWC of Cedar Avenue and Orange Street (Warehouse)
15. Cedar Avenue Technology Center (Warehouse)
16. South of Valley Blvd, West of Cactus Avenue (Warehouse)
17. South of Slover Avenue, East of Cactus Avenue (Wheeler Trucking)
18. NWC of Cedar Avenue and Jurupa Avenue (High-Cube Warehouse)
19. West Valley Logistics Center (High-Cube Warehouse)

0 2,000
Scale (Feet)

Note: Cumulative Projects come from County of San Bernardino Website and Traffic Study (2020, Urban Crossroads) prepared for the IS/MND.

Colton Joint Unified School District

Frank Miranda, Ed.D., Superintendent
Rick Jensen, Assistant Superintendent, Business Services
Owen Chang, Director, Facilities, Planning & Construction

November 11, 2020

Anthony DeLuca, Senior Planner
County of San Bernardino
Land Use Services Department, Planning Division
Anthony.DeLuca@lus.sb.county.gov

Subject: Response to Project Notice for a Truck Terminal in Bloomington
(Project No. PROJ-2020-00035; APN: 0257-031-12)

Dear Mr. DeLuca:

Thank you for the opportunity to provide our input on the project notice for a truck terminal on one parcel (APN 0257-031-12, approx. address: 10750 Cedar Avenue) in the community of Bloomington ("Project Site"). Colton Joint Unified School District (District or CJUSD) operates three schools in the vicinity of the Project Site including: Walter Zimmerman Elementary School, at 11050 Linden Avenue, approximately 0.3 miles southwest from the Project Site; Crestmore Elementary School at 18870 Jurupa Avenue, approximately 0.5 miles southeast of the Project Site; and Stover Mountain High School at 18829 Orange Street, approximately 0.3 miles northeast of the Project Site. In addition, the District also owns a property within 0.25 miles of the Project Site. This District-owned property has the following APNs: 025710123, 025710124, 025710113, and 025710103. Below we outline our understanding of the project and provide our comments.

Understanding of the Project

The Project includes the development of a truck terminal with one two-story 9,600 square foot building for office and truck repair, 321 truck parking spaces, and 13 vehicle parking spaces. The Project would require a Conditional Use Permit and a General Plan Amendment to change the Land Use Zoning District from General Commercial, Sign Control Overlay to Service Commercial (CS).

Comments

» **CEQA Analysis.** The District requests that a detailed CEQA analysis be performed for the Proposed Project.

» **Air Quality, Greenhouse Gas Emissions, Hazards/Hazardous Materials, Noise, and Transportation.** Specific topics of concern regarding this Project and the District's nearby schools and property include: Air Quality, Greenhouse Gas Emissions, Hazards/Hazardous Materials, Noise and Transportation.

- An air quality/greenhouse gas analysis should assess the Proposed Project's on-site emissions and mobile source emissions and how they may impact surrounding sensitive receptors, including the District's schools.
- 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.
- With regards to noise, the noise analysis should identify residential uses and District schools as sensitive receptors and evaluate noise generated by increased truck traffic along Cedar Avenue.
- Lastly, the District has concerns regarding increased traffic and pedestrian safety from the increased truck traffic along Cedar Avenue. The District requests that the environmental analysis prepared for the project address these issues.

» **Air Quality Analysis.** The air quality/greenhouse gas analysis prepared for the Project should sufficiently address cumulative air quality impacts to sensitive receptors in environmental justice communities. The Bloomington community has been identified as such a community in the Countywide Plan (CWP). Low-income communities and communities of color often bear a disproportionate burden of pollution and associated health risks when compared to their more affluent neighbors. 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 CWP identifies that the Bloomington community is an environmental justice community that is disproportionately affected by and vulnerable to poor air quality. Consequently, the environmental analysis prepared for the 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 Project would incrementally increase health risks. Pursuant to Policy HZ-3.2, Studying and monitoring, of the CWP, the County is planning on studying the cumulative health risks affecting areas like Bloomington. However, this study has not yet been initiated. Therefore, the 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.

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- **Air Quality - Odors.** The operation of a truck repair use has the possibility of generating odors. The Air Quality analysis should address the design features and measures put in place to reduce impacts relating to odors for nearby sensitive receptors.
- **Health Risk Assessment.** It should be noted that the County is in the process of adopting an updated general plan, Countywide Plan (CWP). As part of the CWP, Policy HZ-3.1 Health risk assessment, the County requires a health risk assessment (HRA) that includes truck traffic from the project to the freeway. We are requesting a full HRA using AERMOD to evaluate the potential project-level and cumulative health risk impacts of the project.
- **Cumulative Impacts.** In addition to this truck terminal Project, another project (Bloomington Center; PROJ-2019-00079) includes the construction and operation of a commercial center with a six-pump truck fueling station, eight pump fuel station, convenience store, and two drive-thru restaurants. The Bloomington Center project is located approximately 750 feet south of the Project Site (at 10951 Cedar Avenue). The environmental analysis for the Project should evaluate the Project's cumulative impacts with the Bloomington Center and other nearby projects.

We appreciate the opportunity to submit these comments on the proposed truck terminal. 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,

Owen Chang
Director of Facilities/Energy Management

Cc: Rick Jensen, Assistant Superintendent of Business

July 8, 2021

To Whom It May Concern,

My name is Jamie Lamb. Since October 2016, I have served as the CEO of Social Science Services, Inc., dba Cedar House Life Change Center, a longstanding substance use and co-occurring disorders treatment center well known to many of the employees and residents of San Bernardino County. Established in 1973 with only 12 beds serving adult men with alcohol dependence, we have expanded to develop well-established programs treating men and women, including pregnant and women with children, and housing those who seek to better their lives free from the bonds of addiction.

Cedar House looks forward to the development of the property to the north of our facility. This empty lot has been a nuisance for us with dumping and homeless encampments through the years. Additionally and most concerning, the vacant lot poses a continuous threat to our clients as many struggle with and fall to the temptation to access substances from predators who will approach the fence line, hoping to gain access to vulnerable 'customers.'

We understand that the project will improve and beautify the parcel and bring much-needed jobs to the area.

The developer also let us know that a new signal light has been proposed for the intersection of the Cedar Village Mobile Home Park and Cedar Avenue. We believe this light will help slow down the speeding traffic along this stretch of road and increase safety.

Further, their project also mitigates a drainage problem that we have experienced for years. Storm water runs off the end of Valencia Street, through the field and occasionally inundates the north end of our property. The proposed project will intercept this water and convey it through our parcel to Santa Ana Avenue. It is our expectation that these drainage improvements will also trigger pavement and landscaping improvements on our parcel and a collaboration with the developer that will benefit our facility.

Since coming to Cedar House, my team and I have implemented many positive changes and improvement at Cedar House, benefitting the clients, staff and, by extension, the region as a whole. However, we have had no ability to affect the neighborhood and immediate surroundings, something that is desperately needed. This project seeks to better the location overall and, is a welcomed addition. We look forward to working with the developer in providing some beautification to our surroundings and develop an ongoing partnership to provide benefit for the clients of Cedar House in the immediate future and for years to come.

Thank you for your consideration of this project.

Sincerely,

Jamie Lamb, MS

CEO, Social Science Services, Inc., dba Cedar House Life Change Center

/jl

Excellence
Passion
Integrity
Compassion

West Valley Water District

Established as a public agency in 1952

West Valley Water District's mission is to provide a reliable, safe-drinking water supply to meet our customers' present and future needs at a reasonable cost and to promote water-use efficiency and conservation.

To: Anthony DeLuca, Senior Planner
County of San Bernardino
Land Use Services Department, Planning Division
385 N Arrowhead Ave. 1st Floor
San Bernardino, CA 92415

February 6, 2021

Re: Cedar Avenue Truck Terminal Project (PRJ-2020-00035)

Dear Mr. DeLuca,

I am writing you today to voice my strong opposition to the Cedar Avenue Truck Terminal Project (PRJ-2020-00035). The project brings little value to a Bloomington that is desperate for smart and community-centered development in order to ensure our future viability as a community.

Specifically, this project will:

- Impact the quality of life for residential housing located next to and in the area around the proposed project.
- The project will increase truck traffic significantly on roads and overpasses that are already over utilized.
- The project will hurt the land value for nearby residential homes.
- The project would rezone one of the few undeveloped commercial shopping center zones in the community to accommodate a project that would be considered light industrial in any other city.
- The project will significantly increase noise and air pollution for nearby residents.
- The project will does not fit the Bloomington Community Plan that the County developed with the Community over several years of hearings and input.
- The project does not add any ongoing revenue for Bloomington specifically nor does it require the occupant to join any future facilities district.
- The developer did not bring this project to the community and the Bloomington MAC for input prior to submitting the project.

As one of the elected members of the Bloomington community, I have had many residents reach out to me regarding this project. I have subsequently spoken to other elected officials and community leaders who share the overwhelming opposition to this horrible project. In fact, I have yet to meet or speak to any Bloomington resident who thinks this is good idea. Not one person.

As such, I have joined with my fellow residents, elected officials, and community leaders to form the Coalition for a Better Bloomington. For too long, Bloomington has been a dumping ground for projects that other cities would never allow. For far too long the County has paid lip service to listening to our concerns and asking for our input, like they did with the Bloomington Community Plan, to simply turn around and undermine that plan and trust to approve projects from developers who care nothing for our quality of life. We have had enough and we will be heard. Ignore us as your peril.

The Cedar Avenue Truck Terminal Project (PRJ-2020-00035) is not the best highest use of the property in question. Bloomington needs a retail shopping center. We need restaurants. We need gas stations. We need car washes. These are the things I hear from my constituents all the time. We need don't need a truck terminal right next to Bloomington homes. No one I talk to wants that. This parcel is one of few parcels in Bloomington which could accommodate these needs.

855 W. Base Line Rd., P.O. Box 920 | Rialto, CA 92377-0920
Ph: (909) 875-1804 | Fax: (909) 875-1849
www.wvwd.org

FAX (909) 875-7284 Administration
FAX (909) 875-1361 Engineering
FAX (909) 875-1849 Customer Service

West Valley Water District

Established as a public agency in 1952

West Valley Water District's mission is to provide a reliable, safe-drinking water supply to meet our customers' present and future needs at a reasonable cost and to promote water-use efficiency and conservation.

The Cedar Avenue Truck Terminal Project (PRJ-2020-00035) is not the best highest use of the property in question. Bloomington needs a retail shopping center. We need restaurants. We need gas stations. We need car washes. These are the things I hear from my constituents all the time. We need don't need a truck terminal right next to Bloomington homes. No one I talk to wants that. This parcel is one of few parcels in Bloomington which could accommodate these needs.

Additionally, the Cedar Avenue Truck Terminal Project (PRJ-2020-00035) should not be given a Mitigated Negative Declaration (MND) by the County. Nothing about this project is either mitigated nor negative. Building two eight-foot wall does not mitigate 24 hour, seven days a week noise and air pollution from 260 semi-trucks.

What if anything does the County do to test the validity of the developer paid for studies? The developer paid for traffic study fails to take the into account the truck traffic from new warehouses in Fontana, Rialto, and Jurupa Valley that were recently approved and that will be sending trucks onto Cedar Avenue. How many other assumptions would also fail an independent analysis?

It is shocking that Land Use Services would be preparing a Mitigated Negative Declaration for this project. How is it the Land Use Services can complete an initial study and not determine that this project would have a "Potentially Significant Impact" in the categories of "Noise", "Greenhouse Gas Emissions", or "Air Quality"? Would you make such a declaration if it was your kids having to breath the air released from those 260 semi-trucks? It is utterly shameful that the County would not immediately require a full Environmental Impact Report for a project with this use and proximity to residential housing. There needs to be an independent study of this project and not just the word of hand-picked Developer paid for consultants.

As a Director of the local water district, which has had to spend millions of dollars to cleanup contaminated groundwater from short-sided industrial planned projects, I am gravely concerned about the lack of any study to address the potential of containments seeping into our groundwater basin. We have too many groundwater issues already to risk rushing a project without fulling examining the potential for contamination. Would the County be willing to accept the responsibility for any potential contamination this develop will bring if a full EIR was not done?

The Cedar Avenue Truck Terminal Project (PRJ-2020-00035) must have a full Environmental Impact Report conducted to fully understand the true impact of this project on our community's quality of life and to test the validity of the developer provided studies.

The County has moral obligation to protect its citizens and the County's own Mission Statement claims to "satisfy its customers by providing service that promotes the health, safety, well-being, and quality of life of its residents." How does this project meet that mission? It is quite simple, it does not. Pushing this project forward without a full Environmental Impact Report would actually promote the opposite of the County Mission Statement.

I sincerely, ask that this project be required to complete a full Environmental Impact Report so we the community can better understand its true impact. I further call on the County to reject projects such as these as they are not in line with the needs of our community.

Greg Young, MBA, PMP
West Valley Water District Board Member, Division 5,
Chair, Engineering, Planning, and Operations Committee
10604 Valencia St. Bloomington, CA 92316

CC:
Board of Supervisors

From: Aaron Arambula
To: DeLuca, Anthony
Subject: Trucking Yard
Date: Tuesday, February 09, 2021 7:52:08 AM

Dear Mr Deluca

On behalf of my family and neighbors, I firmly oppose the Cedar Ave Truck Terminal Project due to the negative traffic, noise, and other negative impacts it will bring to our community. We have our children who attend the elementary school on the corner of Jurupa Ave. and Larch Ave. It will be very irresponsible on your behalf to bring a dangerous environment to our neighborhood children.

Regards
Maria B Arriaga

From: Adrian Aguirre
To: DeLuca, Anthony
Subject: Truck Terminal Opposition
Date: Thursday, February 11, 2021 4:16:09 PM

Dear Mr. DeLuca,

My name is Adrian Aguirre. My wife Maira Aguirre and I have been residents of Bloomington for more than 30 years. We have seen many changes to our town but not the kind of change we were hoping to see. In the last several years, we have seen multiple warehouses go around my neighborhood within less of a mile from where we live. With several private track terminals around our area and including Yellow/Roadway, we don't think an additional truck terminal would be beneficial for our community. Our town is already heavily trafficked be vehicles and trucks. Additional trucks would cause more traffic and congestion and add more pollution and worsen our air quality which currently affect my and my family's allergies.
I hope and pray the county takes our community's concerns into consideration. We would rather see a shopping center built with grocery stores and restaurants in the area you are considering for this truck terminal.

Regards,
Adrian and Maira Aguirre
Bloomington Residents

From: alejandro luna
To: DeLuca, Anthony
Subject: Cedar Ave. Truck Terminal project Opposition.
Date: Sunday, February 7, 2021 4:49:48 PM

I,Alejandro Luna oppose,the Cedar Ave. Truck Terminal project due to the negative traffic,noise and other negative impacts it will bring to our community.

Sincerely,

Alejandro Luna

From: alma rich
To: DeLuca, Anthony
Subject: Bloomington Truck Depot
Date: Tuesday, February 2, 2021 1:10:24 PM

Dear Sir Please take into consideration the families that live close to this proposed truck yard. It is unhealthy. It is a noisy. But you know all that so please have an impartial study done on behalf of the residents. sincerely alma rich

The Lord is my rock my fortress and my deliverer; My God, my rock, in whom I trust; My shield and the strength of my salvation, my stronghold. Ps.18:2

From: Amalia Cordova
To: DeLuca, Anthony
Subject: Cedar truck terminal
Date: Sunday, February 14, 2021 8:47:30 AM

Hello Mr. DeLuca, my name is Amalia Cordova. I know I missed the dateline, but I was just told of this proposal a friend. I am totally against this proposal because this would bring more bad then good to our community of Bloomington. By this I mean drugs, prostitution and more homeless. As a taxpayer, we need the improvements in our schools and our businesses that we already have. Also fix our streets by putting in sidewalks and more stop signs. Thank you for taking the time to listen to our concerns and making the right decision, because it will really affect us all.

From: ANA BERNAL
To: DeLuca, Anthony
Subject: Truck terminal
Date: Monday, February 8, 2021 9:14:25 PM

Dear: Anthony Deluca

My name is Ana E Bernal, currently live in Bloomington and I lm against the Cedar Truck Terminal.
Thank you

Sent from Yahoo Mail for iPhone

From: Anna Cano
To: DeLuca, Anthony
Subject: Truck Terminal
Date: Monday, February 8, 2021 6:13:05 PM

My heart hurts to know that this is happening again. We are surrounded by warehouses! A Library, Pharmacy or drive-thru Dairy would have been much more appreciated in Our Bloomington Community. I Anna Cano oppose the Cedar Ave. Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

From: Andrea Moreno
To: DeLuca, Anthony
Subject: Oppose the Cedar Ave truck terminal project
Date: Friday, February 12, 2021 11:56:20 AM

I, Andrea Moreno strongly oppose the Cedar Ave Truck Terminal project due to negative traffic, noise, road conditions, and other negative impacts it will bring to our community.

Signed Andrea K Moreno

From: Angelica Contreras
To: DeLuca, Anthony
Subject: Cedar Ave Truck Terminal Project
Date: Wednesday, February 3, 2021 11:00:29 AM

Mr. DeLuca,
I am writing to express that the proposed Truck Terminal project in Bloomington CA would be detrimental to this city. The project would bring in noise, pollution and no revenue in the form of local jobs. Furthemore this project was voted No by the local group The Coalition for a Better Bloomington. As a resident of Bloomington, Ca it is my civic duty to notify you and the county of San Bernardino that this project is not welcome.

Thank You,
Angelica Contreras
Resident at 18505 7th St, Bloomington, CA 92316

From: Araceli Lopez
To: DeLuca, Anthony
Subject: Coalition for a Better Bloomington
Date: Saturday, February 6, 2021 12:54:46 PM

Dear Mr. Deluca, Senior Planner,

I, Araceli Lopez, oppose the Cedar Ave. Truck Terminal project due to the negative traffic, noise, and other negative impacts it will bring to our community.

Sincerely,
Araceli López

From: be.vel44
To: DeLuca, Anthony
Subject: Cedar Ave. Truck Terminal
Date: Monday, February 8, 2021 9:45:06 AM

I Belinda Velarde oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise, air quality, and the negative impact on the wild life. As well as other impacts it will bring to our community. Sincerely Belinda Velarde

From: Beto Parga
To: DeLuca, Anthony
Subject: Bloomington Resident
Date: Tuesday, February 9, 2021 10:26:26 PM

I Heriberto Parga oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Sincerely,
Heriberto Parga

From: Blanca Cortez
To: DeLuca, Anthony
Subject: Coalition For A Better Bloomington
Date: Wednesday, February 10, 2021 9:13:36 AM

I, Augustine and Blanca Cortez oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

SIGNED: Augustine and Blanca Cortez

Sent from my iPhone

Biggs, Lupe

From: Candy Landaverde <candymlandaverde@gmail.com>
Sent: Monday, February 8, 2021 1:51 PM
To: DeLuca, Anthony
Subject: Coalition for a better Bloomington

I candida, oppose the Cedar Ave Truck Terminal project. Our town does not need any more truck stops, the traffic is insane and our roads are too small. There is a warehouse in every corner and it is simply too much for our undeveloped community; half the town has no sidewalk. There is no police or any type of security and our residential areas are now filled with persons with no homes. They lived in the vacant lots but are now pushed to commercial corners. This project produces no jobs and no possible advantage to Bloomington. It is just a great inconvenience. We are sick of the traffic and the noise. Money can greatly be put towards better use. We were promised sidewalks and police and all we have received is a burden of traffic. The big diesel trucks wouldn't be that much of a bother is we had better road and a bigger/wider bridge. Cedar Ave. is our main street and it is unacceptable that we should sit in 15 min. worth of traffic to drive one block down.

Biggs, Lupe

From: Candy Landaverde <candymlandaverde@gmail.com>
Sent: Monday, February 8, 2021 1:55 PM
To: DeLuca, Anthony
Subject: Re: Coalition for a better Bloomington

I candida would also like to ad that the lack of inclusion is incredibly disrespectful. Bloomington residents don't know what the future of Bloomington looks like. We were given until February 11 to protest but no one knew until the 8th. We have a right to shape our town and we are not given the opportunity or given such limited time it discourages the people.
NO MORE CEDAR AVE TRUCK TERMINAL PROJECT!!!!!
It has many negative impacts toward the community.

On Mon, 8 Feb 2021 at 13:50, Candy Landaverde <candymlandaverde@gmail.com> wrote:

> I candida, oppose the Cedar Ave Truck Terminal project. Our town does not need any more truck stops, the traffic is insane and our roads are too small. There is a warehouse in every corner and it is simply too much for our undeveloped community; half the town has no sidewalk. There is no police or any type of security and our residential areas are now filled with persons with no homes. They lived in the vacant lots but are now pushed to commercial corners. This project produces no jobs and no possible advantage to Bloomington. It is just a great inconvenience. We are sick of the traffic and the noise. Money can greatly be put towards better use. We were promised sidewalks and police and all we have received is a burden of traffic. The big diesel trucks wouldn't be that much of a bother is we had better road and a bigger/wider bridge. Cedar Ave. is our main street and it is unacceptable that we should sit in 15 min. worth of traffic to drive one block down.

Biggs, Lupe

From: Candy Landaverde <candymlandaverde@gmail.com>
Sent: Wednesday, February 10, 2021 8:53 PM
To: DeLuca, Anthony
Subject: Re: Coalition for a better Bloomington

Hello I am speaking on behalf of Rosemary and Jesus Mendoza for they don't have access to send an email. The fact they are going to these measures to exercise their rights is ridiculous. It is unfair that no one was notified of this construction. We completely and 100% oppose this motion. As citizens who will be directly affected we plead you take notice.

On Mon, Feb 8, 2021 at 1:54 PM Candy Landaverde <candymlandaverde@gmail.com> wrote:

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Biggs, Lupe

From: carlos Henriquez <carloshenriquez14@yahoo.com>
Sent: Wednesday, February 10, 2021 7:53 PM
To: DeLuca, Anthony
Subject: Proyecto.

Yo Carlos Henriquez como residente de Bloomington me opongo al proyecto Cedar ave truck Terminal.

Biggs, Lupe

From: sk8rcarolee@roadrunner.com
Sent: Tuesday, February 9, 2021 4:34 PM
To: DeLuca, Anthony
Subject: I oppose

Importance: High

I Carolee Shoemaker oppose the cedar ave truck terminal project due to the negative traffic noise and other negative impacts it will bring to our community.

Signed. Carolee Shoemaker

Biggs, Lupe

From: Catherine Danh <danhcats@gmail.com>
Sent: Saturday, February 6, 2021 5:35 PM
To: DeLuca, Anthony
Subject: Opposition to Cedar Ave Truck Terminal

Dear Mr. Anthony Deluca,

I am writing to you to convey my strong opposition to the Cedar Avenue Truck Terminal project. As a 17 year resident of Bloomington, I've witnessed the construction of several warehouses in the city I call my home, surrounding my alma mater, greatly impeding folks ability to live a decent quality of life due to the disruptions caused by traffic from large trucks traveling through our neighborhoods and causing damage to our residential streets. I firmly believe that these disruptions will prove to be more harmful than good, especially once more folks begin to commute to work after it is safe to do so.

Furthermore, with coronavirus still of highest concern across all communities, and as a survivor of coronavirus myself, I am concerned for my health as well as the health and well-being of fellow residents in the community who are already dealing with the effects of environmental pollution from other warehouses and distribution centers in the region. A full and independent environmental impact study needs to be completed, so residents are fully aware of how this will affect everyone for generations to come.

Thank you for your time and consideration

Sincerely,

Catherine Danh

--
Catherine Danh

Biggs, Lupe

From: cathy thach <cathy_thach@yahoo.com>
Sent: Saturday, February 13, 2021 4:30 PM
To: DeLuca, Anthony
Subject: Cedar Ave Truck Terminal Project

I Robert Thach oppose the cedar Ave truck Terminal project due to the negative traffic, noise and other negative impact it will bring to our community

Robert Thach

Sent from Yahoo Mail for iPhone

Biggs, Lupe

From: charman diaz <charmandiaz@hotmail.com>
Sent: Thursday, February 4, 2021 8:55 AM
To: DeLuca, Anthony
Subject: Truck terminal on cedar

Hello, I have recently learned about this truck terminal that wants to be built in my city of Bloomington. I have lived here for 25 years and have seen a lot of changes throughout these years. But this truck terminal will be awful for this little city. It will bring so much more truck traffic to cedar which is already so congested . I feel it will bring more drugs and crime. And will make it harder for the people who live in this little city. I see no benifits to having this truck terminal here in Bloomington. I only see disappointment. I thank you for your time and hope you will consider helping to stop this from truck terminal from coming to our city
Thank you
Sent from my iPhone

Biggs, Lupe

From: connie moondragon <conniemoondragon@gmail.com>
Sent: Wednesday, February 10, 2021 8:29 PM
To: DeLuca, Anthony
Subject: Mondragon Family

I, David Mondragon oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.
Signed David Mondragon

Biggs, Lupe

From: Connie Young <c4eryoung@aol.com>
Sent: Monday, October 5, 2020 7:01 PM
To: Morrissey , Jim
Subject: Proposed Project PROJ-2020-00035
Attachments: Truck Terminal proposal letter.docx

Attached is a letter responding to the proposed zoning change for a 321 truck terminal in Bloomington. We strongly oppose this proposal.

Constance J. Young

From: Connie Young
To: DeLuca, Anthony
Subject: PROJ-2020-00035
Date: Monday, February 1, 2021 8:33:25 PM

Re: Project Number PROJ-2020-00035
Assessor Parcel Number 0257-031-12

I have been informed by a resident at the end of my street that Scott Beard has filed a proposal to change the land zoning district from General Commercial, Sign Control Overlay (CG-SCp) to Service Commercial (CS) and a Conditional Use Permit for a Truck Terminal with 321 truck parking spaces and 13 vehicle parking spaces and a two-story 9,600 sq. ft. building for office and truck repair uses on approximately 8.95 acres on Cedar Avenue. What a disaster that would be for all of the residential houses in the area! It is already difficult to get in and out of our street due to the current truck traffic but to add 321 more trucks would be catastrophic.

We have lived on Valencia Street for 48 years and it has always been a nice neighborhood. If this proposal goes through our property values will plummet. Who wants to live near a 321 truck repair stop? There are plenty of truck repair shops in Fontana and we don't need one here. We could use a small shopping center with a restaurant. There are virtually none south of the freeway on Cedar. Also when are we going to get a new overpass to handle the increased traffic? The backup is very bad now and would be unmanageable if this project is approved.
Please do not approve this zoning change.

Sincerely,

Loren & Constance Young
10586 Valencia St.
Bloomington, CA 92316
(909) 877-3693
E-mail: C4eryoung@aol.com

Sincerely,

Kermit & Dorothy Hayden
10576 Valencia St.
Bloomington, CA 92316
(909) 877-2178
E-mail: DotHayden2@aol.com

October 5, 2020

To: Jim Morrissey, Contract Planner
San Bernardino County Planning

Re: Project Number PROJ-2020-00035
Assessor Parcel Number 0257-031-12

I have been informed by a resident at the end of my street that Scott Beard has filed a proposal to change the land zoning district from General Commercial, Sign Control Overlay (CG-SCp) to Service Commercial (CS) and a Conditional Use Permit for a Truck Terminal with 321 truck parking spaces and 13 vehicle parking spaces and a two-story 9,600 sq. ft. building for office and truck repair uses on approximately 8.95acres on Cedar Avenue. What a disaster that would be for all of the residential houses in the area. It is already difficult to get in and out of our street due to the current truck traffic but to add 321 more trucks would be catastrophic.

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Please do not approve this zoning change.

Sincerely,

Loren & Constance Young
10586 Valencia St.
Bloomington, CA 92316
(909) 877-3693
E-mail: C4eryoung@aol.com

Sincerely,

Kermit & Dorothy Hayden
10576 Valencia St.
Bloomington, CA 92316
(909) 877-2178
E-mail: DotHayden2@aol.com

Cc: Gary Grossich, Bloomington MAC

Biggs, Lupe

From: Cory Williams <nowaybutupfromhere@icloud.com>
Sent: Thursday, February 11, 2021 2:22 PM
To: DeLuca, Anthony
Subject: Cedar Ave truck terminal

I Cory Williams absolutely oppose this cedar Ave truck terminal project, the traffic in this area is already out of control and near unbearable! We do not need any more trucks,(or passenger vehicles for that matter) in Bloomington, or the surrounding cities.

Sent from my iPhone

From: Cristal Aros
To: DeLuca, Anthony
Subject: Truck Terminal
Date: Monday, February 8, 2021 12:23:12 PM

I, Cristal Aros Iturburo oppose the Cedar Ave Truck Terminal project due to negative traffic, noise, and other negative impacts it will bring to our community. We have had other projects built recently that have not had positive impacts with our communities already. The cedar exit from the 10 freeway is the only one we have directly into Bloomington, while the other exits have been updated ours hasn't and has long traffic jams. More trucks coming in means even longer jams and more damage to the ramps and streets.
The Aros Family

10586 Linden Ave.
Bloomington Ca.92316
February, 09/2021

Anthony Deluca, Senior Planner
County of San Bernardino
Land Use Services Department
385 N. Arrowhead Ave. St Floor
San Bernardino, CA. 92415
Dear Sir/Madam

I Daisy Chisholm have lived here in Bloomington 2 Blocks from proposed Cedar Ave. Truck Termina project, since 1989 where my children grew up and attended Walter Zimmerman Elementary Scho Blocks south - west of this project in a safe Community. I and my Children Strongly Opposes this proposed Cedar Ave. Truck Terminal Project, due to the Negative impacts it will brings to our Community. In areas of Safety, will not only impacts our elderly but also to the children of our futu who must walk to and from school in this very area. It will be a Negative impact to our Air Quality, Worsen our already congested Traffic, Noise Level to our Children learning and healthy living to ou residents in all surrounding areas, It brings no revenue, It Brings no Jobs, It is too Near our School Homes. and many many other Negativities to our communities. We want and need Better Business our Bloomington Communities which is our home. Projects that are uplifting asset to our Communi our Children who are our Future. My family and I Strongly Opposes this Proposed Cedar Ave. Truck Terminal project.

Yours truly,
Daisy Chisholm

10586 Linden Ave.
Bloomington Ca.92316
February, 09/2021

Anthony Deluca, Senior Planner
County of San Bernardino
Land Use Services Department
385 N. Arrowhead Ave. St Floor
San Bernardino, CA. 92415
Dear Sir/Madam

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Yours truly,
Daisy Chisholm

Biggs, Lupe

From: Daisy Tannie <auntdays@yahoo.com>
Sent: Monday, February 8, 2021 12:42 PM
To: DeLuca, Anthony
Subject: Proposed CedarAve. Truck Terminal Project

I Daisy Chisholm have lived here in Blooming 2 Blocks from proposed Cedar Ave. Truck Terminal project, since 1989 where my children grew up and attended Walter Zimmerman Elementary School 2 Blocks south - west of this project in a safe Community. I and my Children Strongly Opposes this proposed Cedar Ave. Truck Terminal Project, due to the Negative impacts it will brings to our Community. In areas of Safety, will not only impacts our elderly but also to the children of our future who must walk to and from school in this very area. It will be a Negative impact to our Air Quality, Worsen our already congested Traffic, Noise Level to our Children learning and healthy living to our residents in all surrounding areas, It brings no revenue, It Brings no Jobs, It is too Near our Schools and Homes. and many many other Negativities to our communities. We want and need Better Businesses for our Bloomington Communities which is our home. Projects that are uplifting asset to our Community for our Children who are our Future. My family and I Strongly Opposes this Proposed Cedar Ave. Truck Terminal project. Signed Your's Truly——- Daisy Chisholm

Sent from my iPhone

Good evening Neighbors and Mac members of Bloomington

We are Dale and Nancy Telizyn.

In August I got a phone call from Scott informing me of the proposed plan for next door to us and listened to what the plan was. How were the trucks to get into that area? I asked, *" Another signal by the Mobil home park was planned "* he said. When was this to take place, I asked? *"After the first of the year",* he said, I was really shocked and called my neighbor, Evelyn, who mentioned it to Gary (Pres of Mac) who called me.

He said there's no plan like that, especially no more trucks here in Bloomington. I felt a little relief then. He was going to check into this.

Later on he called and said acquaintances of the country were being a little evasive about this when he mentioned it. Interesting, so we will wait and see.

Well Oct 1, we got in the mail from Jim Morrissey , contract planner, from San Bernardino County, a project notice. It said you could comment on this project by Oct 8. Pretty short notice so I called Gary about it. He said he would bring it up at the Mac meeting. How sneaky that the county would keep this from the Bloomington committee and go behind their backs, not even informing Gary of the plan. So wrong!!!

My husband and I have lived right next to the field proposed for decades. He grew up there with his folks when it was a beautiful orchard. We have been married for 46 years on the same property.

This field has been vacant and one day we knew something would be built on it like a business such as a florist, realtor office, convenience store, but a Truck Terminal with 321 truck parking spaces and 13 vehicle parking spaces plus a 2 story 9600 sq ft building for office and truck repair uses on the 8 acres? What a nightmare!!!

They want to change the land use zoning district from General Commercial to Service Commercial and a conditional use permit for a truck terminal.

The project number is Proj -2020-00035 and you can submit your comments to Jim's email at jim.morrissey@lus.sbcounty.gov for your concerns in our community.

We are a residential area right next door, with Ray and Linda Steinberg behind us, and Linda Marks across the street from them with 2 houses north of us and the streets of Otilla, Valencia and Orchard full of close by residents who will experience the constant noise of trucks going in and out and the diesel pollution. We are all seniors with health conditions, and the breathing for all of us will be compromised.

On one side we have smelly sheep, ducks, chickens, birds (old mcdonalds farm), the frontage is busy Cedar Street. Now they want to block us in with a 6 ft wall and this awful business proposal. This is NOT good for any of us.

Trucks will be downshifting and stopping in front of our place at the signal, trying to pull into this area. Traffic will be backed up. We will have more trouble getting out of our driveway and going 2 lanes over to try and get to the mobile home park area, to make our u-turn to head North to the freeway (which is already congested trying to get onto the 10 Freeway going West with trucks backed up down the ramp).

A few years ago, center dividers were put in preventing us from pulling out and going left to the freeway, so we always have to go right and make that u turn at the park now.

Big investors, who don't even live here, want to come in and ruin our lives. There will be damage to our property value and that if this gets approved a legal action will be taken by the residential neighbors.

I ask you community members, Jim Morrissey and Scott Beard, Would you like to live next door to this proposed Truck Terminal?

Please do not approve this!

Thank you

Biggs, Lupe

From: Nancy Telizyn <ntelizyn@yahoo.com>
Sent: Monday, October 5, 2020 12:02 PM
To: Willhite, Erika
Cc: Morrissey , Jim
Subject: Project number Proj 2020-00035 Parcel 0257-031-12
Attachments: County of SBO proposed Bloomington letter from us..docx; SBC propsal notice.jpg

Dear Erika and Jim

Attached is our response to your proposed project notice of the County Planning. This is not the place for the trucks.

Thank you for your attention in this matter.

Dale and Nancy Telizyn
PO Box 279
10700 S Cedar Ave (also 10696 and 10698 S Cedar)
Bloomington, CA 92316

Biggs, Lupe

From: C T <celiatalavera@live.com>
Sent: Wednesday, February 10, 2021 12:14 PM
To: DeLuca, Anthony
Subject: Bloomington resident oppose Cedar Truck Terminal

I, DAWNIS C TALAVERA, oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring.
Thank you,
Dawnis Talavera

Biggs, Lupe

From: Dean Beatty <beatty.dean@gmail.com>
Sent: Wednesday, February 10, 2021 4:30 PM
To: DeLuca, Anthony
Subject: Cedar Ave Truck Terminal

The question that runs through my brain is "Do we really need additional trucks on the Cedar Corridor?" The EPA, and all the other agencies that have been involved and have said there is no negative impact to the community are just number crunchers just like accountants. Residents living adjacent to this and people in the surrounding area need services like grocery stores and retail shops. NOT NOISY, TRAFFIC BOGGING, DIESEL BELCHING trucks.
I would bet money you have not been on Cedar in the morning or afternoon trying to drive down Cedar. Moving North, the traffic is backed up from Santa Ana to the Freeway. And this is exactly where a 250 spot truck terminal needs to be? Please think in human terms and not about money, tax revenue, or who is greasing who's pocket. THIS IS ABOUT THE PEOPLE THAT LIVE IN THE NEIGHBORHOOD. Try doing some good and acknowledge that this is really not a good idea. Thank you for your time, Dean Beatty

Biggs, Lupe

From: Debbie Schwartz <singingdeb@aol.com>
Sent: Tuesday, February 2, 2021 12:14 PM
To: DeLuca, Anthony
Subject: Oppostion to planned 9 acre trucking facility in Bloomington

Dear Mr. Deluca,

As a commuter from Riverside, I travel north on Cedar. As it stands, there is so much traffic and congestion from the present building. More is NOT needed for this small area and town. Please consider the people who live here. More traffic, noise and pollution!! Surely, there are other places that are away from housing. Please stop this unnecessary development!!!!
Sincerely,
Debbie Schwartz

Biggs, Lupe

From: Dianna Cordero <cordero23d@gmail.com>
Sent: Monday, February 8, 2021 6:01 PM
To: DeLuca, Anthony
Subject: Comment on Cedar Ave Truck Terminal Project

Dianna Cordero

Bloomington Resident

Cordero23d@gmail.com

Anthony Deluca, Senior Planner

County of San Bernardino

Land Use Services Department

385 N Arrowhead Ave. St Floor

San Bernardino, CA 92415

February 8, 2021

I Dianna Cordero oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise, and other negative impacts it will bring to our community. I believe no one is taking the resident's opinions, concerns, or living situations into serious consideration. I do believe it comes down to what is best for people who DO NOT LIVE HERE. It is not easy to move away from a place you grew up, work in or near by, love, and seriously cannot afford to.

I am a Head Start Teacher with Colton Joint Unified School District, I not only live near my students I also know those who have been in my class and are now old enough to walk to school, it seriously a danger for them. This pandemic will not last forever and eventually children will be going back to school, that means children from age of first grade to high school will be walking to school with or without parents, preschool and kindergarten require parents to pick them up from school.

Not only are warehouses adding traffic, but this bus terminal will add traffic from neighboring towns, it is a disaster waiting to happen. Children who are forced to walk to school because of lack of transportation are at risk of stranger danger and being run over. Students are walking earlier than ever because the bus is only available to those who live three miles away or more or special needs.

Respectfully ,

Dianna Cordero

Biggs, Lupe

From: Diana Sandoval <sandovaldiana03@icloud.com>
Sent: Tuesday, February 9, 2021 2:50 PM
To: DeLuca, Anthony
Subject: Coalition for better Bloomington

I, Armando Sandoval oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Signed: Armando Sandoval

Biggs, Lupe

From: Eduardo Ochoa <eduardoochoa900@gmail.com>
Sent: Saturday, February 13, 2021 10:48 AM
To: DeLuca, Anthony
Subject: For a better Bloomington

I, Eduardo Ochoa oppose the Cedar ave truck terminal project due to the negative traffic, noise, and other negative impacts it will bring to my community.

Eduardo Ochoa

Biggs, Lupe

From: Efrain Bazan <bazanson2080@icloud.com>
Sent: Saturday, February 6, 2021 6:30 PM
To: DeLuca, Anthony
Subject: Cedar

Sent from my iPhone
I efrain oppose. The cedar ave truck terminal project

Biggs, Lupe

From: Efren Perez <2perros12@gmail.com>
Sent: Monday, February 8, 2021 12:53 PM
To: DeLuca, Anthony
Subject: Disel truck parking in blooming

I am answering this request to let you know that i dont approve of this move have to do more . I know the big trucks damage our streets and do not get repaired .
Many traffic accidents that I have witnessed and that is on slover 3 deaths light poles crashed into along my neighbor hood 50 mpr is the minimum speed limit santa Ana by the school gets no patrol you could build revenue but I guess we are not that important or we dont need the money I belive that property should be looked at away from south of santa ana
And crack down on all homes with illigaly use of big rig parking. Or have them pay fines to the. City . Thank you

Biggs, Lupe

From: Elaine Sinclaire <elainesinclaire@att.net>
Sent: Wednesday, February 10, 2021 10:37 AM
To: DeLuca, Anthony
Subject: Fw: Failure Notice

----- Forwarded Message -----
From: MAILER-DAEMON@yahoo.com <mailer-daemon@yahoo.com>
To: "elainesinclaire@att.net" <elainesinclaire@att.net>
Sent: Wednesday, February 10, 2021, 10:32:29 AM PST
Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<Anthony.deluca@lus.sbcounty.gov>:
No mx record found for domain=lus.sbcounty.gov

--- Below this line is a copy of the message.

I, Elaine Sinclaire, oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts
it will bring to our community. We have too many trucks and warehouses as it is.

Signed: Elaine Sinclaire (I don't know how to sign on the computer
10710 Linden Ave
Bloomington CA 92316

Biggs, Lupe

From: ELIZABETH SAMPSON <etsampson@msn.com>
Sent: Saturday, February 6, 2021 2:40 PM
To: DeLuca, Anthony
Subject: Cedar Avenue Truck Project

Good day,

I live in Bloomington and am opposed to the Cedar Avenue Truck Project between Santa Ana and Slover. Enough us enough!

Respectfully,

Elizabeth Sampson

Get Outlook for Android

10586 Linden Ave.
Bloomington Ca.92316
February, 11/2021

Anthony Deluca, Senior Planner
County of San Bernardino
Land Use Services Department
385 N. Arrowhead Ave. St Floor
San Bernardino, CA. 92415
Dear Sir/Madam

I Elton-Dellono Chisholm have lived here in Bloomington two Blocks from proposed Cedar Ave. Truck Terminal project, since 1989 where I grew up and attended Walter Zimmerman Elementary School two Blocks south - west of this project in a safe Community. I Strongly Opposes this proposed Cedar Ave. Truck Terminal Project, due to the Negative impacts it will brings to our Community. In areas of Safety, will not only impacts our elderly but also to the children of our future who must walk to and from school in this very area. It will be a Negative impact to our Air Quality, Worsen our already congested Traffic, Noise Level to our Children learning and healthy living to our residents in all surrounding areas, It brings no revenue, It Brings no Jobs, It is too Near our Schools and Homes. and many other Negativities to our communities. We want and need Better Businesses for our Bloomington Communities which is our home. Projects that are uplifting asset to our Community for our Children who are our Future. I Strongly Opposes this Proposed Cedar Ave. Truck Terminal project.

Signed,

Elton-Dellono Alexander Chisholm

Biggs, Lupe

From: Elton Chisholm <chisholm355@yahoo.com>
Sent: Thursday, February 11, 2021 4:28 PM
To: DeLuca, Anthony
Subject: Coalition for a better blooomington
Attachments: Scan.jpeg

letter from elton chisholm enclosed

Biggs, Lupe

From: Elvira Sandoval <sandovalelvira97@yahoo.com>
Sent: Monday, February 8, 2021 3:29 PM
To: DeLuca, Anthony
Subject: Letter

I, Elvira Sandoval oppose the Cedar Ave. Truck terminal project due to the negative traffic, noise and other negative impacts it will bring to our community signed . Elvira Sandoval

Biggs, Lupe

From: Emilio Cano <41chevy@sbcglobal.net>
Sent: Monday, February 8, 2021 10:59 AM
To: DeLuca, Anthony
Subject: Truck Terminal

Anthony,
I, Emilio Cano oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community. It is sad when county official's make decisions about our community when they don't even live in the area. I am sure you wouldn't like all these warehouses around you neighborhood and the traffic is already bad enough. I hope you will reconsider this project and put something more productive for the community like market.

Thank you,
Emilio Cano
18835 Wrangler Dr
Bloomington

Sent from Mail for Windows 10

Biggs, Lupe

From: Erica A <emichelle1188@gmail.com>
Sent: Wednesday, February 10, 2021 8:25 PM
To: DeLuca, Anthony
Subject: Oppose Cedar Ave Truck Terminal

I, Erica Armendariz oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Thanks,
Erica A.

Biggs, Lupe

From: Erica Tovar <tovar5baby@gmail.com>
Sent: Thursday, February 11, 2021 12:36 PM
To: DeLuca, Anthony

To who it may concern

Im writing and taking my time
To speak up about tge terminal truck that you're planning on doing on cedar ave.
I lived across from your project in the mobile homes. We already have trouble everyday at certain time frames because of traffic my major fear is i have teenagers and adult children im teaching to drive and its hard for them already on this intersection. Besides the noise we have already from trains ,traffic not to say accidents..please reconsider your plan and put yourself on others shoes especially with children. This is something you do not have to deal with .thanks Erica

Biggs, Lupe

From: Evelyn <eduke007@gmail.com>
Sent: Wednesday, February 3, 2021 4:43 PM
To: DeLuca, Anthony
Subject: Truck terminal

I am vehemently opposed to the proposed truck terminal project on Cedar Ave. My quality of life has already been ruined by the City of Rialto with the warehouses on south Cactus Ave. For once, can we please think of the citizens?

Respectfully,
Evelyn Duke

Biggs, Lupe

From: Evelyn Renteria <evelynrenteria2012@gmail.com>
Sent: Tuesday, February 2, 2021 1:54 PM
To: DeLuca, Anthony
Subject: Cedar Avenue Truck Terminal

I Evelyn Renteria, as a member of the Bloomington C.A community, strongly oppose the Cedar Avenue Truck Terminal. We don't want the big rigs messing up our streets anymore! We don't want the backed up traffic in our community due to big trucks!! We dont want all the pollution going in our kids lungs!!

From: First NameFRANCISCO R
To: DeLuca, Anthony
Subject: no truck terminal
Date: Thursday, February 11, 2021 8:17:06 PM

I francisco r. oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

signed, francisco r

Sent from Yahoo Mail on Android

From: Gigi
To: DeLuca, Anthony
Subject: Cedar Avenue truck terminal
Date: Wednesday, February 10, 2021 8:22:49 PM

Dear. Mr Anthony DeLuca
My family live on Santa Ana ave and we already have to many trucks, on our streets. Which are not well Maintained. You can't go over cedar because the traffic is so bad, it will take you 25 minutes. We have horrible air quality, everyone in my home have developed asthma. We need more grocery stores.

Gigi Rodriguez

Sent from my iPhone

From:	Greg Young
To:	Morrissey , Jim
Cc:	Flores, Daniel (BOS); Willhite, Erika
Subject:	Project 2020-00035
Date:	Monday, October 5, 2020 12:40:18 PM

Project Number: PROJECT-2020-00035
Assessors Parcel NO: 0257-031-12

Dear Mr. Morrissey,

As a life long citizen of Bloomington and a Director of West Valley Water District, I am writing to oppose the request by Developer Scott Beard to rezone Parcel 0257-031-12.

Bloomington has been quite clear in recent years to me as an elected official that we do not want more trucks especially in close proximity to our residential neighborhoods. The parcel in question is zoned for (CG-SCp). We need shops and shopping center in this part of Bloomington to bring in the sales tax revenues our community desperately needs. That is why it is zoned the way it is.

The proposed project would bring little revenue for the community while increasing truck loads on an already overloaded street. Additionally, the shear volume of proposed truck parking is obscene on its face for such a small parcel and will cause massive sound and air pollution to residential homes next to this property. This will permanently damage people's property values and cost the County in lost property tax in long run. I doubt any members of your team at the County would want something like this built next to your house and most of my neighbors here on Valencia Street do not want this next to our homes.

Finally, as a community leader, I ask, where is the community plan we worked with the County approved consultant several years ago? I was at this meetings along with many of my fellow community members and we never asked for nor wanted anything but a shopping center at this location. Does the county think so little of our input that this ridiculous project can even be given any serious consideration after we gave our clear input? I firmly request that this request be denied. We were told that plan would prevent changes in zoning like this. Were we lied to by the County at that time? Let the developer build a retail center that would be a better fit and bring the tax revenue we actually need to our community.

Sincerely,

Greg Young
Director, West Valley Water District

10604 Valencia St.
Bloomington, CA 92316

Sent from my iPad

From: Greg Young
To: DeLuca, Anthony
Subject: Re: Drainage Contact
Date: Sunday, February 21, 2021 11:06:05 AM

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.

Thank you Tony. I found it interesting that on page 45 they provide a site map more in line with the wishes of the community. Are they not required to redo the report when they change as much as they did? I look forward to speaking to Michele about my concerns about chemical screening in the basins which is not addressed in the hydrology report as they are more focused on capture and drainage.

Greg

Sent from my iPad

> On Feb 19, 2021, at 4:28 PM, DeLuca, Anthony <Anthony.DeLuca@lus.sbcounty.gov> wrote:
>
> Hi Greg, I spoke to Michele, and she took your information and said she would get in touch with you on Monday
>
> Tony
> -----Original Message-----
> From: Greg Young <gyoung@wwd.org>
> Sent: Friday, February 19, 2021 4:24 PM
> To: DeLuca, Anthony <Anthony.DeLuca@lus.sbcounty.gov>
> Subject: Re: Drainage Contact
>
> CAUTION: This email originated from OUTSIDE of the County of San Bernardino. Do not click on links or open attachments unless you are expecting the email and know that the content is safe. If you suspect this is a phishing or malicious email, please contact your help desk for assistance.
>
> Great thank you for your help.
>
> Sent from my iPhone
>
>> On Feb 19, 2021, at 2:55 PM, DeLuca, Anthony <Anthony.DeLuca@lus.sbcounty.gov> wrote:
>>
>> Hi Greg, the person you would want to speak with is Michele Martin, She's the Supervising Engineer. Hopefully she can give you some insight. In the mean time here is the approved preliminary drainage study for the project. Might have some information in there you might be interested in.
>>
>> michele.martin@lus.sbcounty.gov<mailto:michele.martin@lus.sbcounty.gov>
>> 909.387.5038
>>
>> Anthony DeLuca
>> Senior Planner
>> Land Use Services Department
>> Phone: (909) 387-3067
>> Work Cell: (909) 601-4662
>> Fax: (909) 387-3223
>> 385 N. Arrowhead Ave. 1st Flr
>> San Bernardino, CA 92415-0187
>>
>> [SBCounty Logo]<https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.sbcounty.gov%2F&data=04%7C01%7Canthony.deluca%40lus.sbcounty.gov%7C2bee4488518047bc61b08d8d809bbaf6%7C3159e536a0349aa8cae929f9d4a91d5c%7C1%7C0%7C637495311634199743%7CUnknown%7CTWFpbGZsb3dfeyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=jBsDTKerb5dB187Pp%2FnpKnjoyqJwvhBbHQ3phdfWk0E%3D&reserved=0>
>>
>> Our job is to create a county in which those who reside and invest can prosper and achieve well-being.
>> https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.sbcounty.gov%2F&data=04%7C01%7Canthony.deluca%40lus.sbcounty.gov%7C2bee4488518047bc61b08d8d809bbaf6%7C3159e536a0349aa8cae929f9d4a91d5c%7C1%7C0%7C637495311634199743%7CUnknown%7CTWFpbGZsb3dfeyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=jBsDTKerb5dB187Pp%2FnpKnjoyqJwvhBbHQ3phdfWk0E%3D&reserved=0> https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.sbcounty.gov%2F&data=04%7C01%7Canthony.deluca%40lus.sbcounty.gov%7C2bee4488518047bc61b08d8d809bbaf6%7C3159e536a0349aa8cae929f9d4a91d5c%7C1%7C0%7C637495311634199743%7CUnknown%7CTWFpbGZsb3dfeyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=jBsDTKerb5dB187Pp%2FnpKnjoyqJwvhBbHQ3phdfWk0E%3D&reserved=0>
>>
>> County of San Bernardino Confidentiality Notice: This communication contains confidential information sent solely for the use of the intended recipient. If you are not the intended recipient of this communication, you are not authorized to use it in any manner, except to immediately destroy it and notify the sender.
>>
>>
>> <Appendix E - Hydrology Study.pdf>

From:	Gregory Young
To:	DeLuca, Anthony
Cc:	Greg. Young
Subject:	Cedar Avenue Truck Terminal (PROJ-2020-00035)
Date:	Saturday, February 6, 2021 9:27:26 PM
Attachments:	Cedar Avenue Truck Terminal - Letter of Opposition.pdf

Dear. Mr. DeLuca,

Please find my letter of opposition and concern regarding the Cedar Avenue Truck Terminal (PROJ-2020-00035) attached.

Greg Young, MBA, PMP
West Valley Water District, Board Member, Division 5
Chair, Engineering, Planning, and Operations Committee

West Valley Water District

Established as a public agency in 1952

West Valley Water District's mission is to provide a reliable, safe-drinking water supply to meet our customers' present and future needs at a reasonable cost and to promote water-use efficiency and conservation.

To: Anthony DeLuca, Senior Planner
County of San Bernardino
Land Use Services Department, Planning Division
385 N Arrowhead Ave. 1st Floor
San Bernardino, CA 92415

February 6, 2021

Re: Cedar Avenue Truck Terminal Project (PRJ-2020-00035)

Dear Mr. DeLuca,

I am writing you today to voice my strong opposition to the Cedar Avenue Truck Terminal Project (PRJ-2020-00035). The project brings little value to a Bloomington that is desperate for smart and community-centered development in order to ensure our future viability as a community.

Specifically, this project will:

- Impact the quality of life for residential housing located next to and in the area around the proposed project.
- The project will increase truck traffic significantly on roads and overpasses that are already over utilized.
- The project will hurt the land value for nearby residential homes.
- The project would rezone one of the few undeveloped commercial shopping center zones in the community to accommodate a project that would be considered light industrial in any other city.
- The project will significantly increase noise and air pollution for nearby residents.
- The project will does not fit the Bloomington Community Plan that the County developed with the Community over several years of hearings and input.
- The project does not add any ongoing revenue for Bloomington specifically nor does it require the occupant to join any future facilities district.
- The developer did not bring this project to the community and the Bloomington MAC for input prior to submitting the project.

As one of the elected members of the Bloomington community, I have had many residents reach out to me regarding this project. I have subsequently spoken to other elected officials and community leaders who share the overwhelming opposition to this horrible project. In fact, I have yet to meet or speak to any Bloomington resident who thinks this is good idea. Not one person.

As such, I have joined with my fellow residents, elected officials, and community leaders to form the Coalition for a Better Bloomington. For too long, Bloomington has been a dumping ground for projects that other cities would never allow. For far too long the County has paid lip service to listening to our concerns and asking for our input, like they did with the Bloomington Community Plan, to simply turn around and undermine that plan and trust to approve projects from developers who care nothing for our quality of life. We have had enough and we will be heard. Ignore us as your peril.

The Cedar Avenue Truck Terminal Project (PRJ-2020-00035) is not the best highest use of the property in question. Bloomington needs a retail shopping center. We need restaurants. We need gas stations. We need car washes. These are the things I hear from my constituents all the time. We need don't need a truck terminal right next to Bloomington homes. No one I talk to wants that. This parcel is one of few parcels in Bloomington which could accommodate these needs.

West Valley Water District

Established as a public agency in 1952

West Valley Water District's mission is to provide a reliable, safe-drinking water supply to meet our customers' present and future needs at a reasonable cost and to promote water-use efficiency and conservation.

The Cedar Avenue Truck Terminal Project (PRJ-2020-00035) is not the best highest use of the property in question. Bloomington needs a retail shopping center. We need restaurants. We need gas stations. We need car washes. These are the things I hear from my constituents all the time. We need don't need a truck terminal right next to Bloomington homes. No one I talk to wants that. This parcel is one of few parcels in Bloomington which could accommodate these needs.

Additionally, the Cedar Avenue Truck Terminal Project (PRJ-2020-00035) should not be given a Mitigated Negative Declaration (MND) by the County. Nothing about this project is either mitigated nor negative. Building two eight-foot wall does not mitigate 24 hour, seven days a week noise and air pollution from 260 semi-trucks.

What if anything does the County do to test the validity of the developer paid for studies? The developer paid for traffic study fails to take the into account the truck traffic from new warehouses in Fontana, Rialto, and Jurupa Valley that were recently approved and that will be sending trucks onto Cedar Avenue. How many other assumptions would also fail an independent analysis?

It is shocking that Land Use Services would be preparing a Mitigated Negative Declaration for this project. How is it the Land Use Services can complete an initial study and not determine that this project would have a "Potentially Significant Impact" in the categories of "Noise", "Greenhouse Gas Emissions", or "Air Quality"? Would you make such a declaration if it was your kids having to breath the air released from those 260 semi-trucks? It is utterly shameful that the County would not immediately require a full Environmental Impact Report for a project with this use and proximity to residential housing. There needs to be an independent study of this project and not just the word of hand-picked Developer paid for consultants.

As a Director of the local water district, which has had to spend millions of dollars to cleanup contaminated groundwater from short-sided industrial planned projects, I am gravely concerned about the lack of any study to address the potential of containments seeping into our groundwater basin. We have too many groundwater issues already to risk rushing a project without fulling examining the potential for contamination. Would the County be willing to accept the responsibility for any potential contamination this develop will bring if a full EIR was not done?

The Cedar Avenue Truck Terminal Project (PRJ-2020-00035) must have a full Environmental Impact Report conducted to fully understand the true impact of this project on our community's quality of life and to test the validity of the developer provided studies.

The County has moral obligation to protect its citizens and the County's own Mission Statement claims to "satisfy its customers by providing service that promotes the health, safety, well-being, and quality of life of its residents." How does this project meet that mission? It is quite simple, it does not. Pushing this project forward without a full Environmental Impact Report would actually promote the opposite of the County Mission Statement.

I sincerely, ask that this project be required to complete a full Environmental Impact Report so we the community can better understand its true impact. I further call on the County to reject projects such as these as they are not in line with the needs of our community.

Greg Young, MBA, PMP
West Valley Water District Board Member, Division 5,
Chair, Engineering, Planning, and Operations Committee
10604 Valencia St. Bloomington, CA 92316

CC:
Board of Supervisors

From: Kid"s World
To: DeLuca, Anthony
Subject: oppose the Cedar Ave. Truck Terminal
Date: Friday, February 12, 2021 9:24:35 AM

I, Gaudalupe resident of Bloomington for the past 10 years strongly oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community. My major cross streets are Cedar and Slover Ave. we would be greatly impacted.

Sincerely , Guadalupe Vazquez

From: Ignacio Solis
To: DeLuca, Anthony
Subject: opposition to Cedar Ave Truck Project.
Date: Monday, February 8, 2021 4:49:26 PM

I, Ignacio Solis oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community. I'm a resident at 10502 Tumbleweed Drive and just to cross the 10 Freeway it takes like 15 to 20min, more trucks will make impossible to drive true Cedar Avenue.

Sent from my iPhone

¡AVISO IMPORTANTE!

La Coalición por un Bloomington Mejor se opone firmemente a la propuesta terminal de camiones en Cedar Ave. Animamos a nuestros residentes a expresar su oposición a este proyecto.

- Consiste en 260 estacionamientos para Troques grandes de Diesel
- 9600 pies cuadrados de 2 pisos con taller Mecánico de camiones y una Oficina
- 13 Espacios de estacionamiento de autos
- Aproximadamente 9 Acres
- Ubicado a pies de hogares
- Cambio de zona
- No genera ingresos
- No trae Trabajos
- Impactos Negativos a la Comunidad

Ya tenemos muchos estacionamientos ilegales de camiones en todo Bloomington ubicados junto a nuestras escuelas y hogares. ¡Ciertamente no necesitamos una terminal de camiones de 9 acres en Cedar Ave!

Por favor, únase a The Coalition for a Better Bloomington y Bloomington MAC para oponerse a este proyecto perjudicial enviando una carta de oposición o enviando un correo electrónico al Condado antes del 11 de febrero de 2021.

PARA MÁS INFORMACIÓN VISITE NUESTRA PÁGINA DE FACEBOOK:

COALITION FOR A BETTER BLOOMINGTON.

Si envías un correo electrónico o una carta no tiene que ser largo o complicado. Aquí hay una muestra:

Yo, Irma se oponen al proyecto Cedar Ave Truck Terminal debido al tráfico negativo, el ruido y otros impactos negativos que traerá a nuestra comunidad.

Firmado.....

Envíe su correo electrónico o comentarios a:

Anthony.deluca@lus.sbcounty.gov
Anthony Deluca, Senior Planner
County of San Bernardino
Land Use Services Department
385 N. Arrowhead Ave. St Floor
San Bernardino, CA 92415

From: Janice Bailey
To: DeLuca, Anthony
Subject: Proposed Cedar Ave Truck Terminal
Date: Thursday, February 11, 2021 7:29:35 PM

Mr. Deluca,

It has been brought to our attention that they are planning to put a 24 Hour Truck Stop on Cedar Ave in Bloomington.

This would be a terrible idea! Since they installed the solid concrete center divider on Cedar Ave , it has made it a dangerous highway!

By removing the emergency lane and making it a two way highway any disabled vehicle is in danger of a collision. In addition,

the highway was not designed for heavy truck traffic which will need constant maintenance. Also, the noise factor and the pollution

would be very problematic for the residents that are just feet away from the proposed site.

We strongly urge you to reconsider the proposed truck site. It would devastate the community of Bloomington.

Regards,

Jerry and Janice Bailey

From: Janneth Moreno
To: DeLuca, Anthony
Subject: Truck terminal
Date: Friday, February 12, 2021 11:38:25 AM

I,Eric Moreno oppose the Cedar Ave truck Terminal project due to the negative traffic ,noise and other negative impacts it will bring to our community

signed Eric Moreno

From: jashua abba
To: DeLuca, Anthony
Subject: terrible city project
Date: Sunday, February 7, 2021 6:29:54 PM

I, Adrian & Mary Cortez strongly oppose the Cedar Ave Truck Terminal project due to the negative TRAFFIC, NOISE, CRAIME and other negative impacts it will bring to our community.

ATT. Adrian & Mary Cortez.

From: Javier Talavera
To: DeLuca, Anthony
Subject: CEDAR AVE TRUCK TERMINAL PROJECT
Date: Sunday, February 7, 2021 2:57:28 PM

Mr. Anthony, me and my family have been living here in bloomington ca. for the last 20 years, at the beginning the traffic was normal on Cedar ave. now a days traffic is terrible you should look at freeway 10 ramp going west from 5 am to 6am and you are going to see reality, thats why we don need more negative traffic, what we really need is more stores like STATER BROS, WAL GREENS, BANKS

Sincerely.

JAVIER C TALAVERA

From: jennie armendariz
To: DeLuca, Anthony
Subject: Cedar Avenue Truck Terminal Project
Date: Wednesday, February 3, 2021 7:53:27 PM

----- Forwarded Message -----

I've been a homeowner in Blm for over 40 years. I, like so many other homeowners, made the mistake of keeping quiet when Roadway was allowed into Blm and we all see how that came out.

I strongly oppose any additional trucking companies, parking, or any other semi businesses from further intruding into our community. Traffic is horrendous as it is right now. I can't begin to fathom what a parking facility of this size would do - and near our schools or on Cedar Ave?! Truckers don't respect our roads & take short cuts that clearly are not made for semis! Right of way rules are not exactly honored by the truck drivers. I cringe when I think of the traffic dangers our children are subjected to now; how much more if this project is allowed? Bloomington has only two main I-10 overpasses on two major streets...and we can barely handle traffic!

Please find another location...maybe in a commercial area, like expanding the one near the Ontario airport? We have contributed more than our share. Thank you.

Juanita Armendariz

"If God is for me, who then can be against me?"

Anthony Deluca Senior
Planner
County of San Bernadino
Land use Services Dept.
385 N. Arrowhead Ave.
San Bernadino, Ca 92415

Mr. + Mrs Jesus V. Mendoza oppose the Cedar Ave truck Terminal project due to the negative traffic, noise, and other negative impacts it will bring to our Community.

Q - Why rush the community with such short noticed for comments should give more time to respond.

Q - What happened to the wording of the Cedar Bridge Never Complied !! and now bringing more trucks that is very inconsiderate

We need other things instead of trucks!

Mr + Mrs. Jesus V. Mendoza

From: Jorge Perez
To: DeLuca, Anthony
Subject: Bloomington
Date: Monday, February 8, 2021 11:21:51 AM

Yo Jorge L Perez residente x 36 años en Bloomington Ca me opongo firmemente al proyecto Cedar Ave Truck Terminal !!! YA BASTA !!!NO MAS BODEGAS, NO A ESTE PROYECTO,NO NO Y NO

From:	juan hernandez
To:	DeLuca, Anthony
Subject:	Fwd: Delivery Status Notification (Failure)
Date:	Tuesday, February 9, 2021 6:50:27 AM
Attachments:	icon.png icon.png

---------- Forwarded message ---------
De: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>
Date: mar., 9 de febrero de 2021 6:43 a. m.
Subject: Delivery Status Notification (Failure)
To: <www.cache7@gmail.com>

Error Icon

Address not found

Your message wasn't delivered to **Anthony.deluca@lus.sbcountry.gov** because the domain lus.sbcountry.gov couldn't be found. Check for typos or unnecessary spaces and try again.

The response was:

```
DNS Error: 8436563 DNS type 'mx' lookup of lus.sbcountry.gov responded with code NXDOMAIN Domain name not found: lus.sbcountry.gov
```

---------- Forwarded message ----------
From: juan hernandez <www.cache7@gmail.com>
To: Anthony.deluca@lus.sbcountry.gov
Cc:
Bcc:
Date: Tue, 9 Feb 2021 06:43:05 -0800
Subject: yo Laura garcia me opongo y no estoy de acuerdo al proyecto cedar ave. truck terminal debido al trafico negativo , el ruido, y otros impactos negativos que traea a nuestra comunidad. LAURA M GARCIA

From: juan L
To: DeLuca, Anthony
Subject: Cedar Ave
Date: Saturday, February 6, 2021 3:48:54 PM

I oppose the cedar ave truck terminal! As a resident in Bloomington living right across the street I strongly oppose this. Warehouse are been build all over. And now this ? I'm sure that all those involved in all this projects are not residents of this area therefore it does not matter to them but enough is enough you guys are destroying our community!

From: Judith Lebron
To: DeLuca, Anthony
Subject: Fw: Coalition for a better Bloomington
Date: Monday, February 8, 2021 1:06:50 PM

Dear Mr. Deluca,

As a resident of Bloomington CA, I, Judith Lebron, oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Best regards,

Judith Lebron

Sent from Yahoo Mail for iPhone

From: Junior Santos
To: DeLuca, Anthony
Subject: No toxic truck stop !!
Date: Monday, February 8, 2021 11:09:15 PM

I, Junior Santos oppose the cedar Ave truck terminal project due to the negative traffic, very loud noise it's already as loud as it is with the passing semi trucks. Messing up my roads and other negative impacts it will bring our community. Such as the pollution!

SIGNED: JUNIOR SANTOS
linden Ave residents

Sent from my iPhone

From: Kathleen Holm
To: DeLuca, Anthony
Subject: Oppose the plan for Bloomington Truck Terminal
Date: Sunday, February 7, 2021 8:28:56 PM

Dear Mr. DeLuca,
As a San Bernardino County resident, I vehemently oppose the plan to build a Truck Terminal off Bloomington Avenue just south of the 10 freeway.
Firstly, the traffic is already a major issue on Bloomington Avenue during the morning and evening hours as residents are going to and from work. It sometimes takes over 30 minutes to just go two blocks. It is also very difficult and sometimes dangerous for residents to enter or exit their driveways due to the traffic.
Secondly, the fumes from the diesel trucks will generate more air pollution and cause health hazards to those residents who live next door or across the street from the proposed terminal.
Thirdly, the bright lights and constant coming and going of huge trucks will make it difficult for nearby residents to get a decent night's sleep. Noise pollution.
I highly recommend that the county do an environmental study and traffic impact analysis before they even consider moving further with this plan. Bloomington is still a semi-rural residential area and we would like to keep it that way. It's part of the community's charm. A truck terminal is not what Bloomington needs.
Please heavily consider stopping the construction of this truck terminal.
Sincerely,
Kathy Holm

Sent from my iPhone

February 8, 2021

Dear Mr Deluca,

It is brought to our attention that a Truck Terminal is to be built on Cedar Avenue in Bloomington, Ca. I Kelley Williams oppose the Cedar Avenue Truck Terminal project due to the negative traffic, noise and other negative Impacts it will bring to our community. Also it is too close to residential neighborhoods. Thank you for reading my letter. Please consider my concerns.

Sincerely yours,

Kelley Williams

From: ken elias
To: DeLuca, Anthony
Subject: coalition for a better Bloomington
Date: Monday, February 8, 2021 10:16:41 AM

I Ken Elias oppose the Cedar Ave truck terminal project due to noise plus the traffic and not only what impact it will have on environment the county has already ruined Bloomington with all it's illegal
truck parking

From: Kenya Warner
To: DeLuca, Anthony
Subject: Strongly oppose to truck terminal in Bloomington.
Date: Tuesday, March 16, 2021 8:59:12 AM

I, Kenya Warner oppose the Cedar Ave Truck Terminal project due to the negative traffic,noise and other negative impacts it will bring to our community.

Sent from my iPhone

From: kim delatorre
To: DeLuca, Anthony
Subject: Coalition for a Better Bloomington
Date: Tuesday, February 9, 2021 6:05:35 PM

I, Kimberly De La Torre appose the Cedar Ave Truck Terminal project due to negative traffic, noise and other negative impacts it will bring to our community. We already had unbearable traffic on Cedar. I feel the new buildings just built on cedar south of Valley Blvd and north of Jurupa Ave has compounded the problem. Please think of the people of the community.

Thank you,

Kimberly De La Torre

From: Kristen Mathenia
To: DeLuca, Anthony
Subject: Cedar Ave Truck Terminal Project
Date: Sunday, February 7, 2021 11:12:17 AM

Anthony Deluca,

I James and Loretta Hughes oppose the Cedar Ave Truck Terminal Project due to the negative traffic, noise, and other negative impacts it will bring to our community

Signed
James and Loretta Hughes
BLOOMINGTON HOME OWNERS

From: Larry S.
To: DeLuca, Anthony
Subject: Bloomington Cedar Ave Truck Terminal opposition
Date: Monday, February 8, 2021 5:43:47 PM

Dear Mr. Deluca,
I write in opposition to the proposed Cedar Ave Truck Terminal project. That area is residential currently. Leave it for residents to use, to live. Not for diesel truck use. Already Cedar Ave is highly congested with truck traffic as well as the tremendous amount of Rialto bound traffic. This terminal would bring increased noise pollution. Trucks already can be frequently heard loudly using their engine brakes And would increase our air quality pollution which has increased with the new warehouses truck traffic. I invite you come to Bloomington and see how bad it is to cross over the Cedar Ave overpass. It takes long. It feels intimidating driving next to impatient truckers that block the intersections. And if children or our elders have to walk along Cedar Ave, well God be with them. It's already dangerous as it is now.
In closing please vote against placing this project on Cedar Ave.

Lawrence Saldana
10834 Larch Ave./P. O. Box 287
Bloomington, CA 92316

Sent from my Verizon, Samsung Galaxy smartphone

From: Laurel Raubolt
To: DeLuca, Anthony
Subject: Help Bloomington
Date: Wednesday, February 10, 2021 11:46:18 AM

Hello Mr. Deluca,

I received your email from Coalition for a better Bloomington about the truck terminal on Cedar Ave. I actually think it is a good thing because it is legal. Unlike all these other ones that keep popping up around here.

I have other concerns and hope you can do something about them....

I am a Bloomington resident for 31 years and have seen many changes in our little community, but this really takes the cake. On Cedar Ave and Santa Ana southwest corner there is a mini swap meet! Food trucks, food under ez-ups, oranges being sold, chairs, people's old junk just to name a few. I've heard from a neighbor they also sell alcohol too. This is ridiculous!! Cars are parking along the dirt, causing on going traffic to merge into the other lane. People just stepping out into traffic, without looking.
This is wrong, these people should not be able to just set up anywhere. NO ONE DOES ANYTHING TO THEM!! So, they think it's okay.....Well it should not be okay!

There is even a NO TRESSPASSING sign right where they set up. This needs to stop!! Please do something about it or send me to the right people. I know Bloomington MAC knows but seems to be out of their hands.

Respectfully,

Laurel Raubolt

From: Laurel Raubolt
To: DeLuca, Anthony
Subject: Fw:
Date: Wednesday, February 10, 2021 11:49:49 AM
Attachments: 20210130_132820.jpg

Mini Swap meet on Cedar Ave and Santa Ana southwest corner

From: Laurel Raubolt <raubolt11@hotmail.com>
Sent: Wednesday, February 10, 2021 7:36 PM
To: Laurel Raubolt <raubolt11@hotmail.com>
Subject:

Sent from my Sprint Samsung Galaxy S7.

From: Lauri Whitefeather
To: DeLuca, Anthony
Subject: Re: Cedar Ave Truck Terminal
Date: Thursday, February 11, 2021 8:15:00 PM

Dear, Dear, Dear Mr. Deluca,

Look, I'm not too hip (LoL) to this email stuff, I miss the "good o'l days" when it took a pen, paper, an envelope & a stamp! It was much more personal. But at my age, Honey? I'd have writer's cramp just writing this first paragraph!! Ok, this here "email" is a long one, so go grab some coffee or whatever you young ones drink these days, relax, loosen up that tie that's, I'm sure, choken you, but looks good w/your suit & maybe put your feet up & dig in to this l-o-n-g email! Oh!, don't forget to close your office door! Ok, here we go:

Straight to the point, I'm OPPOSED to the planned Truck Terminal. No one benefits from this Project but the truckers & maybe You(?).

Mr. Deluca, you know the people & the town/city had spent an enormous amount of money on the new Cedar Ave. street Project.

Well those trucks are tearing up this new street already! I walk allot to the stores between Slover Ave & Santa Ana on Cedar Ave. I notice the street, I see the grooves & cracks cut into the street by those big truck tires! How much do those trucks weigh anyway? I've learned quickly to turn my back when a truck comes "speeding" by so as to not get hit w/any debris thrown up from these trucks!! Those flaps help a little but debris still flies up!

Mr. Deluca, how much is your Project going to cost us? You're going to have to replace that asphalt in a few years! Or are you going to use concrete like the Truck Terminal on Valley Blvd? Yes, I'm aware of that Terminal. I'm also aware of the fact that there have been accidents over there involving big trucks & they congest traffic when they pull in/out! Oh wait a minute!, is that the plan? Are they moving to this proposed area? We do not need those kind of problems over here!!

Anyway, the smell of the asphalt, the odor of carbon monoxide from the diesels & MORE carbon emissions in the air!! Have you checked this out w/the EPA? That's all we need to do is make the hole bigger in the O-Zone! Have you ever noticed the black soot on those chimney exhaust pipes? The wind will carry that soot & cancer causing odor all thru out our homes & obviously, thru the air!! We already have to deal w/the railroad smells located on Slover Ave! Yes, we can smell it way over here!

C'mon Mr. Deluca!, are you going to box us in like that?? As it is right now, we seniors happen to ENJOY breathing the clean air around this area! & There's a lot of us living in this Mobile Home Park! There are other large properties on Slover Ave, especially Riverside Ave, south of the 10 fwy, that I'm sure can accommodate those needs. Not here, PLEASE!! There's enough congestion here as it is!! It's senseless to put it here!

It's senseless to put it here! You want to fix something Mr. Deluca? We, at our Mobile Home Park, offered to pay for paint for a crosswalk & "Keep This Area Clear." I'm talk'g about the "unmarked" entrance/exit area in front of our Park. We also requested yellow blinking "Caution" lights in this same area, one on each side of the street. This was a few years ago when you first put in the street. This was so we could walk across the street & our cars can pull in/out safely! As it is presently, we have to take our chances! You know how many accidents we've had here just try'g to drive in/out of our residence? In 1 month last year we had 4 accidents! During rush hour, when traffic is backed up, try'g to get in/out of here is pure luck! Some of those cars won't let you in or out! I've witnessed this firsthand! Some of those cars will hit you because you got in front of them!! They'll cuss you out & "flip you the bird!!" I'm not kidding!!

Ok Mr. Deluca, I've monopolized enough of your time. I'll let you get on w/your day. Keep my letter, whoops!, "email" in mind when y'all make your decision. If that Terminal goes in, I'd like you to tell me what it was that made you come to that decision. If it goes in, I'm gonna bug you again sir! I've got your address now!

I hope to hear back from you & answer some of my questions, preferably by letter instead of (LoL) "email." Have a nice weekend Mr. Deluca!

Sincerely,

Lauri (Whitefeather) Mendoza
c/o Cedar Ave Mobile Home Park
10701 Cedar Ave

Spc #53
Bloomington, CA. 92316-2733

From: LISA YOUNG
To: DeLuca, Anthony
Subject: Bloomington Truck Terminal
Date: Monday, February 1, 2021 7:56:55 AM

Mr DeLuca,

My family and I live just north of the proposed Truck terminal project in Bloomington. We all STRONGLY APPOSE this project in this space. Not only would the increased traffic be murderous for us to deal with, and the emissions caused by these trucks so close to our houses and yards, it would eliminate one of the remaining zoned commercial areas left in Bloomington. I do not want this truck terminal near my house.

I would much rather see a commercial strip mall with grocery store, restaurants and businesses. At least it's somewhere to shop in Bloomington and earning a tax base.

I am voicing my displeasure with the idea of even more trucks and truck depots in this area and so close to my residence.

Lisa Young

I have lived on Valencia st in Bloomington for 49 years. My current residence is within a city block of this site. My residential street is overrun with Traffic as is! We even have trucks going down our street. We have been subject to enormous amount of noise now.

The proposed site is too small for the amount of traffic it will bring. It will devastate our comm residence as it is zone to light use not industrial. Traffic on cedar ave is already bad! This will only make it worse. Where is your common Sense. This is totally unacceptable. Find another site! more acreage is needed, and better access. Try Riverside ave.

Loren

From: Lou Gosney
To: DeLuca, Anthony
Subject: Cedar Ave truck terminal.
Date: Tuesday, February 9, 2021 6:48:40 PM

To whom it may concern:
Surely there is another project to be considered for the property on Cedar Ave and Santa Ana in Bloomington besides a truck terminal!

I realize it may bring tax increase,. But the human safety factor must be considered! Already trucks in route to the 10 freeway cause enough polution!

Please do not allow this to pass! People and children's health must come first!

The citizens of South Bloomington deserve better!

Sent from Yahoo Mail on Android

From: Luis Vazquez
To: DeLuca, Anthony
Date: Friday, February 12, 2021 1:40:27 PM

I, Luis Vazquez, oppose the Cedar Avenue Truck Terminal Project due to negative traffic noise, truck traffic, damaging roads and other negative impacts it will bring to our community. I'm a father of 3 kids and would not want extra smog brought to my neighborhood from all the diesel trucks.

Sincerely, Luis Vazquez

From: Margarita Vargas
To: DeLuca, Anthony
Subject: COALITION FOR A BETTER BLOOMINGTON
Date: Sunday, February 7, 2021 4:56:27 PM

I, Margarita Martinez oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Sincerely

Margarita Martinez

From: Maria Arriaga
To: DeLuca, Anthony
Subject: Truck Yard Opposition
Date: Tuesday, February 9, 2021 7:51:49 AM

Dear Mr Deluca

I firmly oppose the Cedar Ave Truck Terminal Project due to the negative traffic, noise, and other negative impacts it will bring to our community. It will be very irresponsible on your behalf to bring a dangerous environment to our neighborhood children.

Regards
Maria B Arriaga

--
"Inhale Confidence, Exhale Doubt"

Conveyor Mfg & Service Inc.
771 Marylind Ave.
Claremont, CA 91711
T. (909) 621-0406
www.conveyormfg.com
Sales Consultant: Jesus De Horta / jesus@conveyormfg.com
Inside Sales - Office Manager: Maria B. Arriaga / maria@conveyormfg.com

From: MARIA G LOPEZ
To: DeLuca, Anthony
Subject: Cedar Ave. Truck Terminal Project Opposition.
Date: Sunday, February 7, 2021 3:12:51 PM

To Whom it may concern,

I, Maria Lopez, oppose the Cedar Ave. Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Sincerely,

Maria Lopez

Sent from my iPhone

From: Maria Magallanes
To: DeLuca, Anthony
Subject: Bloomington Truck Terminal
Date: Monday, February 8, 2021 3:17:18 PM

I, Maria Magallanes firmly oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise, pollution and other negative impacts it will bring to our community.

As a Bloomington resident I would be directly impacted.

I reside at:

10597 Roxbury Ave,
Bloomington Ca 92316

Respectfully,

Maria Magallanes
909-533-1545

From: Mariana Machuca
To: DeLuca, Anthony
Subject: Coalition for a better Bloomington
Date: Saturday, February 6, 2021 1:27:31 PM

I, Eduardo Perez and family oppose the cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

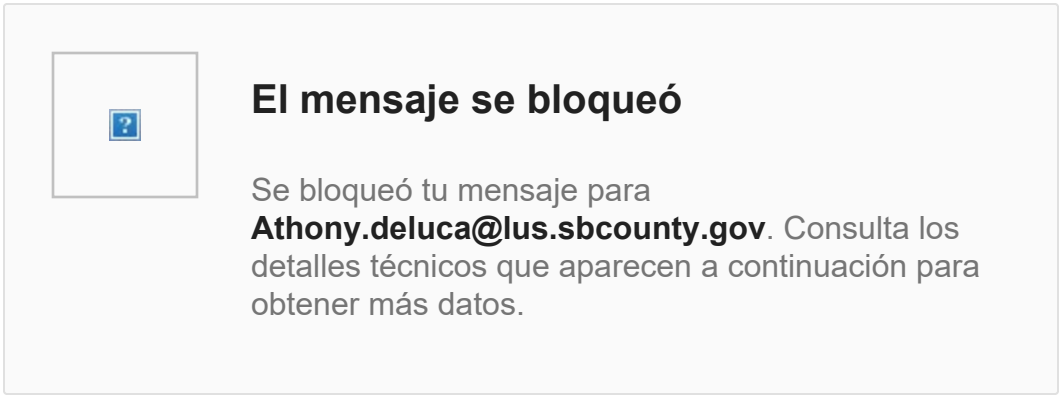
Eduardo Pérez

From: maggymart3@gmail.com
To: DeLuca, Anthony
Subject: Rv: Delivery Status Notification (Failure)
Date: Saturday, February 20, 2021 8:30:04 PM
Attachments: icon.png

Enviado desde Yahoo Mail para iPhone

Comienzo del mensaje reenviado:

El domingo, febrero 7, 2021, 5:18 p. m., Mail Delivery Subsystem <mailer-daemon@googlemail.com> escribió:



Respuesta del servidor remoto:

```
550 5.4.1 Recipient address rejected: Access denied. AS(201806281)
[DM3GCC02FT004.eop-gcc02.prod.protection.outlook.com]
```

I, Mario Vargas oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise, contamination, traffic and other negative impacts it will bring to our community

Sincerely

Mario Vargas

INLAND EMPIRE BIKING ALLIANCE

11 February 2021

Anthony DeLuca, Senior Planner
County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 92415-0182

Re: Cedar Avenue Truck Terminal Mitigated Negative Declaration (SCH #20201010105)

Dear Anthony,

I am writing today on behalf of the Inland Empire Biking Alliance, a local nonprofit dedicated to ensuring that people from all rolls of life have access to a safe and convenient place to travel by bicycle. This letter is in response to the Mitigated Negative Declaration for the Cedar Avenue Truck Terminal ("Project") which has been proposed in the community of Bloomington within the County's jurisdiction. After reviewing the documents provided, we have the following comments and concerns about what is proposed.

Our first concern is the glaring oversight of the Traffic Analysis to adequately account for existing plans. On page 27, Section 3.4 Bicycle & Pedestrian Facilities of the Traffic Analysis appendix for the Project states that "[t]he County does not have an exhibit showing bikeways and rails" (Evatt, So, & Paquin, 2020). While it might be true that the County does not maintain any exhibits of planned bikeways and(/or) trails, there in fact have been planning efforts which identify those facilities in the Bloomington area by the San Bernardino County Transportation Authority and included in their Non-Motorized Transport Plan. (Additionally, the County **does** in fact maintain an exhibit of bikeways identified as Policy Map TM-4 Bicycle & Pedestrian Planning on the County's general plan website, but it is dated current as of October 2020 while the Traffic Analysis is dated June 19, 2020 and it is unclear how long the map existed. However, that map still references the SBCTA NMTP which is dated from 2018, so there is no excuse for at least that document to not have been reviewed.)

In both the NMTP (Figure 5.57 Bicycle Facilities Unincorporated West Valley Area as well as Table 5.144 County of San Bernardino Proposed Improvements) and Policy Map TM-4, it identifies that Cedar Avenue through the vicinity of the Project site is in fact planned to have a bicycle facility in the form of a Class II bike lane. Additionally, the County has adopted a number of policies which are not addressed. Policy TM-4.7 Regional bicycle network references working with SBCTA to develop and maintain a regional backbone network while Policy TM-4.8 Local bicycle and pedestrian networks identifies that the County supports the provision of bicycle and pedestrian facilities in unincorporated areas, including an eye toward safety. Yet, none of this is accounted for anywhere in the discussion of the Project and what would be needed to address any impacts which might result

from it. Thus, we believe that the Project would in fact be in conflict with a plan for bicycle facilities as no mitigation is currently identified for this impact.

However, not only are the bike facilities planned for the Project site overlooked, but the plans themselves do not meet the latest standards. While the NMTP and TM-4 both call for Class II bike lanes on Cedar Avenue, a review of the contextual guidance provided by Caltrans (Flournoy, 2020) would lead to the use of Class IV separated bikeways instead. Though it certainly goes beyond the scope of this single Project, we urge the County to review their standards and update them to reflect the more recent improvements regarding bicycle safety and accessibility to meet the goals set forth in Policy TM-4.1, TM-4.2, TM-4.7, TM-4.8, and TM-4.9 and thus avoid this sort of mismatch in the future.

In conclusion, we are concerned that the environmental review which was prepared for this Project has not adequately accounted for how it would mitigate the impacts which it will have upon bicyclists and consequently, the traveling public at large. Thus, it is imperative that these issues be addressed. If there are any questions or comments about the concerns we have, please do not hesitate to reach out and have them clarified.

Sincerely,

Marven E. Norman, Executive Director

References

County of San Bernardino (2020). TM-4 bicycle & pedestrian planning. Retrieved online from https://www.arcgis.com/apps/webappviewer/index.html?id=ee080eba63564bdab37de1d8576d46c4.

Evatt, A., So, C. & C. Paquin (2020). Cedar Avenue Trucking Storage (PROJ-2020-00035): Traffic Analysis. County of San Bernardino. Retrieved online from https://files.ceqanet.opr.ca.gov/267030-2/attachment/jX9B3ZFW_54o076mHtxxxLK-par1TtmIMOKEQ12FpDilTBWHYdw_s_XYoacPtm3K8u8ZtV1W1z6muKyu0.

Flournoy, M. (2020). Contextual guidance for bike facilities. Caltrans. Retrieved online from https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/planning-contextual-guidance-memo-03-11-20-a11y.pdf.

San Bernardino County Transportation Authority (2018). Non-motorized transport plan March 2011 (Revised June 2018). Retrieved online from https://www.gosbcta.com/wp-content/uploads/2019/10/Non-Motorized-Transportation-Plan-.pdf.

From: Marven Norman
To: DeLuca, Anthony
Subject: Cedar Avenue Truck Parking IS/MND
Date: Thursday, February 11, 2021 4:16:34 PM
Attachments: sbco_cedar_ave_truck_terminal_mnd_11feb.pdf

Hi Anthony,

Please find attached a letter from the Inland Empire Biking Alliance in response to the IS/MND which was prepared for the Cedar Avenue Truck Parking project. An acknowledgment of receipt of this email would be appreciated.

Cheers,

Marven E. Norman, MPA
Executive Director
Inland Empire Biking Alliance
PO Box 8636
Redlands, CA 92375
951.394.3223

Please consider supporting IEBA with your donation or membership today!

From:	Mary Ríos
To:	DeLuca, Anthony
Cc:	DeLuca, Anthony
Subject:	Yo Maria Ríos Pérez Me Opongo Rotundamente a este proyecto No Mas Truck Diésel Proyectos ,no más Bodegas !!!No ,No,No!!!!
Date:	Wednesday, February 10, 2021 2:20:41 PM

Enviado desde mi iPhone

IMPORTANT NOTICE!

The Coalition for a Better Bloomington strongly opposes the proposed Cedar Ave Truck Terminal. We encourage our residents to voice their opposition to this project.

- Consists of 260 Big Rig Diesel Truck Parking Stalls
- 9600 Square Foot 2 Story Diesel Repair Shop & Office
- 13 Car parking Spaces
- Approximately 9 Acres
- Within feet of Bloomington Homes
- Zone Changes
- Brings No revenue
- Brings No Jobs
- Negative Impacts

dy have many illegal truck yards throughout Bloomington located next to our schools and e certainly don't need a 9 acre trucking yard on Cedar Ave!

The Coalition for a Better Bloomington and the Bloomington MAC in opposing ental project by sending a letter of opposition or emailing the County before th, 2021.

MORE INFORMATION VIST OUR FACEBOOK PAGE: COALITION FOR A BETTER BLOOMINGTON.

an email or letter it doesn't have to be long or complicated. Here is a sampl

oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise npacts it will bring to our community.

your comments to: Anthony.deluca@lus.sbcounty.gov

Senior Planner

From: michael mccarthy
To: DeLuca, Anthony
Subject: Truck terminal in Bloomington
Date: Sunday, February 7, 2021 4:40:13 AM

Please do not approve the truck terminal in Bloomington it will be to much truck traffic and pollution

Sent from my iPad

From: Michael Mendoza
To: DeLuca, Anthony
Date: Saturday, February 6, 2021 12:49:36 PM

I Xóchilt Alvarez oppose the cedar ave truck terminal project due to negative traffic

From: Miguel Landaverde
To: DeLuca, Anthony
Subject: Coalition for a better Bloomington
Date: Monday, February 8, 2021 8:10:16 PM

I Miguel, oppose to further commercial construction. There is too much traffic as it is and the money would can be but towards better use like sidewalks for all of Bloomington. As a hard working tax payer I go to work and sit through tough traffic and my money is not being put to good use. We are tired of warehouses and diesel trucks in our small streets. If it must be done then at least our bridges and roads could be widened as promised.

Sent from my iPhone

From: Ngo, Minh T@DOT
To: DeLuca, Anthony
Subject: Cedar Ave truck Terminal in Bloomington California.
Date: Tuesday, February 9, 2021 1:30:25 PM

Hi Anthony,

I, Minh Ngo oppose the cedar Ave truck terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Minh Ngo.

From: Nancy Telizyn
To: DeLuca, Anthony
Subject: Project Cedar Truck Terminal
Date: Tuesday, February 9, 2021 12:41:24 PM

February 9, 2021

Dear Mr. Deluca:

Re: Cedar Ave Truck Terminal Project PR -2020-00035

We wrote a two page letter last fall to Jim Morrisey which you may still have in "The Folder" for this awful project.

What a nightmare for us and the neighbors behind us to live next door to, plus the back up on our street, with noise of down shifting trucks, the pollution and the frustration for all of us driving on Cedar. Their study didn't even take in the school buses on the street from 1:30 to 3:00pm WHEN they are usually running. Traffic is backed up past Santa Ana heading north in the afternoon.

We have other projects that are in the planning, shops, restaurants, drive thru food, Starbucks, and convenience stores which are much needed.

After ½ century of a beautiful green field next door to us, we knew someday something would be developed, ie little shopping mall, a food place which would be welcomed but NOT a truck repair shop 24/7 with lights, noise and our peace disrupted. Another point is our land value.

Please don't allow this. Do an environmental study, 3rd party, not what they submitted and paid for. We read the 89 pages and that is not all true.

Big investors, who don't even live here, want to come in and ruin our lives.

Mr. Deluca, would you want to live next door to this Truck Terminal?

Thank you for your attention in this matter.

Dale and Nancy Telizyn

10700 S Cedar Ave, Box 279

Bloomington, CA 92316

From: Nayeli Chavez
To: DeLuca, Anthony
Subject: Opposition to the Cedar Ave Truck Terminal project
Date: Monday, February 8, 2021 1:47:02 PM

I, Nayeli Chavez, oppose to the Cedar Ave Truck Terminal project due to the negative traffic, loud noise, and other negative impacts these will bring upon our neighborhood.

Sincerely,
Nayeli Chavez (a Bloomington resident)

From: Nick Armendariz
To: DeLuca, Anthony
Subject: Cedar Ave Truck Terminal project
Date: Wednesday, February 10, 2021 8:17:21 PM

I, Nickolas Armendariz oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.
Signed
Nickolas Armendariz

From: Gomez, Noemi
To: DeLuca, Anthony
Subject: Proposed Project site in Bloomington
Date: Tuesday, February 9, 2021 9:48:37 AM
Attachments: Scanned_from_a_Lexmark_Multifunction_Product02-09-2021-094247.pdf

---

Hi,

Thank you for let it us know .. this is not a good project we already have a lot of traffic to be able to cross the FWY.. this will only make it worse for all of us that live near. Please do not build this

-----Original Message-----
From: Ceva-MASCO@cevalogistics.com [mailto:Ceva-MASCO@cevalogistics.com]
Sent: Tuesday, February 9, 2021 9:43 AM
To: Gomez, Noemi
Subject: bloomington

A document has been scanned and attached to this message.

Feb 7, 21

To whom it Concerns,

I Olivia Ramirez have lived in the Young Homes for over 22 years now. My husband & I are completly oppose to having, anymore TRUCKS not only because, there are just two many now, they block us sometimes from our driveways, streets, they are extremly loud, block the schools at times, There will be more problems, that are all Negative to our neighborhoods.

No we do not want this to be done.

Sincerly,
Olivia Ramirez

From: Patricia Gutierrez
To: DeLuca, Anthony
Subject: Cedar Truck Terminal
Date: Wednesday, February 10, 2021 8:42:08 PM

Good Afternoon,

I am writing this email in opposition of the Cedar Truck Terminal. I am resident of Bloomington and am worried that this project will bring in more truck traffic. Has there been an EIR completed for this development? Will this investor be required to contribute towards our community?

This is not a project that would bring much needed job opportunities to our community. This location would benefit much more with commercial businesses, gas station or restaurants.

Thank You,

Patricia Gutierrez
(951)205-4205
patty_312@me.com

From: patricia gomez
To: DeLuca, Anthony
Subject: Bloomington
Date: Monday, February 8, 2021 3:51:39 PM

Good Day Mr. Deluca

My name is Patricia Morales, I am a resident of Bloomington and I just wanted to voice my opinion regarding the Cedar Ave Truck Terminal Project, I live In the Cedar Meadows Community which is next to the mobile home park across from the project site, this project would not have a positive impact in our small community, it will only make Cedar Ave more congested, we have been hit hard from all the warehouses that have been recently built , I am aware that there are plans to widen Cedar but that might not even be enough for the congestion that we deal with now, what we need is a supermarket, drive-thru eatery a park, we don't have a park east of Cedar, that project will only make the air quality worse and it will increase the noise level, we already have the railroad noise that sometimes wakes us up at 4:00am, this will not be good for our community, I hope the people in charge of making the right decision and keep this from happening,

Thank you.

Patricia Morales

From: cliffnpeg@aol.com
To: DeLuca, Anthony
Subject: Bloomington Truck Terminal
Date: Tuesday, February 2, 2021 12:22:52 PM

There is too much traffic, noise and congestion as it is.

An independent environmental study needs to be done on this.

This is not the neighborhood for this kind of project which does not benefit Bloomington at all.

Peg Simson

IMPORTANT NOTICE!

The Coalition for a Better Bloomington strongly opposes the proposed Cedar Ave Truck Terminal. We encourage our residents to voice their opposition to this project.

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- 9600 Square Foot 2 Story Diesel Repair Shop & Office
- 13 Car parking Spaces
- Approximately 9 Acres
- Within feet of Bloomington Homes
- Zone Changes
- Brings No revenue
- Brings No Jobs
- Negative Impacts

We already have many illegal truck yards throughout Bloomington located next to our schools and homes. We certainly don't need a 9 acre trucking yard on Cedar Ave!

Please join The Coalition for a Better Bloomington and the Bloomington MAC in opposing this detrimental project by sending a letter of opposition or emailing the County before February 11th, 2021.

FOR MORE INFORMATION VIST OUR FACEBOOK PAGE: COALITION FOR A BETTER BLOOMINGTON.

If you send in an email or letter it doesn't have to be long or complicated. Here is a sample:

I, Peggy Conrad oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.
SIGNED.....Peggy Conrad

2-6-21
Too much traffic already
Live in Young Homes
Directly across Street

Email or send your comments to: Anthony.deluca@lus.sbcounty.gov

Anthony Deluca, Senior Planner
County of San Bernardino
Land Use Services Department
385 N. Arrowhead Ave. St Floor
San Bernardino, CA 92415

From: Ron Pickinpaugh
To: DeLuca, Anthony
Subject: Bloomington Truck Terminal
Date: Tuesday, February 2, 2021 7:10:30 PM

We are against the proposed terminal. Thanks Ron & Kim Pickinpaugh

Sent from my iPhone

From: Rosie DeLeon Hanaoka
To: DeLuca, Anthony
Subject: Truck terminal project.
Date: Wednesday, February 10, 2021 8:20:56 PM

I, Rosie Hanaoka oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Rosie Hanaoka

From: Roxanne Yanez
To: DeLuca, Anthony
Subject: Oppose the project!
Date: Thursday, February 11, 2021 3:45:06 PM
Attachments: FB_IMG_1613086914824.jpg

I'm a resident of Bloomington and we already have way to many warehouse in the city!!! This truck terminal has to get cancelled.

From: rui li
To: DeLuca, Anthony
Subject: Cedar Av. Truck Terminal
Date: Friday, February 12, 2021 7:33:36 PM

I, Rui Li, oppose the Cedar Av. Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

I support to build a library as its original plan.

Thanks.

Sincerely,

Rui LI.

From: Ruth Aguilera
To: DeLuca, Anthony
Subject: PROPOSED TRUCK TERMINAL PRJEC T
Date: Saturday, February 6, 2021 6:07:34 PM

February 6, 2021

I, Ruth Aguilera, oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts, such as poor air quality. There are many older adults and young children living in the vicinity to this proposed project and many, such as myself, suffer from asthma.

Signed:
Ruth Aguilera

From: Sandra Barrera Gonzalez
To: DeLuca, Anthony
Subject: Cedar Avenue Truck Center
Date: Friday, February 5, 2021 8:33:53 AM

Dear Mr. Anthony Deluca,

As a resident of Bloomington and surrounding communities, I am concerned for our quality of life and safety.

I strongly oppose this project for my community because of the horrendous impacts that building more warehouses will result in. These warehouses will uproot hundreds of families, further pollute our lungs and environment, and increase traffic in the area.

It is unacceptable to build such a development so close to Bloomington High School. The diesel trucks and factory waste/output will surely poison the children of our area and cause safety hazards for everyone living there.

The timeline for this project is not sufficient for accurate community input, especially during a pandemic. A new development cannot be allowed to proceed without further input from the community. The push to build this project quickly and with no proper notice to an already marginalized community is both improper and further targets people of color and lower incomes.

I oppose this project and want to work with the county to discuss what a better alternative could be, one that is rooted in the communities' best public health, safety, and economic interest.

Sincerely,

Sandra Barrera

From: Sandra C.
To: DeLuca, Anthony
Subject: Cedar Ave Truck Terminal Project Opposition
Date: Tuesday, February 9, 2021 10:58:22 AM

I, Sandra Coronel, oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Sincerily,
Sandra Coronel

From: Sandra Espinoza
To: DeLuca, Anthony
Subject: Cedar Truck Terminal project
Date: Tuesday, February 9, 2021 9:30:01 PM

Mr. Deluca,

I, Sandra Espinoza oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community. Bloomington is the city we call home and this project will only make it seem more like a truck stop than a community.

Signed,
Sandra Espinoza

From: sandra saldivar
To: DeLuca, Anthony
Subject: Opposition to cedar ave truck terminal
Date: Saturday, February 6, 2021 11:22:53 AM

I sandra saldivar opppose the cedar ave truck terminal project due to the negative traffic , noise and other negative impacts it will bring to our community. Which i live across the street at the Cedar village mobile home park.

Signed, Sandra Saldivar

From: Sandra Scharlemann
To: DeLuca, Anthony
Subject: Against Cedar Avenue Truck Terminal
Date: Tuesday, February 2, 2021 5:08:56 PM

Please add our voices to those opposed to the Cedar Avenue Truck Terminal. It will negatively impact Bloomington homes, it will bring no revenue to Bloomington, and no jobs. I think it's important to find some other place for these big rig diesel truck parking stalls.
Sincerely,
John and Sandra Scharlemann

From: Shalymar Lozano
To: DeLuca, Anthony
Subject: Cedar Ave Truck Terminal Comment
Date: Tuesday, February 2, 2021 7:11:57 PM

Hello Mr. DeLuca

I am writing in regards to the following project.

Project Title: Cedar Avenue Truck Terminal
Project No.: PROJ-2020-00035

I live off Slover Ave and am opposed to this project moving forward. My understanding is that the lots for this project were slated for commercial store use. This area needs more affordable housing and commercial development not more industrial and trucks.
I urge you to stop the rezoning of residential and commercial land for warehouses and trucking terminals.

Thank you,
Shalymar Lozano

From: Ekaterina
To: DeLuca, Anthony
Subject: Oppose to truck terminal
Date: Tuesday, February 9, 2021 12:41:31 PM

I silvia morales I'm against the construction of cedar Ave truck terminal it's too close to our homes and schools the traffic amd noise pollution it's already horrible this will not bring nothing good for our community but more stress,noise,pollution,and accidents besides traffic please don't approve this project

Sent from the all new Aol app for iOS

From:	Steve Rogers
To:	DeLuca, Anthony
Subject:	Cedar Avenue Truck Terminal Project-2020-0035
Date:	Thursday, February 11, 2021 4:31:12 PM

To whom it may concern:
The San Bernardino County Planning Division of Land Use Services is inappropriately using a Mitigated Negative Declaration (MND) to identify, analyze, evaluate and provide environmental clearance documentation for the subject truck terminal project proposed to be located at 10746 Cedar Avenue in the unincorporated community of Bloomington, CA.

This project as proposed over currently undeveloped property will obviously have unavoidable and unmitigated impacts on the environment if constructed which must be throughly identified, analyzed and evaluated in a proper Environmental Impact Report (EIR) in order to be compliant with the California Environmental Quality Act (CEQA).

Particularly of concern is that a full Traffic Impact Analysis (TIA) has not be appropriately prepared for this project as required pursuant to San Bernardino County Transportation Authority (sbcta) and CalTrans standards, which should be part of a proper EIR prepared for this project.

Only by utilizing an EIR process can the project be properly analyzed for various impacts s as UCB as traffic/ circulation and air quality and those impacts which are shown to be unmitigated to a level of insignificance are identified and adopted by the approving agency as a Statement of Overriding Considerations as contained in an EIR.

Furthermore, without the developer being required to complete a TIA as part of an EIR for the project, the traffic impacts have been significantly understated in the NMD and associated traffic study.

Sent from my iPhone

From:	Steve Rogers
To:	DeLuca, Anthony
Cc:	Supervisor Rowe; Covey, Gayle
Subject:	Cedar Avenue Truck Terminal Project-2020-0035
Date:	Thursday, February 11, 2021 4:48:41 PM

Hello Mr De Luca (Anthony)- Would you please utilize these comments as the first email was an attempt to get them there by 4:30pm but was unsuccessful and incomplete. Thank you.-Steve Rogers

To whom it may concern:
The San Bernardino County Planning Division of Land Use Services is inappropriately using a Mitigated Negative Declaration (MND) to identify, analyze, evaluate and provide environmental clearance documentation for the subject truck terminal project proposed to be located at 10746 Cedar Avenue in the unincorporated community of Bloomington, CA.

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Only by utilizing an EIR process can the project be properly analyzed for various impacts such as traffic/ circulation and air quality and those impacts which are shown to be unmitigated to a level of insignificance are identified and adopted by the approving agency in a Statement of Overriding Considerations as contained with an EIR.

Furthermore, without the developer being required to complete a TIA as part of an EIR for the project, the traffic impacts have been significantly understated in the NMD and associated traffic study and would result in the County not receiving a fair share of developer improvements to the area's streets and highways and will also result in the developer being undercharged for their pro-rata share of Transportation Impact Fees as collected by the County and Sbcta.

Thank you for this opportunity to provide public comments on this important matter.

Sincerely,
Steve Rogers cell(909)556-1988
Stephen W Rogers, PE Consulting
Friendly Communities/ Community Ombudsman

Sent from my iPhone

From: Steve Rogers
To: DeLuca, Anthony
Subject: Re: Cedar Avenue Truck Terminal Project-2020-0035
Date: Friday, February 12, 2021 10:47:54 AM

Hello Mr DeLuca (Anthony)- Please use this revision of the comments sent a few minutes after I had sent over the initial email. Thank you for your assistance. -Steve Rogers

Sent from my iPhone

> On Feb 11, 2021, at 4:48 PM, Steve Rogers <swr.engineer@gmail.com> wrote:
>
> Hello Mr De Luca (Anthony)- Would you please utilize these comments as the first email was an attempt to get them there by 4:30pm but was unsuccessful and incomplete. Thank you.-Steve Rogers
>
> To whom it may concern:
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>
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>
> Only by utilizing an EIR process can the project be properly analyzed for various impacts such as traffic/ circulation and air quality and those impacts which are shown to be unmitigated to a level of insignificance are identified and adopted by the approving agency in a Statement of Overriding Considerations as contained with an EIR.
>
> Furthermore, without the developer being required to complete a TIA as part of an EIR for the project, the traffic impacts have been significantly understated in the NMD and associated traffic study and would result in the County not receiving a fair share of developer improvements to the area's streets and highways and will also result in the developer being undercharged for their pro-rata share of Transportation Impact Fees as collected by the County and Sbcta.
>
> Thank you for this opportunity to provide public comments on this important matter.
>
> Sincerely,
> Steve Rogers cell(909)556-1988
> Stephen W Rogers, PE Consulting
> Friendly Communities/ Community Ombudsman
>
> Sent from my iPhone

From: Tressy Capps
To: DeLuca, Anthony
Cc: Tressy Capps
Subject: Cedar Avenue Truck Terminal - IS/MND comment
Date: Thursday, February 11, 2021 6:43:37 AM
Importance: High

Good morning.

Please acknowledge my comment.

Have the planners of this project taken the ongoing toll lane project on the 10 freeway into consideration and the traffic impacts the two projects will have on one another should the county decide to proceed with this?

Thank you,

Tressy Capps (951)333-2000
#TollFreeIE

From: Yadira Sanchez
To: DeLuca, Anthony
Subject: OPPOSE TO THE CEDAR TRUCK TERMINAL
Date: Saturday, February 6, 2021 11:29:25 AM

HI, I Yadira Sanchez oppose to the Cedar ave truck terminal project due to the negativity of traffic, noise and other negative impacts it will bring to our community.....
SIGNED Yadira Sanchez

From: zoila cruz
To: DeLuca, Anthony
Subject: Project PROJ-2020-00166
Date: Wednesday, February 10, 2021 2:44:48 PM

Hello. I was wondering if theres a opposition proposed yet for the project on cedar and wrangler.
I know atleast 7 neighboring homeowners that strongly oppose to that project.
Please advise on how to proceed .
Thank you
Manuel Cruz

From: zoila cruz
To: DeLuca, Anthony
Subject: Opposing Cedar ave truck terminal
Date: Wednesday, February 10, 2021 2:38:12 PM

I Manuel Cruz oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts like indigent loitering in residential and school areas.
Signed,
Manuel Cruz

EXHIBIT E

Findings

FINDINGS: Zoning Amendment

The applicant requests a zoning amendment to change the Land Use Zoning District from General Commercial (CG) to Service Commercial (CS) on 8.9 acres in the Community of Bloomington (Zoning Amendment), in conjunction with a Conditional Use Permit for a 260-truck and trailer storage yard with a 2,400 square foot modular office building, with an attached 4,800 square foot service bay building (collectively referred to as the Project).

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 86.12.060, and supporting facts for the Zoning Amendment:

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

The Project Site is located on Cedar Avenue, between Slover Avenue and Santa Ana Avenue. It is surrounded by commercial and institutional uses to the south, residential development to the east and the north, and undeveloped flood control easement to the west. Based on the evidence contained in the Project's supporting documents, the Zoning Amendment is internally consistent with all other provisions of the Policy Plan including but not limited to the following:

a. **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.

Consistency: The Zoning Amendment will require the applicant to construct and install all necessary improvements to serve the Project and maintain service levels in the community, including the requirement to pay all applicable development impact fees as well as property taxes to ensure long-term operations and maintenance of public facilities and services.

b. **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.

Consistency: The Project site is located in an area where commercial uses exist adjacent to residential uses. The Zoning Amendment will support a proposed use that is anticipated to provide overflow or excess truck and trailer storage for nearby warehouses and distribution facilities in the area in which existing uses and adjacent neighborhoods. Site design provides sufficient setbacks, landscaping and buffering, including block walls and fencing with vegetation to minimize potential negative impacts on existing adjacent neighborhoods.

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

The Zoning Amendment facilitates a Project that has incorporated appropriate conditions of approval and mitigation measures to protect and enhance public health, safety and welfare. The public interest will be served in that the Project will generate increased revenue to the community as a result of increased property taxes, development impact fees and employment opportunities.

3 The proposed zoning district change is in the public interest, therefore will be a community benefit, and other existing and allowed uses will not be compromised.

The Zoning Amendment facilitates a Project that will incorporate the use of legal truck parking along a heavily traveled truck transportation corridor. Currently, many trucks park along the roads in the vicinity and within the Bloomington area illegally, increasing impacts to public health and safety. The Project will provide a legal space for up to 260 trucks/trailers to park on site and within a controlled and regulated area.

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

The recent adoption of the Countywide Plan, Policy Plan established a land use pattern for the surrounding area, including the Project site. The Project is located in an existing commercial corridor. The current zoning designation is General Commercial. A zoning amendment is required in order to allow the truck and trailer storage use. The current land use category and proposed zoning will remain consistent with the pattern established by the Countywide Plan and will provide a reasonable and logical extension of the existing land use pattern in the surrounding area.

5 The proposed zoning district change does not conflict with provisions of the Development Code.

The proposed Zoning Amendment facilitates a Project that is compatible with the service commercial zones land use district, as described in the Development Code. Conditions of Approval and the plan check process will ensure the proposed future use is in compliance of countywide development standards and standards for specific land uses and activities.

6 The proposed zoning district change will not have a substantial adverse effect on surrounding property.

An Initial Study/Mitigated Negative Declaration was prepared for the Project, which concludes that the Project will not have a substantial impact of the environment with the implementation of recommended mitigation measures. Appropriate mitigation measures and conditions of approval will ensure countywide performance standards are met and that the Project will not have an adverse effect on the 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 will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

All components of the Project were analyzed by the appropriate County departments and determined to be physically suitable in terms of design, location, shape, size, and operating characteristics, including the provision of public and emergency vehicle access and public services and utilities, 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.

FINDINGS: Conditional Use Permit

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 85.06.040 and supporting facts for the Conditional Use Permit for a 260-truck and trailer storage yard with a 2,400 square foot modular office building, with an attached 4,800 square foot service bay building (Project).

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

   The Project site plan complies with all applicable Development Code standards in terms of setbacks, parking, landscaping, walls, and fences. An 8-foot block wall is provided on the north and south boundary of the site where it is adjacent to a residential land us and zoning designation.

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

   The site for the proposed use has adequate access, which means that the design and proposed conditions of approval provide for the streets surrounding the site to be fully improved to provide legal and physical access to the site.

3. **The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property, which means the use will not generate excessive noise, traffic, vibration, lighting, glare, or other disturbance.**

   The proposed use will not generate excessive noise, traffic, vibration, lighting, glare, or other disturbance as indicated in the Project studies. The Project is required to comply with all requirements of the County Development Code with respect to noise, vibration, lighting, and glare. In addition, the use 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 Countywide Plan/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/Policy Plan. The Project specifically implements the following Policy Plan goals and policies:

   Goal LU-1. Fiscally Sustainable Growth. Growth and development that builds thriving communities, contributes to our Complete County, and is fiscally sustainable.

   Policy LU-1.2. Infill Development. We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available.

   - Goal/Policy Implementation: The proposed Project is located on a vacant lot in a well-traveled area along Cedar Avenue approximately 0.86 miles south of Interstate 10 that would provide economic benefit to the community as well as to travelers. The Project is sited within a commercial land use category designation under a commercial zone.

   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.

- Policy Implementation**:** The applicant will be required to construct and install all necessary improvements to serve the Project and maintain service levels in the community, including the requirement to pay all applicable development impact fees as well as property taxes to ensure long-term operations and maintenance of public facilities and services.

Goal LU-2 Land Use Mix and Compatibility: An arrangement of land uses that balances the lifestyle of existing residents, the needs of future generations, opportunities for commercial and industrial development, and the value of the natural environment.

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.

- Goal/Policy Implementation: The Project is located in a corridor with other compatible commercial uses within the Service Commercial zoning district which provides sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. Considering features of the site design, the arrangement of land uses within the vicinity, and data included in the supporting studies, the Project is appropriately sited and compatible with the surrounding area.

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

The Project is not anticipated to require the construction of any off-site improvements, however, there are improvement needs identified at off-site intersections for future traffic analysis scenarios where the Project would contribute traffic (as measured by 50 or more peak hour trips). As such, the Applicant's responsibility for the Project's contributions towards off-site intersection deficiencies is fulfilled through payment of fair share or participation in the pre-existing fee programs that would be assigned to construction of the identified recommended improvements. The Applicant would be required to pay requisite fair share contributions and fee payments consistent with the County's requirements. Additionally, a traffic signal light will be installed on the intersection of Cedar Avenue and the Project driveway. Water service is provided by the West Valley Water District., Sewer service will be provided via an on-site septic system approved by the Department of Environmental Health Services.

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

The conditions of approval include measures that require the developer to comply with countywide performance measures outlined in the Development Code, as well as mitigated potential environmental effects discussed and outlined in the Project's Initial Study/Mitigated Negative Declaration and therefore are deemed reasonable and necessary.

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.

Through the orientation and design of the buildings/structures on the Project site, the Project will be able to take advantage of passive solar heating capabilities.

ENVIRONMENTAL FINDINGS:

The environmental findings, in accordance with Section 85.03.040 of the San Bernardino County Development Code, are as follows:

Pursuant to provisions of the California Environmental Quality Act (CEQA) and the San Bernardino County Environmental Review guidelines, the above referenced Project has been determined to not have a significant adverse impact on the environment with the implementation of all the required mitigation measures, which have been incorporated into the Project's conditions of approval. As a result of the public review process, minor changes to mitigation measure BIO-1 and -2 have been made and determined to be equivalent or more effective in mitigating a previously identified environmental impact. Said changes have been incorporated into the Project's conditions of approval. Accordingly, a Mitigated Negative Declaration (MND) will be adopted and a Notice of Determination (NOD) will be filed as part with the San Bernardino County Clerk's office. The MND represents the independent judgment and analysis of the County acting as lead agency for the Project.

EXHIBIT F

Site Plan

PRELIMINARY SITE PLAN
CEDAR AVE TRUCKING STORAGE
BLOOMINGTON, CA 92316

APN: 0257-031-12

LEGAL DESCRIPTION

TRACT 1:
PARCEL 1:
THE WEST ONE-HALF OF FARM LOT 371, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO SEMI-TROPIC LAND AND WATER COMPANY AS PER MAP RECORDED IN BOOK 11, PAGE 12 OF MAPS IN THE OFFICE OF THE RECORDER OF SAID COUNTY.
EXCEPTING THEREFROM THE WESTERLY 300 FEET THEREOF MEASURED FROM THE CENTER LINE OF LINDEN AVENUE.
ALSO EXCEPTING THEREFROM THE EASTERLY 25 FEET THEREOF FOR RAILROAD RIGHT OF WAY PURPOSES AS GRANTED TO THE RIVERSIDE RIALTO AND PACIFIC RAILROAD COMPANY, A RAILROAD CORPORATION, BY DEED RECORDED JUNE 21, 1918, IN BOOK 631, PAGE 338 OF DEEDS IN THE OFFICE OF THE RECORDER OF SAID COUNTY.
AREAS AND DISTANCES OF THE PROPERTY HEREIN DESCRIBED ARE COMPUTED TO THE CENTERS OF ADJOINING STREETS AND HIGHWAYS AS SHOWN ON SAID MAP.
PARCEL 2:
THE WESTERLY 300 FEET OF FARM LOT 371, ACCORDING TO MAP SHOWING SUBDIVISION OF LANDS BELONGING TO SEMI-TROPIC LAND AND WATER COMPANY AS PER MAP RECORDED IN BOOK 11, PAGE 12 OF MAPS IN THE OFFICE OF THE RECORDER OF SAID COUNTY.
EXCEPTING THEREFROM THE SOUTH 500 FEET THEREOF.
ALSO EXCEPTING THEREFROM THE NORTH 100 FEET THEREOF.
AREAS AND DISTANCES OF THE PROPERTY HEREIN DESCRIBED ARE COMPUTED TO THE CENTERS OF ADJOINING STREETS AND HIGHWAYS AS SHOWN ON SAID MAP.
TRACT 2:
PARCEL NO. 4 OF PARCEL MAP NO. 186, AS PER PLAT RECORDED IN BOOK 2, PAGE 34 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
EXCEPT THEREFROM THE SOUTH 90.12 FEET OF THE WEST 215.00 FEET.

LEGEND

ASPH ASPHALTIC CONCRETE SURFACE	EXISTING CONCRETE SURFACE
BT BOTTOM OF TRENCH	PROPOSED CONCRETE SURFACE
CB CATCH BASIN	EXISTING AC PAVEMENT TO BE REMOVED
C&G CURB AND GUTTER	RIGHT OF WAY
CL CENTER LINE	PROPERTY LINE
DDC DOUBLE DETECTOR CHECK	CENTERLINE
DWY DRIVEWAY	FLOWLINE
(E) EXISTING	FILL SLOPE
FF FINISH FLOOR	INDICATES DIRECTION OF FLOW
FG FINISH GRADE	CONTOUR ELEVATION (FEET)
FL FLOWLINE	ADA PATH OF TRAVEL
FS FINISHED SURFACE	PROPOSED SITE LIGHTING
GB GRADE BREAK	
GW GUY WIRE	
INV INVERT OF PIPE	
MH MANHOLE	
NTS NOT TO SCALE	
PP POWER POLE	
ST STREET	
TC TOP OF CURB	
TF TOP OF FOOTING	
TW TOP OF WALL	
TYP TYPICAL	
WI WROUGHT IRON	
WM WATER METER	

BENCHMARK

DESIGNATION: CITY OF RIALTO BENCHMARK NUMBER 017-88

ELEVATION: 1040.785'

BASIS OF BEARINGS

BASIS OF BEARINGS: CENTERLINE OF CEDAR AVENUE PER RECORD OF SURVEY 95/60
BEARING BEING: N 00°18'01" W (S 00°18'01" E PER RS)

FEMA FLOOD ZONE

ALL PROPERTY IS LOCATED WITHIN FEMA ZONE X: "AREAS WITH MINIMAL FLOOD HAZARD."

EARTHWORK ESTIMATE QUANTITIES:

CONSTRUCTION MAY VARY.

CUT 4,885 CUBIC YARDS
FILL 13,007 CUBIC YARDS

EARTH WORK QUANTITIES NOTE: THE ABOVE LISTED QUANTITIES REFLECT THE ENGINEER'S ESTIMATE OF THE RAW VOLUMES OF MATERIAL CUT AND FILLED. THESE QUANTITIES ARE FOR ESTIMATING AND BONDING PURPOSE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR COMPUTING HIS OWN QUANTITIES FOR CONTRACT PURPOSES.

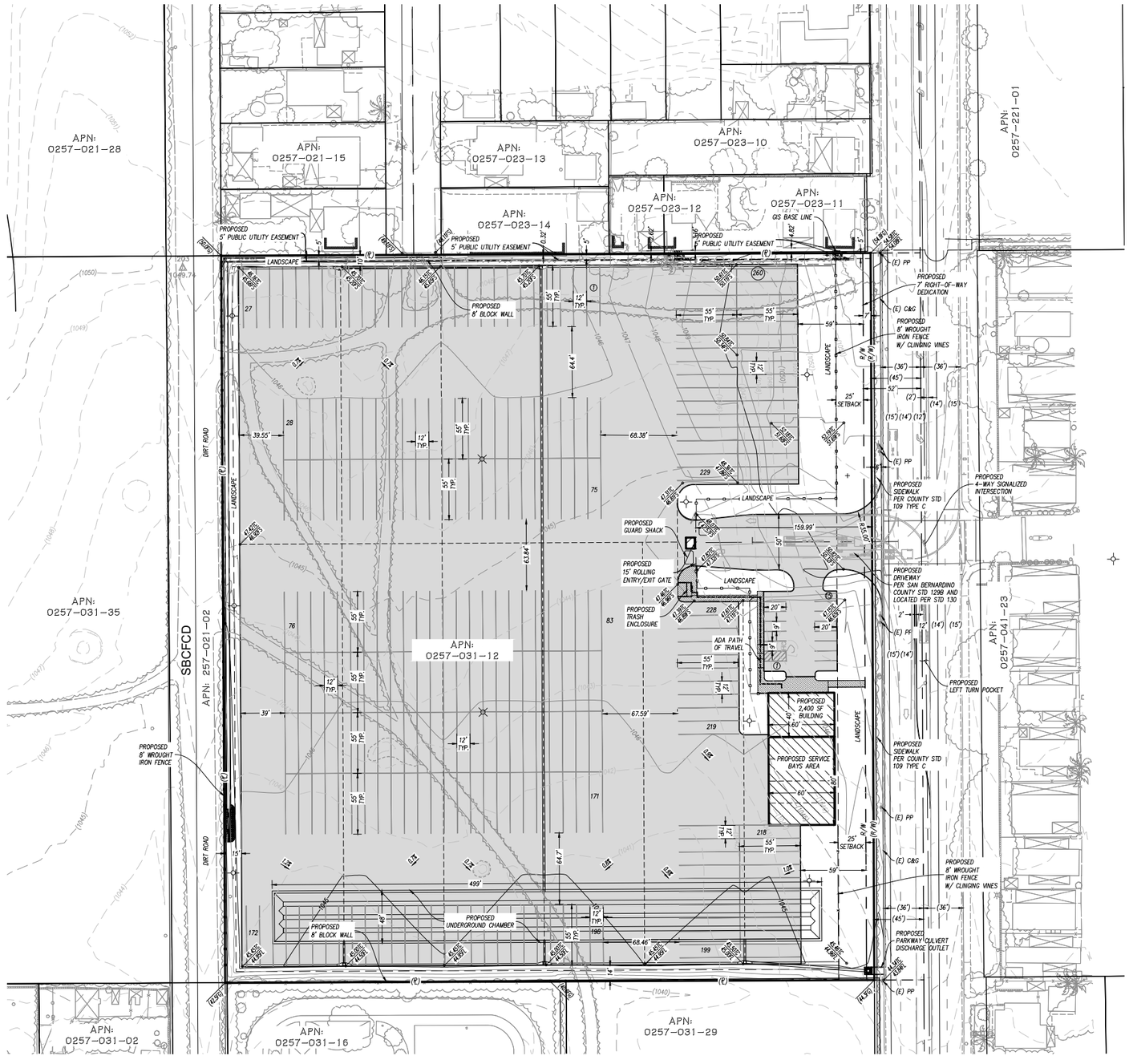
BUILDING SETBACKS

GENERAL COMMERCIAL (CG):

FRONT	25 FT. MIN.
REAR	10 FT. MIN.
SIDE-INTERIOR	10 FT. MIN.
SIDE-STREET	15 FT. MIN.

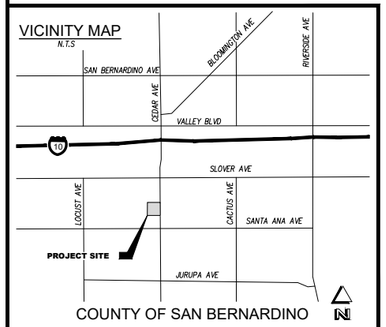
PER SAN BERNARDINO COUNTY DEVELOPMENT CODE 82.05.060 TABLE 82-13B.

40 0 40 80 120
SCALE: 1"=40'



VICINITY MAP

N.T.S.



APPROVAL STAMP

PROJECT INFORMATION

ASSESSOR'S PARCEL NO:	0257-031-12
EXISTING ZONING:	GENERAL COMMERCIAL (CG)
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TRUCKING FACILITY
APPLICATION TYPE:	PROJECT INCLUDES A GENERAL PLAN AMENDMENT FROM GENERAL COMMERCIAL (CG) TO SERVICE COMMERCIAL (CS) AND A CONDITIONAL USE PERMIT FOR A TRUCK TERMINAL
CABLE	AT&T (800) 288-2020
WATER PURVEYOR:	MARYGOLD MUTUAL WATER CO (909) 875-1804
GAS PURVEYOR:	SOUTHERN CALIFORNIA GAS COMPANY (800) 427-2200
ELECTRICITY PURVEYOR:	SOUTHERN CALIFORNIA EDISON (800) 655-4555
TELEPHONE PURVEYOR:	AT&T (800) 288-2020

PROJECT DESCRIPTION

TRUCKING AND TRAILER FACILITY TO PARK TRUCKS AND TRAILERS FOR LOGISTICS, PROJECT WILL INCLUDE SMALL OFFICE BUILDING W/SERVICE BAYS, GUARD SHACK, SITE LIGHTING AND W.Q.M.P. CHAMBERS.

HOURS OF OPERATION: MON-SUNDAY, 24 HOURS
NUMBER OF EMPLOYEES: 1
MINIMUM NUMBER OF EMPLOYEES: 1
MAXIMUM NUMBER OF EMPLOYEES: 10
OPERATIONAL ACTIVITY: TRUCKERS WILL DROP-OFF AND PICK UP TRAILERS AT SITE

PROPERTY OWNER

DAVID WIENER
118 S BEVERLY DR STE. # 215
BEVERLY HILLS, CA 90212

APPLICANT

DAVID WIENER
118 S BEVERLY DR STE. # 215
BEVERLY HILLS, CA 90212

TOTAL PARCEL COVERAGE

SUBJECT	AREA	%
IMPERVIOUS	326,939 S.F.	85.0%
PERVIOUS (LANDSCAPE)	57,800 S.F.	15.0%
TOTALS	384,739 S.F.	100% (8.83 AC.)

PARKING REQUIRED

DESCRIPTION OF USE	CALCULATION	PARKING REQUIRED
WAREHOUSE/SERVICE AREA	4800/1000 SF	5
OFFICE	1 PER 250 SF GROSS LEASABLE AREA (GLA); 2,400 SF/250	10
	TOTAL REQUIRED	15

PARKING PROVIDED

STANDARD CAR	14 SPACES
ACCESSIBLE 12' X 55'	1 SPACE 260 SPACES

BONADIMAN
TEL. (909) 885-3000
BONADIMAN & ASSOCIATES, INC.
CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS

PRELIMINARY SITE PLAN
CEDAR AVE
BLOOMINGTON, CA 92316
APN: 0257-031-12

REVISIONS

NO	DESCRIPTION	BY	APPROVED	DATE

PREPARED FOR: DAVID WIENER

DRAWN BY:	SCALE: 1" = 40'	SHEET: 1 OF 1	SP1
CHECKED BY:	JOB NO: 194680		
DISREGARD PRINTS BEARING EARLIER REVISION DATES	03-29-21		