

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE

"Bringing People Together to Improve Our Social and Natural Environment"

November 30, 2021

Anthony DeLuca, Senior Planner
County of San Bernardino
Land Use Services Department
385 N. Arrowhead Ave, 1st Floor
San Bernardino, CA 92415-0182

Submitted via email to Anthony.DeLuca@lus.sbcounty.gov

Re: Cedar Avenue Truck Terminal Mitigated Negative v Declaration (SCH #2021010105)

Dear Mr. DeLuca,

I am writing on behalf of the Center for Community Action and Environmental Justice (CCA EJ) and members of the Bloomington community in response to the Revised Mitigated Negative Declaration which has been prepared for the Cedar Avenue Truck Terminal ("Project") and provided for review. A review of the document has identified several issues which underscore the inadequacy of the document and the need for County to not certify it until the issues are corrected.

Our first concern is for the issues raised by the Health Risk Assessment. Per CalEnviroScreen 4.0, the Project is located in a census tract which is in the 94th percentile overall as well as high on metrics such as Diesel Particulate Matter (80th percentile), Particulate Matter 2.5 (91st percentile), Asthma (83rd percentile), and Cardiovascular Disease (90th percentile). So although they did not pass the threshold for significance, the results of the HRA show that the community will continue to bear the health impacts of this project all the same, adding calamity to an already overburdened community. This is unacceptable.

Another concern identified in the document is noted on page 45 and mentioned again on page 90. In both instances, it is asserted that the construction of the Project would "remove trucks parked on local roadway segments" by providing an alternative place for them to park. However, in the Project description on page 2 of the MND document, it stresses that the intent of the facility would be solely for parking of trailers, listing the dimensions of the 260 parking space as 12' by 55' which would be too small for an entire truck to fit in. Therefore, it seems questionable to assert that the Project would reduce truck parking in other roadways around the community when it is very plainly stated that it intends only to serve as overflow parking for trailers, not entire trucks. Thus, it would be inadequate for use by trucks seeking to park and they would continue to park in the community.

Finally, we are concerned about the transportation impacts of the Project, particularly on people who travel by means other than a car. On page 74 of the MND, a single paragraph notes that "nominal pedestrian and bicycle activity" happen in the area, then concludes that the Project would have no significant impacts to facilities for those users. However, this is squarely at odds with several Policies in the Countywide Plan including Policy TM-1.9 New transportation options, Policy TM-2.2 Roadway improvements, Policy TM-2.3 Concurrent improvements, Policy TM-3.3

First/last mile connectivity, Policy TM-4.1 Complete streets network, Policy TM-4.2 Complete streets improvements, Policy TM-4.7 Regional bicycle network, Policy TM-4.8 Local bicycle and pedestrian networks, and TM-4.9 Bike and pedestrian safety. The cursory handful of sentences simply is not close to adequate for ensuring that the Project complies with those Policies and further review notes numerous deficiencies in that regard.

Mitigation Measure T-1: Cedar Avenue & Driveway 1 includes a list of several improvements to be constructed to accommodate site access including to install a signal, construct a northbound left turn lane, and construct an eastbound shared left-through-right turn lane. However, there is no mention at all of installing a crosswalk. It is vital that this is corrected. Failure to do so would force people seeking to cross the street on foot to make a detour of at least 2,000 feet to the intersection of Cedar and Santa Ana which is the next closest crosswalk. That would create an unnecessary barrier to people traveling by foot or assistive/mobility device and be in violation of Policy TM-2.2, Policy TM-4.8, Policy TM-4.9, and ultimately Policy TM-4.1.

Additionally, based on the description of Mitigation Measure T-2, it is unclear whether the Major Highway half-section which the Project is being required to construct will include the Class II bike lanes as listed in Table 5.144 County of San Bernardino proposed improvements and mapped on Figure 5.57: Bicycle facilities: Unincorporated West Valley area of the SBCTA Non-Motorized Transportation Plan¹. Thus, at present, this is potentially a significant and unmitigated impact of the Project as it conflicts with Policy TM-4.7, Policy TM-4.8, and ultimately Policy TM-4.1 of the Countywide Plan. It is vital that this be addressed.

Furthermore, Policy TM-4.9 is focused on safety so although the SBCTA Non-Motorized Transportation Plan calls for Class II bike lanes, we would urge the County to update the standard section to follow the latest standards from Caltrans² and/or the FHWA³ in terms of what bike facilities are appropriate in specific instances, including for this Project. In this instance, the conditions of Cedar Ave. would require a Class IV separated bikeway and given the opportunity presented by new construction, it is the optimal time to provide them to avoid having to try to retrofit them in at a later date at great expense.

We also are concerned about the noise impacts of the Project and question the adequacy of merely an 8' wall on the northern boundary of the site, directly adjacent some existing homes. At the same time, though a higher wall would be welcome, we are also concerned about the impact tall walls have on the community and hope to see attention paid to ensure that the walls are beneficial additions to the community instead of divisive reminders of slow encroachment. We would like to see the incorporation of art from local artists into the walls to help maintain them as a positive

¹ SBCTA (2018). Non-motorized transportation plan. Retrieved from <https://www.gosbcta.com/wp-content/uploads/2019/10/Non-Motorized-Transportation-Plan.pdf>.

² Flournoy, M. (2020). Contextual guidance for bike facilities. Caltrans. Retrieved 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>.

³ Schultheiss, B., Goodman, D., Blackburn, L., Wood, A., Reed, D., & Elbech, M. (2019). Bikeway selection guide (FHWA-SA-18-077). US Department of Transportation, Federal Highway Administration. Retrieved from https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf.

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addition in the community. And tasteful lighting should be provided on the exterior to illuminate the area around the Project property at night.

Once again, we remain opposed to this Project as it is simply not something which the Bloomington community is interested in seeing. However, if it is to move forward, there are a number of issues which need to be addressed before that happens to ensure that it follows the Policies which the County has set forth in a number of areas, including active transportation. This is critical to ensure that the Project is a net benefit, not detriment to the user experience in multiple arenas.

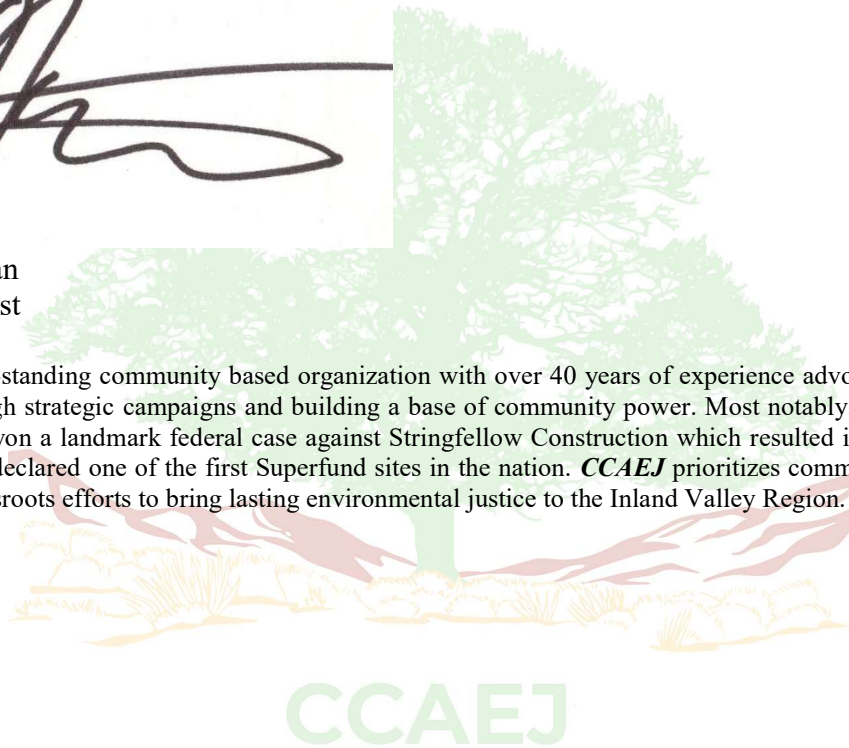
Please do not hesitate to reach out to us if there are any additional questions about our comments.

Sincerely,



Marven Norman
Policy Specialist

CCA EJ is a long-standing community based organization with over 40 years of experience advocating for stronger regulations through strategic campaigns and building a base of community power. Most notably, CCA EJ's founder Penny Newman won a landmark federal case against Stringfellow Construction which resulted in the 'Stringfellow Acid Pits' being declared one of the first Superfund sites in the nation. **CCA EJ** prioritizes community voices as we continue our grassroots efforts to bring lasting environmental justice to the Inland Valley Region.



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Transmitted via E-mail: Anthony.DeLuca@lus.sbcounty.gov

Subject: Comments on Recirculated IS/MND for the Truck Terminal Facility in Bloomington (Project No. PROJ-2020-00035; APN: 0257-031-12)

Dear Mr. DeLuca:

Colton Joint Unified School District (District or CJUSD) has reviewed the Recirculated IS/MND/Mitigated Negative Declaration (IS/MND) for the proposed truck terminal facility project ("proposed project") in the community of Bloomington, San Bernardino County. The proposed project is located on one parcel (APN 0257-031-12 at 10746 Cedar Avenue).

The District 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, 0.56 miles southeast of the project site;
- Slover Mountain High School and Adult Education at 18829 Orange Street, 0.36 miles northeast of the project site;
- Bloomington High School at 10750 Laurel Street, 0.89 miles west of the project site; and
- Ruth Grimes Elementary School at 1609 Spruce Avenue, 1-mile northeast from the project site.

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.

The District has submitted three letters to the County on the proposed Project. Our concerns related to air quality, greenhouse gas emissions, hazards/hazardous materials, noise, transportation, health risk, and cumulative projects provided in those letters have not been addressed in the recirculated IS/MND. The District continues to have concerns related to these topics and the adequacy of the analysis conducted.

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

Project Understanding

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 the trailers would typically range between a couple of 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).

Comments

Project Description

- **Inadequate Project Description.** The project description in the recirculated IS/MND clarifies operations of the proposed Project, as well as the distances from the Project site to I-10 Freeway and sensitive receptors. All other project information remains the same. The project description is still inadequate, however. It does not 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 project design features and proposed 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.

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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 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

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

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(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 Recirculated IS/MND remains silent on the unique characteristics of the Bloomington Community, including its population characteristics and the disproportionate, longstanding pollution burdens borne by its residents.

- **Health Risk for Environmental Justice Communities.** The 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. However, 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 disproportionately higher adverse health effects. In their rule, a significant risk threshold for a single facility in a priority community was identified as one 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 criterion 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 Recirculated IS/MND Fails to Fully Evaluate and Mitigate Greenhouse Gas Emissions Impacts.** The Recirculated IS/MND 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 Recirculated IS/MND fails to substantiate that the County's GHG Reduction Plan meets the definitions of CEQA Guidelines Section 15183.5 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.¹ As stated in the Draft EIR, "Adherence to the County's GHG Reduction Plan would also reduce GHG emissions in the unincorporated

¹ 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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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 Recirculated IS/MND is not a valid approach under CEQA Guidelines threshold criteria (a).

- **The Recirculated IS/MND Fails to Disclose Significant and Unavoidable Greenhouse Gas Emissions Impacts.** Moreover, the quantitative analysis provided in the Recirculated IS/MND, 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 Recirculated IS/MND 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 Recirculated IS/MND 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.
- 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 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 8,686 miles per day (3,170,505 annual VMT/ 365 days per year).

- 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.

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- 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.
- 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.

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-Wx 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 clearly describe the proposed activities associated with the truck terminal. The type of trucks and the age of the truck fleet owned by the applicant should be disclosed in the Recirculated IS/MND. Additionally, the applicant 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.

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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 Recirculated IS/MND 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.

- **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).

Hazards and Hazardous Materials

- **Release of Pollutants from Operations Not Adequately Disclosed.** As provided 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 extended 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 properly evaluated in the Recirculated IS/MND.
- **Polluted Stormwater.** The Water Quality Management Plan is not provided as part of the Recirculated 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 Recirculated IS/MND does not explain or 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 Recirculated 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 extended 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 Recirculated IS/MND notes that runoff will be diverted to an underground infiltration/retention system. The project site is in an area with 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 Recirculated 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 Recirculated 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 Recirculated 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." It is not clear what Section 5 is. The soils report has not been included as an appendix to the Recirculated 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

- **Discretionary Requests.** The Land Use and Planning Section of the Recirculated DEIR has been updated. However, it still does not address
 1. How the proposed truck terminal facility falls under the Service Commercial zoning district,
 2. Why the Conditional Use Permit is needed, and
 3. 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.

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Noise

No changes were made to the noise section of the Recirculated IS/MND. CJUSD resubmits its previous comments. 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 feet from the project site boundary. A

Colton Joint Unified School District

Dr. Frank Miranda, Ed.D., Superintendent

Rick Jensen, Assistant Superintendent, Business Services

Owen Chang, Director, Facilities & Energy Management



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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

The Recirculated IS/MND did not address CJUSD concerns from previous comments. No changes to the Transportation section were made.

- **Pedestrian Safety and School Routes.** CJUSD 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 Recirculated 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. CJUSD 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 where school curriculum were being delivered on-line. As such, 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.

- **Consistency with Applicable Plans.** The Recirculated 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 Recirculated 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.

Colton Joint Unified School District

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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 Recirculated 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.

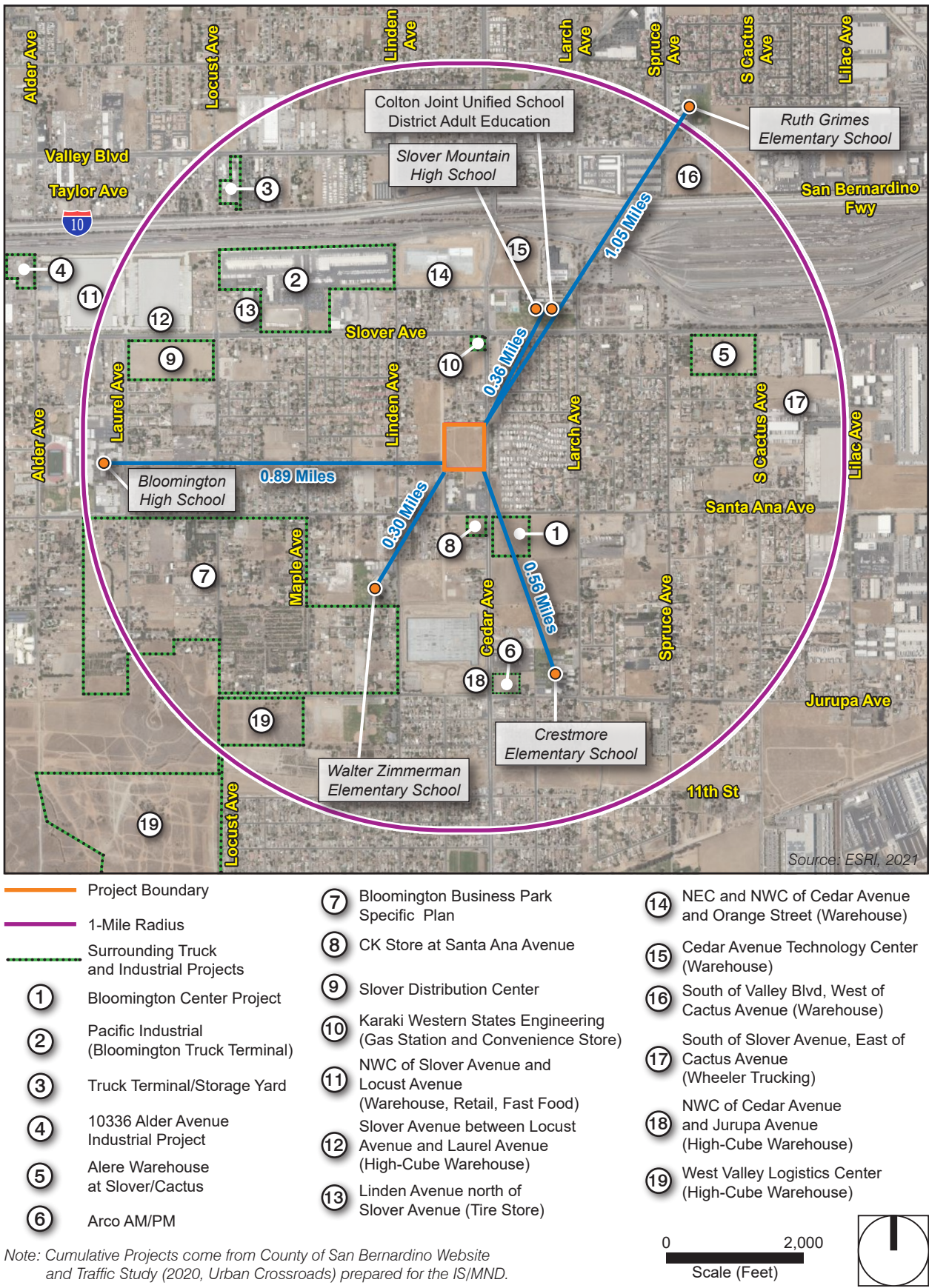
Sincerely,

Owen Chang

Director Facilities & Energy Management

Cc Dr. Frank Miranda, Superintendent
File

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





South Coast Air Quality Management District

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

SENT VIA E-MAIL:

November 23, 2021

Anthony.DeLuca@lus.sbcounty.gov

Anthony DeLuca, Senior Planner
County of San Bernardino, Land Use Services Department
385 North Arrowhead Avenue, First Floor
San Bernardino, California 92415

Recirculated Initial Study/Mitigated Negative Declaration (IS/MND) for the Proposed Cedar Avenue Truck Terminal Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The County of San Bernardino is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. South Coast AQMD staff previously submitted comments on the original Final MND put forward by the Lead Agency for public review from January 13, 2021 to February 11, 2021 for the Proposed Project, which involved construction and operation of a truck terminal facility¹. On November 1, 2021, the Lead Agency released a Recirculated IS/MND for public review.

South Coast AQMD Staff's Summary of Project Information in the Recirculated IS/MND

Based on the Recirculated IS/MND, South Coast AQMD staff found that the Proposed Project consists of the same components as those discussed in the original Final MND. Specifically, the proposed truck terminal facility would include parking for 260 trucks and 14 vehicles, a 2,400-square-foot office building, a 4,800-squarefoot maintenance shop with four repair bays, and a 250-square-foot guard shack on 8.95 acres in the unincorporated community of Bloomington within the County of San Bernardino. The Proposed Project will be operational 24 hours a day, seven days a week and will generate 572 daily truck trips from heavy-heavy-duty trucks (HHDT), medium-heavy duty trucks (MHDT), and light-heavy-duty truck (LHDT) visiting the site². During operations, the Proposed Project will provide storage for truck trailers in-between deliveries or during off seasons for multiple existing nearby warehouses. The Proposed Project is adjacent to single-family residences to the north, as well as commercial and multiple residential land uses to the south, and within 85 feet of a mobile home park to the east³.

South Coast AQMD Staff's Comments on the Original Final MND and the Recirculated IS/MND

Based on the Recirculated IS/MND, the Lead Agency stated that the recirculated Initial Study includes document revisions that are in response to comment received on the circulated Initial Study with comment period ending February 11, 2021⁴. However, based on a review of the

¹ South Coast AQMD staff's comments on the Final MND for the Cedar Avenue Truck Terminal Project. August 5, 2021. Accessed at: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2021/august/SBC210721-02.pdf>.

² Recirculated MND. Pages 2 to 8.

³ *Ibid.* Page 23.

⁴ *Ibid.* Page 1.

Recirculated IS/MND and technical documents, South Coast AQMD staff found that the Lead Agency did not revise parameters for the air dispersion modeling that was performed for the Proposed Project's mobile source health risk assessment or include any of recommended air quality mitigation measures in response to South Coast AQMD staff Comment No. 2 and Comment No. 3, respectively in the submitted comment letter on the original Final MND, which is incorporated by reference in the attachment. Additionally, the Lead Agency did not provide reasons for not including revisions in response to these comments in the Recirculated IS/MND. Because the Recirculated IS/MND did not fully respond to or address South Cost AQMD staff's comments (e.g., Comment Nos. 2 and 3) on the original Final MND, the Lead Agency should revise the Recirculated IS/MND based on these comments or provide information as substantial evidence to justify for not making the revisions and include the information in the Final MND.

Conclusion

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the Final MND for adoption together with any comments received during the public review process. Please provide South Coast AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, responses should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and the public who are interested in the Proposed Project. Further, when the Lead Agency makes the finding that the recommended air quality mitigation measures are not feasible, the Lead Agency should describe the specific reasons supported by substantial evidence for rejecting them in the Final MND (CEQA Guidelines Sections 15070 and 15074.1).

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Dylan Plautz, Air Quality Specialist, at dplautz@aqmd.gov, if you have questions or wish to discuss the comments.

Sincerely,

Lijin Sun

Lijin Sun

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

Attachment

LS/DP

SBC211102-06

Control Number

ATTACHMENT

**South Coast AQMD Staff's Comments on the Original Final Mitigated Negative
Declaration, Dated August 5, 2021**



South Coast Air Quality Management District

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

SENT VIA E-MAIL:

August 5, 2021

Anthony.DeLuca@lus.sbcounty.gov

Anthony DeLuca, Senior Planner
County of San Bernardino, Land Use Services Department
385 North Arrowhead Avenue
San Bernardino, California 92415

Final Mitigated Negative Declaration (MND) for the Proposed Cedar Avenue Truck Terminal Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The Proposed Project consists of construction and operation of a truck terminal that would include parking for 260 trucks and 14 vehicles on 8.95 acres. The County of San Bernardino (County) was the Lead Agency under the California Environmental Quality Act (CEQA) for the Proposed Project and prepared a MND, which was circulated for a 30-day public review and comment period from January 13, 2021 to February 11, 2021. South Coast AQMD staff became aware of the MND five months later on July 21, 2021. Because the MND was not sent to the South Coast AQMD before the close of public comment period, South Coast AQMD staff provided comments to the Lead Agency to request future CEQA documents and air quality technical appendices for review after they are completed and released for public review¹. At the July 22, 2021 meeting, the County's Planning Commission considered the Proposed Project and recommended an approval of the Proposed Project to the County Board of Supervisors. At this time, the County Board of Supervisors has not set a date to consider the Planning Commission's recommendation related to the Proposed Project.

On July 26, 2021, South Coast AQMD staff became aware that new information was added to the MND after the close of public comment period. New information, which consists of updated criteria pollutants emission calculations (e.g., updated CalEEMod outputs) and a new mobile source health risk assessment (HRA)², is included in the Proposed Project's Final MND. On July 27, 2021, South Coast AQMD staff submitted a request to the Lead Agency to obtain the updated technical air quality emission calculations and air dispersion modeling files performed for the mobile source HRA. The Lead Agency provided the requested files on July 29, 2021.

Based on a review of the Final MND and technical modeling files, South Coast AQMD staff has four comments. A summary of these comments is provided as follows with additional details provided in the attachment.

1. Emission Rates from Heavy-Duty Trucks: The Final MND calculated truck running and idling emissions based on an assumption that all trucks accessing the Proposed Project would be

¹ South Coast AQMD staff. July 22, 2021. Comment Letter on the Mitigated Negative Declaration (MND) for the Cedar Avenue Truck Terminal (Project). Accessed at: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2021/july/SBC210721-02.pdf>.

² San Bernardino County, Land Use Services Department. Planning Commission Staff Report for Agenda Item #3 Accessed at: <http://www.sbcounty.gov/uploads/lus/pc/PROJ-2020-00035%20Staff%20Report-final.pdf>.

heavy-heavy-duty trucks. Unless the Lead Agency includes a project condition or a mitigation measure to limit truck access by only heavy-heavy-duty trucks, it is reasonably foreseeable that the Proposed Project would attract light- and medium- heavy-duty trucks during operation. Since light- and medium heavy-duty trucks have higher running and idling emission rates than heavy-heavy-duty trucks, the Final MND has likely underestimated the Proposed Project's operational mobile source emissions and should be revised.

2. Air Dispersion Modeling Parameters: In the air dispersion modeling that was performed for the Proposed Project's mobile source HRA and included in the Final MND, the Lead Agency represented all heavy-duty trucks idling as nine discrete point sources with uniform stack parameters for each point source. Since the Proposed Project would include 260 truck parking spaces, and to account for on-site idling emissions, the Lead Agency should use a series of volume sources or provide more information to justify the use of nine point sources with the uniform point source input parameters for modeling emissions from truck idling.
3. Recommended Air Quality Mitigation Measures: The Final MND did not include air quality mitigation measures. Due to the Proposed Project's close proximity to existing receptors, mitigation measures and design features should be included to reduce air quality and health risk impacts from mobile sources (e.g., trucks) and area sources to nearby sensitive receptors.
4. South Coast AQMD Permits and Responsible Agency: The Proposed Project will include operation of a maintenance facility on-site, with four maintenance bays. If operations include on-site fueling, a permit from South Coast AQMD would be required, and South Coast AQMD should be identified as a Responsible Agency for the Proposed Project.

The Final MND includes a mobile source HRA, which is new information added to the MND after public notice was given of the availability of the MND for public review and comments from January 13, 2021 to February 11, 2021 but before the consideration by the County's Planning Commission at the July 22, 2021 meeting. It appears that the mobile source HRA was not publicly noticed and circulated for public review in the same manner as the MND. The public is likely deprived of a meaningful opportunity to review the new information, and decisionmakers are also likely deprived of meaningful public participation and an informed decision making related to the Proposed Project's long-term health risk impacts on sensitive receptors.

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Alina Mullins, Air Quality Specialist, at amullins@aqmd.gov or (909) 396-2402, should you have any questions.

Sincerely,

Lijin Sun

Lijin Sun

Program Supervisor, CEQA-IGR

Planning, Rule Development & Area Sources

Attachment

LS:AM

Control Number: SBC210721-02

ATTACHMENT**South Coast AQMD Staff's Summary of Project Description in the Final MND**

The Proposed Project consists of construction and operation of a truck terminal facility that would include parking for 260 trucks and 14 vehicles, a 2,400-square-foot office building, a 4,800-square-foot maintenance shop with four repair bays, and a 250-square-foot guard shack on an 8.95 acre-site in the unincorporated community of Bloomington within the County of San Bernardino. The Proposed Project will be operational 24 hours a day, seven days a week and will generate 572 daily truck trips from heavy-heavy-duty 4-axle trucks visiting the site³. During operations, the Proposed Project will provide storage for truck trailers in-between deliveries or during off seasons⁴. The Proposed Project is adjacent to single-family residences to the north and commercial land uses to the south, and within 130 feet of a mobile home park to the east⁵.

South Coast AQMD Staff's Summary of the CEQA Air Quality Analysis and HRA in the Final MND

In the air quality analysis, the Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to the South Coast AQMD's recommended regional and localized CEQA air quality significance thresholds. Based on the analysis, the Lead Agency found that the Proposed Project's construction and operational air quality impacts would be less than significant⁶. Although the Proposed Project would generate 572 daily truck trips during operation, the Lead Agency did not perform a mobile source HRA in the MND. After the close of the 30-day public review and comment period for the MND, which was not sent to the South Coast AQMD, the Lead Agency included a mobile source HRA, dated June 14, 2021, in the Final MND and found that the Proposed Project would result in a cancer risk of 5.06 in one million⁷ for a 30-year exposure duration, which would not exceed South Coast AQMD's CEQA significance threshold of 10 in one million for cancer risk⁸.

South Coast AQMD staff's detailed comments on the Final MND's air quality analysis and the air dispersion modeling performed for the mobile source HRA are provided as follows.

1. Emission Rates from Heavy-Duty Trucks

South Coast AQMD staff found that the Lead Agency assumed that all trucks visiting the Proposed Project would be heavy-heavy-duty 4-axle trucks. This assumption was based on a traffic memorandum prepared for a previous truck trailer yard project located near the Proposed Project site⁹. Emission rates from heavy-heavy-duty trucks (HHDT) were then folded into the air dispersion modeling and mobile source HRA. South Coast AQMD staff is concerned with this assumption because there is no project condition or mitigation measure that would prevent light-heavy-duty trucks (LHDT) or medium-heavy-duty trucks (MHDT) from accessing the site. LHDT and MHDT

³ MND. Bloomington Truck Storage Project Health Risk Assessment Analysis. Page 165.

⁴ MND. Page 1.

⁵ MND. Page 2.

⁶ MND. Pages 15 through 21.

⁷ MND. Bloomington Truck Storage Project Health Risk Assessment Analysis. Page 168.

⁸ South Coast AQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When South Coast AQMD acts as the Lead Agency, South Coast AQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

⁹ MND. Traffic Analysis Table 4-1 Project Trip Generation Rates. Page 44.

trucks can have higher running or idling emission rates than those of HHDT. Table 1, *Examples of LHDT, MHDT, and HHDT Emission Rates*, illustrates the differences between emission rates from the different heavy-duty truck categories. As demonstrated in Table 1, MHDT can have higher running emissions than HHDT, and MHDT and LHDT can have higher idling emissions than HHDT. Without a project condition or a mitigation measure to restrict LHDT and MHDT from accessing the site, these types of heavy-duty trucks have the potential to access the Proposed Project and generate emissions from running and idling. As such, the Final MND has likely underestimated the Proposed Project's regional emissions and local concentrations of air pollutants, such as diesel particulate matter (DPM), which is a known carcinogen, from LHDT and MHDT accessing the site. South Coast AQMD staff recommends that the Lead Agency use appropriate assumptions to develop a reasonable profile or composition of heavy-duty trucks that will visit the Proposed Project and revise the air quality analysis and mobile source HRA in the Final MND to account for emission rates from LHDT, MHDT, and HHDT. Alternatively, the Lead Agency should incorporate a project condition or a mitigation measure that will limit truck access to only HHDT, which is the only heavy-duty truck type that has been analyzed in the Final MND.

Table 1: Examples of LHDT, MHDT, and HHDT Emission Rates*

Heavy-Duty Truck Types	Running EMFAC (grams/ mile)	Running Emission Rate (g/s) for AERMOD¹
HHDT	0.0784	2.08E-04
MHDT	0.17489	4.63E-04
LHDT2	0.05383	1.43E-04
	Idling EMFAC (grams/hour)	Idling Emission Rate (g/s) for AERMOD²
HHDT	0.02224	3.68E-05
MHDT	0.24358	4.03E-04
LHDT2	0.78639	1.30E-03

*Source: South Coast AQMD staff, July 2021.

1. To calculate running emissions, South Coast AQMD staff used the operational characteristics provided by the Lead Agency. Operational characteristic assumptions included: 24 hours of operation, 572 daily truck trips and 0.4 miles of on-site truck travel.
2. To calculate idling emissions, South Coast AQMD staff used the operational characteristics provided by the Lead Agency. Operational characteristics assumptions included: 572 daily truck trips and 15 minutes of idling per hour.

2. Air Dispersion Modeling Parameters

Based on a review of the air dispersion modeling performed using AERMOD, South Coast AQMD staff found that the Lead Agency modeled truck idling as nine discrete point sources in various locations within the Proposed Project site¹⁰. The Proposed Project will have 260 parking spaces dedicated to truck trailers. Due to the nature of operations as a truck terminal, it is reasonably foreseeable that truck idling may occur across the entire Proposed Project site at any of the 260 parking spaces or during ingress or egress from the site, and not limited to nine discrete locations modeled in AERMOD. Additionally, modeling point sources in AERMOD requires specific information about a source's stack, such as the temperature, velocity, and flow rate of the gas existing the stack and the stack's diameter. The Lead Agency used the same point source stack parameters for all nine point sources¹¹. It is also reasonably foreseeable that the Proposed Project will service a diverse truck fleet with different engines and exhaust systems, and that not every

¹⁰ MND. Bloomington Truck Storage Project Health Risk Assessment Analysis. Page 180.

¹¹ *Ibid.* Page 171.

truck will have stack parameters similar to the one used in the modeling. Therefore, South Coast AQMD staff recommends that the Lead Agency use a series of volume sources to account for on-site truck idling. Alternatively, the Lead Agency can provide additional information to justify that modeling truck idling as nine discrete point sources with the uniform point source input parameters across the Proposed Project site is appropriate. When modeling idling emissions from a truck with cargo container as a point sources, it is important to note that the cargo container has a downwash effect that wind flowing over or around the container has on plumes released from nearby stacks. It creates a cavity of recirculating winds in the area near the container, and the cavity causes increased vertical dispersion of plumes emitted from stacks on or near the container. Therefore, the building downwash parameters should be used in AERMOD.

3. Recommended Air Quality Mitigation Measures

Due to the Proposed Project's close proximity to existing sensitive receptors (within 130 feet), the Lead Agency should include air quality mitigation measures to reduce air quality and health risk impacts to nearby receptors during operation. The following mitigation measures are provided as resources to the Lead Agency.

Mitigation Measures to Reduce Air Quality and Health Risk Impacts from Mobile Sources during Operation

- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final MND. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing higher activity levels.
- To assist in the turnover to cleaner truck fleets within the South Coast Air Basin as electric trucks become more widely available and in use, and to attract zero-emission trucks to the Proposed Project instead of just diesel trucks, the Lead Agency should provide electric vehicle (EV) charging stations or at a minimum, provide the electrical infrastructure and electrical panels for future EV charging stations. Panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

Mitigation Measures to Reduce Air Quality and Health Risk Impacts from Area Sources during Operation

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

Design Considerations to Further Reduce Air Quality and Health Risk Impacts during Operation

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).

- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing or idling outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors

4. South Coast AQMD Permits and Responsible Agency

The Proposed Project includes operation of a maintenance facility with four maintenance bays. If on-site fueling will occur at the maintenance facility, a permit to construct and a permit to operate from South Coast AQMD will be required. South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Final MND. The assumptions used in the air quality analysis and HRA in the Final MND will be used as the basis for evaluating the permits under CEQA and imposing permit conditions and limits. The 2015 revised Office of Environmental Health Hazard Assessment (OEHHA) methodology¹² is being used by South Coast AQMD for determining operational health impacts for permitting applications and also for all CEQA projects where South Coast AQMD is the Lead Agency. Should there be any questions on permits, please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385. For more general information on permits, please visit South Coast AQMD's webpage¹³.

¹² Office of Environmental Health Hazard Assessment. "Notice of Adoption of Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments 2015". Accessed at: <https://oehha.ca.gov/air/crn/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>.

¹³ South Coast AQMD. Accessed at: <http://www.aqmd.gov/home/permits>.

Biggs, Lupe

From: jennie armendariz <jennie_armendariz@yahoo.com>
Sent: Tuesday, November 30, 2021 9:24 PM
To: DeLuca, Anthony
Subject: Cedar Avenue truck CHALLENGE Boomingtonn

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.

I've been a homeowner in Blm for over 40 years; my family has been in Bloomington since 1968. 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 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 neither truck drivers nor drivers of personal vehicles.

Bloomington has only two I-10 overpasses and we can barely handle that 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.

Jennie Armendariz

"If God is for me, who then can be against me?"

From: [Maria Arriaga](#)
To: [DeLuca, Anthony](#); [Supervisor Baca](#); [Supervisor Hagman](#); [Supervisor Rowe](#); [Supervisor Rutherford](#); [Supervisor Cook](#); senator.levya@senate.ca.gov
Subject: Cedar Truck Terminal PROJ 2020 00035 in Bloomington
Date: Monday, November 29, 2021 9:00:02 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.

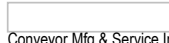
Mr Anthony Deluca (San Bernardino County Planning)

On behalf of my family, my community and myself, we firmly oppose the Cedar Ave Truck Terminal Project. We demand that the mitigated negative declaration be revoked. We also request that you complete an environmental impact review of this disastrous project that will clearly have a negative impact in our community. We have our children who attend the elementary school on the corner of Jurupa Ave. and Larch Ave. There are children with health conditions who would clearly be the most affected. This terminal is a risk to everyone's health. It will be very irresponsible to bring a dangerous environment to our neighborhood children. We need to put a STOP to this Cedar Truck Terminal PROJ 2020 00035 in Bloomington. I will also need to be informed on any meetings that will be held and time and date of such in the future of this project and any future projects of Bloomington.

Regards
Maria Bertha Arriaga
Resident of
Bloomington, CA 92316

--

"Inhale Confidence, Exhale Doubt"


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From: [Maria Arriaga](#)
To: [DeLuca, Anthony](#)
Subject: Cedar Ave Truck Terminal Project
Date: Tuesday, November 16, 2021 12:33:36 PM

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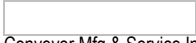
Mr DeLuca

On behalf of my family and myself, we firmly oppose the Cedar Ave Truck Terminal Project. We demand that the mitigated negative declaration be revoked. We also request that you complete an environmental impact review of this disastrous project that will clearly have a negative impact in 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
M. 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
Customer Service - Office Manager: Maria B. Arriaga / maria@conveyormfg.com

From: [Aaron Arambula](#)
To: [DeLuca, Anthony](#); [Supervisor Baca](#); [Supervisor Hagman](#); [Supervisor Rowe](#); [Supervisor Rutherford](#); [Supervisor Cook](#); senator.leyva@senate.ca.gov
Subject: Cedar Truck Terminal PROJ 2020 00035 in Bloomington
Date: Monday, November 29, 2021 8:34:16 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.

Mr Deluca (San Bernardino County Planning)

On behalf of my family, my community and myself, we firmly oppose the Cedar Ave Truck Terminal Project. We demand that the mitigated negative declaration be revoked. We also request that you complete an environmental impact review of this disastrous project that will clearly have a negative impact in our community. We have our children who attend the elementary school on the corner of Jurupa Ave. and Larch Ave. There are children with health conditions who would clearly be the most affected. This terminal is a risk to everyone's health. It will be very irresponsible to bring a dangerous environment to our neighborhood children. We need to put a STOP to this Cedar Truck Terminal PROJ 2020 00035 in Bloomington. I will also need to be informed on any meetings that will be held and time and date of such in the future of this project and any future projects of Bloomington.

Regards
Maria B Arriaga

From: [Aaron Arambula](#)
To: [DeLuca, Anthony](#)
Subject: Cedar Ave. Truck Terminal
Date: Tuesday, November 16, 2021 8:27:45 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.

Mr Deluca

On behalf of my family, we firmly oppose the Cedar Ave Truck Terminal Project. We demand that the mitigated negative declaration be revoked. We also request that you complete an environmental impact review of this disastrous project that will clearly have a negative impact in 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: [jashua abba](#)
To: [DeLuca, Anthony](#)
Subject: Concern citizen
Date: Sunday, November 28, 2021 8:23:45 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

To whom it may concern here we go again you guys are letting this horrible protect to go forward with out any concern to what it may happen to our health , and we citizens of Bloomington are will hold the county responsible for any damage it will cost us , and one thing I can assure you all not a good thing or benefit this will bring but the opposite.

Sent from my iPhone

Biggs, Lupe

From: John Petersen <holytrilobe94@hotmail.com>
Sent: Thursday, November 11, 2021 10:48 AM
To: DeLuca, Anthony
Subject: Proposed Cedar Ave truck terminal- Bloomington

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.

Dear Mr. DeLuca,

My name is John Petersen, and I am a near life-long resident of the community of Bloomington. I have watched this city transform from orange groves and vineyards and open fields, with very little congestion, to one of warehouses and illegal truck parking yards and frustratingly heavy traffic congestion no matter what street one is trying to navigate. I cry for my once bucolic community.

As mentioned, this city is plagued with illegal truck 'parking yards', where illicit repairs are being performed day and night (oils and coolants and God knows what else being spilled onto the ground to seep back into the groundwater), parked refrigerated trailers with diesel powered cooling units (NOT pollution controlled at all) running continuously throughout the night. Trucks coming day and night, rumbling through what should be relatively quiet side streets, streets that trucks are NOT allowed to be on these streets in the first place. Totally unregulated, owners of these properties are making a fortune by accepting payments for parking in cash only, I would say the county of San Bernardino is losing millions per year in lost tax revenue by allowing this practice to continue. It's criminal.

There are now two more projects being proposed to happen in Bloomington, the Chandi Truck Stop (which was originally proposed as a multi-use shopping/dining project) for the southeast corner of Cedar Ave and Santa Ana Ave, and the Cedar Ave Truck terminal across the street from Cedar Village mobile home park. These two projects alone would add approximately 700 truck trips (equal to ~1140 trucks) PER DAY or more to an already heavily congested Cedar Ave (add to this a projected additional ~500 trucks per day from the El Rivino Warehouse project currently under construction at the Bloomington/Jurupa Valley border) and will only result in trucks finding their way onto narrow, populated side streets, endangering children walking to/from school, preventing folks from getting out of their own driveways, you get the picture. Call it 'arterial blockage', because that's exactly what it will resemble. Consider, also, the pollution (particulate AND noise), off all these trucks idling and trying to get to the Cedar Ave/I-10 overpass, which in itself is an absolute disaster traffic wise. (I invite you to witness this mess first hand, just try to get across the freeway north OR south, anytime between 2pm to 6pm. Going north on Cedar, traffic gets backed up as far back as Santa Ana Ave at times, it could take almost 30-40 minutes or longer just to get to Valley Blvd. Going South on Cedar from San Bernardino Ave is no picnic either, the Valley Blvd/Cedar Ave intersection is a dismal display of traffic control. I've seen emergency vehicles trying to get across the freeway, just sitting there with their lights flashing, mired in traffic. Makes absolutely no sense that the county would ignore the current desperate traffic situation already happening here and make it worse with these two projects.

One other thing: the notice of the projects (and the recirculation notice) were both sent out (to whom, I don't know, as I have NEVER received anything of this sort in postal mail) in English language only, for a community that is predominately Spanish speaking? Interesting...

I adamantly disapprove of these two projects, as they will do nothing positive for the city of Bloomington- few if any

jobs, NO revenue back to the city itself, absolutely nothing of value. Only more traffic congestion, particulate and noise pollution, an ever increasing danger to pedestrians, as well as the fact that the county would skirt its legally bound obligations and make the self determination that environment impact reports are not required, which only tells the citizens of this community that we just don't matter.

With all due respect, these proposed projects smack of bureaucratic greed and ignorance of the voice of the people. Please do not let Bloomington continue to be a 'leeching pond' of trucks from surrounding cities. It is NOT fair to us.

Respectfully,

John Petersen

Biggs, Lupe

From: Letie Fernandez <letief82@gmail.com>
Sent: Monday, November 29, 2021 9:21 PM
To: DeLuca, Anthony
Subject: Bloomington Proposed Truck Terminal Cedar Ave

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.

I, Letie Fernández Oppose the Cedar Avenue truck terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Sent from my iPhone

Biggs, Lupe

From: yolanda fernandez <yolies81@gmail.com>
Sent: Monday, November 29, 2021 9:17 PM
To: DeLuca, Anthony
Subject: BLOOMINGTON MAC PROJECT

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

I, Yolanda Fernández Oppose the Cedar Avenue truck terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Sincerely,
Yolanda Fernández
Bloomington Resident

--

 Yolie

Biggs, Lupe

From: Tressy Capps <tlc36c@hotmail.com>
Sent: Sunday, November 28, 2021 5:21 PM
To: DeLuca, Anthony
Cc: Supervisor Baca; Supervisor Hagman; Supervisor Rowe; Supervisor Rutherford; Supervisor.Cook@bos.sbcounty.go
Subject: Fw: Cedar Avenue Truck Terminal - IS/MND comment
Importance: High

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.

Greetings.

Please make sure my previous question is addressed. I understand this issue is about to be considered.

It is in bold font below.

Thank you,

Tressy Capps (951)333-2000

From: DeLuca, Anthony <Anthony.DeLuca@lus.sbcounty.gov>
Sent: Thursday, February 11, 2021 8:21 AM
To: Tressy Capps <tlc36c@hotmail.com>
Subject: RE: Cedar Avenue Truck Terminal - IS/MND comment

Thank you for your comments, they have been received. They will be placed into the public record for the project and considered at the Public hearing when that is scheduled. There is no date for the hearing at this time.

Thank You

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



Our job is to create a county in which those who reside and invest can prosper and achieve well-being.

www.SBCounty.gov

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From: Tressy Capps <tlc36c@hotmail.com>
Sent: Thursday, February 11, 2021 6:43 AM
To: DeLuca, Anthony <Anthony.DeLuca@lus.sbcounty.gov>
Cc: Tressy Capps <tlc36c@hotmail.com>
Subject: Cedar Avenue Truck Terminal - IS/MND comment
Importance: High

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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

Biggs, Lupe

From: Ana Carlos <ana26ana.ac@gmail.com>
Sent: Tuesday, November 30, 2021 3:22 PM
To: DeLuca, Anthony
Subject: Cedar Ave. Truck Terminal

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.

I am a resident of Bloomington and I am opposed to the Cedar Ave Truck Terminal. Bloomington is a small community and is not ready for the negative impacts this truck terminal will bring. We are already impacted with truck traffic from surrounding warehouses from our community and that come through from surrounding cities. Residents who live in the immediate area do not want this development because it will negatively impact their daily lives with noise, traffic, and pollution.

Ana Carlos
Bloomington Resident

Biggs, Lupe

From: zoila cruz <zcruz0420@gmail.com>
Sent: Sunday, November 28, 2021 7:54 PM
To: DeLuca, Anthony
Cc: Supervisor Baca; Supervisor Hagman; Supervisor Rowe; Supervisor Rutherford; Supervisor Cook; senator.leyva@senate.ca.gov
Subject: OPPOSING THE CEDAR TRUCK PARKING TERMMINAL FACILTY PROJ 2020 00035 on Cedar Ave!

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.

OPPOSING THE CEDAR TRUCK PARKING TERMMINAL FACILTY PROJ 2020 00035 on Cedar Ave!

Biggs, Lupe

From: Lupita Berry <lupitasemail@gmail.com>
Sent: Wednesday, December 1, 2021 4:41 AM
To: DeLuca, Anthony

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.

Dear Mr. Anthony De Luca,

I am writing to you to petition full environmental review on the proposed Cedar Avenue truck terminal in Bloomington. This project is not in the best interest for Bloomington. Traffic is already a chaotic nightmare. Instead of addressing this issue, this project will multiply traffic to a living hell, cause additional stress and delays as well as add pollution to our neighborhoods. Stress as you know is a know trigger to additional health issues. This project will cause unwarranted stress to every single resident. Bloomington residents deserve better this. Ignoring the petition for a full environmental review and proceeding with this project will cause a severe threat to the health of all Bloomington residents.

Thank you for your time,

The Hernandez Family

Biggs, Lupe

From: Carlene Branham <ccccookie47@aol.com>
Sent: Tuesday, November 30, 2021 8:21 PM
To: DeLuca, Anthony
Cc: Supervisor Hagman; Supervisor Rowe; Supervisor Rutherford; SupervisorCook@bos.sbcounty.gov; senator.leyva@senate.ca.gov
Subject: BLOOMINGTON LIVES MATTER / CEDAR PARKING TERMINAL PROJ 202000035 on Cedar Ave

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

To Whom it May Concern:

For some reason it appears the "powers there be" are trying to pull fast one on the citizens in our area. That is shameful. Of 27,000 residents only 32 residents of the county, including just a few in our immediate neighborhood, received notification of what is trying to be passed.

I do not know what the thinking is behind having a semi-truck parking terminal in a residential area that already has issues trying to get in and out of our subdivision from Cedar. We would never have access to just pulling out of our street, going on to Cedar. Not only that, I would not feel comfortable walking my dog.....or myself...past that block. And I walk my dog almost every day.

This is a residential location. Keep it that way. Do NOT allow a bunch of trucks to clog up our area. PLEASE, do NOT let this proposal go forward.

Carlene Branham
Buckskin Dr
Bloomington, CA 92316

Biggs, Lupe

From: Johnny Herrera <wathafukk@gmail.com>
Sent: Tuesday, November 30, 2021 3:57 PM
To: DeLuca, Anthony
Subject: No

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.

I don't want the big rigs setting up shop around here

Sent from my iPhone
Johnny Herrera Jr.

Biggs, Lupe

From: Thomas A Herrera <t0mb0mb0@yahoo.com>
Sent: Tuesday, November 30, 2021 2:55 PM
To: DeLuca, Anthony
Subject: Bloomington cedar Ave

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.

I am opposed to this truck stop, and all it's pollution and traffic. I live in Bloomington and do not want this truck stop build in our neighborhood. This would be a big mistake.

Sent from my iPad

Biggs, Lupe

From: Timothy Hoang <THoang014@hotmail.com>
Sent: Monday, November 29, 2021 9:29 PM
To: DeLuca, Anthony
Subject: Cedar Avenue Truck Terminal Comment

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.

Mr. DeLuca,

The Cedar Ave Truck Terminal project needs a full CEQA review. I am concerned about the air pollution, noise, and traffic that will be caused by the terminal to name a few. It is to be located near schools and communities, and is in my opinion, an example of environmental injustice. Please consider how this will negatively impact our community.

Thanks,
Timothy Hoang

Biggs, Lupe

From: Kathleen Holm <kathleeniholm@gmail.com>
Sent: Monday, November 29, 2021 11:43 AM
To: DeLuca, Anthony
Cc: Supervisor Baca; Supervisor Hagman; Supervisor Rowe; Supervisor Rutherford; Supervisor Cook; senator.leyva@senate.ca.gov
Subject: Cedar Ave. Truck Terminal

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.

Dear Mr. DeLuca,

I am appealing to you and your office once again to please cancel/stop the construction of a truck terminal located at 10746 Cedar Avenue between Santa Ana and Slover Avenues in Bloomington, California. It will be a great obstruction to traffic on Cedar Avenues and cause noise and air pollution to the nearby residents. The traffic along Cedar is already impacted. It has taken me sometimes 30 to 45 minutes just to cross the bridge over the highway during peak hours. Bloomington's infrastructure cannot handle the addition of this truck terminal.

Residents at the Cedar Village Mobile Home Park and many other residents who live on South Cedar Avenue in Bloomington already have difficulties in entering or exiting their driveways to travel on Cedar Avenue. It is risky and dangerous at times.

Bloomington has had a rich history of a small town community that works together with farmers and ranchers and local residents. It is my opinion that the Bloomington community is being taken advantage of by other cities pushing unwanted companies onto their land and by virtue of this land sale is encouraging these actions.

You and your office, the Bloomington City Council members, all need to consider the residents of your community who faithfully pay taxes to live safe and happy lives in Bloomington. Please don't destroy this wonderful community by allowing the construction of this truck terminal.

Thank you for your time and consideration.

Sincerely,
Kathy Holm
Local Resident

Biggs, Lupe

From: Kathleen Holm <kathleeniholm@gmail.com>
Sent: Monday, November 29, 2021 12:01 PM
To: DeLuca, Anthony
Cc: Supervisor.Baca@bos.sbcounty.gov; Supervisor Hagman; Supervisor Rowe; Supervisor Rutherford; Supervisor.Cook@bos.county.gov; senator.leyva@senate.ca.gov
Subject: Original Letter Opposing Cedar Ave. Truck Terminal

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.

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

Biggs, Lupe

From: Kathleen Holm <kathleeniholm@gmail.com>
Sent: Monday, November 29, 2021 11:27 AM
To: DeLuca, Anthony
Subject: Bloomington Truck Terminal

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.

Dear Mr. DeLuca,

I am appealing to you and your office once again to please cancel/stop the construction of a truck terminal located at 10746 Cedar Avenue between Santa Ana and Slover Avenues in Bloomington, California. It will be a great obstruction to traffic on Cedar Avenues and cause noise and air pollution to the nearby residents. The traffic along Cedar is already impacted. It has taken me sometimes 30 to 45 minutes just to cross the bridge over the highway during peak hours. Bloomington's infrastructure cannot handle the addition of this truck terminal.

Residents at the Cedar Village Mobile Home Park and many other residents who live on South Cedar Avenue in Bloomington already have difficulties in entering or exiting their driveways to travel on Cedar Avenue. It is risky and dangerous at times.

Bloomington has had a rich history of a small town community that works together with farmers and ranchers and local residents. It is my opinion that the Bloomington community is being taken advantage of by other cities pushing unwanted companies onto their land and by virtue of this land sale is encouraging these actions.

You and your office, the Bloomington City Council members, all need to consider the residents of your community who faithfully pay taxes to live safe and happy lives in Bloomington. Please don't destroy this wonderful community by allowing the construction of this truck terminal.

Thank you for your time and consideration.

Sincerely,
Kathy Holm
Local Resident

Biggs, Lupe

From: Mary Johnson <katelynnsgamma@gmail.com>
Sent: Tuesday, November 16, 2021 10:34 AM
To: DeLuca, Anthony
Subject: Bloomington Truck Terminal Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

Dear Sir,

I am writing to you as a very concerned lifelong resident of Bloomington. My parents built their home here in 1962. My Dad was a Proud USAF MSGT, who Served 37 years defending Our Freedom. They settled down here in Bloomington after he retired Active Duty (which he continued to Serve as a Civil Servant, Budget Analyst @ Norton AFB until 1977). After My aunt her family & my grandparents came here from Indiana because They chose Bloomington because it was a Quiet Rural Area w/grapevines, horse properties & friendly families who became more like family.

My deepest concern is little by little surrounding cities have bought up Bloomington. Also outsiders have been buying up all our unincorporated land cheap & throwing in warehouses among our homes! Making lifelong resident move out of our town.

This truck stop project is completely insane! First of all it was presented as a lie! Presenting it as this little area that will have parking for a few trucks, restaurant (that was suppose to be a "good" thing for Bloomington) They avoided having to get an EPA report. Our health doesn't concern them, they don't live hereunder! Once the outsiders got their hooks in the land they expanded "their plans" & NOW its a Ginormous truck stop right in the middle of our town! Close to schools, homes etc. We STILL don't have the road & bridge expansion we were told would happen with the two warehouses that were built at the base of Cedar overpass & across from a school! All we've heard for two years is "it will be expanded SOON"

We need you to revoke the mitigated negative declaration & Require this Environmentally Disastrous Project to Complete an Environmental Impact Review for all of our sakes. So many people have lived here over 60 years. It's heartbreaking what they are being put through. All of our health is in danger & has been for many years. This project will make things so much worse for us.

Thank you for your time.

Sincerely,

Mary Johnson

Biggs, Lupe

From: Amber Fleener <ambonee@aol.com>
Sent: Wednesday, December 1, 2021 12:28 AM
To: DeLuca, Anthony
Subject: I oppose the creation of truck stops being placed in Bloomington Ca!!

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.

Dear Mr. DeLuca

I have been a resident of Bloomington all my life and I can't believe what has been going on in our little township. Traffic (especially truck traffic) has gotten SO much worse! The air quality is the worst in the area and warehouse after warehouse is going up we may as well call ourselves Fontana! I have 2 year old twins who I just don't want to raise here! Bloomington is my home and we are being chased out by trucks and warehouses! We deserve BETTER! How is it Rialto and Fontana and EVERY surrounding city has fine dining and nice shopping centers? And we're stuck with a dollar tree?? It's pathetic! Bloomington is NOT for sale! And I can tell you if you actually talked to the citizens here you'd know NONE OF US want these trucks here! Heck! We have a red curb on the side of our house and the big rigs still park there on a daily basis! We almost get hit pulling out from our street! The people who live in Bloomington should decide what businesses and types of businesses will be in this town! Not outsiders who don't have to deal with the decisions those exact people are making! Listen to US! We don't want trucks here! We DON'T WANT WAREHOUSES HERE EITHER! It's so frustrating you guys are ok with ruining this beautiful town! You should all be ashamed of yourselves! Put the truck depot and warehouses in YOUR backyard NOT ours!

Amber Murray

Biggs, Lupe

From: hello <pamelaageil@gmail.com>
Sent: Tuesday, November 30, 2021 2:38 PM
To: DeLuca, Anthony
Cc: senator.leyva@senate.ca.gov
Subject: Oppose to Proj 2020-00035 Cedar Truck Terminal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

To: San Bernardino County Planning Department
RE: Proj 2020-00035 Cedar Truck Terminal

I am writing in **Opposition** to the **Cedar Ave Truck Terminal Proj 2020-00035**.

This project is of detriment to the Community of Bloomington for the following reasons

- Bloomington is an Economically and Environmentally Impacted Community
- Bloomington falls under the spirit of Senate bill SB1000
- The project is asking for the Zoning change to Service Commercial it provides no commercial revenue only truck-related parking storage uses and additional pollutants and traffic
- Bloomington is in extreme need of commercial growth, not industrial or commercial/industrial Truck Storage Parking
- Cedar Avenue is traffic impacted
- The project being proposed is on Cedar Ave the only commercial zoned area of south Bloomington
- The project will bring over 570 truck trips a day needs to be located where the General Plan has previously zoned for commercial such as shopping, restaurants ect.
- 570 truck trips day will create wear and tear on Bloomington's already overburden annual roadway repair costs
- One-time mitigation will not cover years of excessive non-tax support wear and tear on the roads by excessive truck trips not expressly needed in the community
- Project is located near existing and proposed Schools
- The project is across from over 250+ homes within whose owners were not notified by the County Planning of this project
- Project runoff will contaminate adjacent soils or other soils with runoff during storms due to fact project is on septic
- Project abuts the Historic Pacific Electric Trail Corridor
- The project does not generate commercial sales tax revenue that should be being developed in the commercial zone
- The project is not being required to have a full EIR
- Impacts from the project cannot be mitigated without full EIR when taking in the additional planned industrial projects
- All new projects involving diesel trucks asking for zoning changes should be required extreme scrutiny and in proper preexisting zoning

- Bloomington Asthma, Heart and Cancer rates high on health risks due to pollutants
- There are several other correctly zoned truck parking facilities within a mile of the project
- Zoning within a mile is correct for this kind of project
- Property is available for sale in adequately zoned areas just blocks away
- Cedar Ave is zoned Commercial Bloomington needs commercial growth
- Recent large industrial areas have removed lands where crops were being grown, animals raised for food and other healthy food sources in community

● the
commercial zone is
now

needed
more than
ever
where the
residents

can buy
healthful
food to
feed their
families

- Putting industrial or trucking use of any kind where Commercial tax-producing projects should be built is contrary to SB1000 development of healthy communities

● Bloomington lack of healthy commercial

al
economy
this
project
adds

another
layer to
the lack
of
infrastruct

ure in the area

- The number of pollutants with 570 truck trips a day added to the train and freeway pollutants plus the other industrial uses plus cars and trucks idling while stuck in traffic on Cedar needs to be addressed to determine future significant pollutant and traffic issues.
- Bloomington has over 27000 residents according to the census, yet it does NOT have 1 significant Grocery store for healthy foods, not 1 sit down restaurant, not 1 bank yet once at a 10th today's population the community was home to the County Museum, 2 banks, and two full grocery stores, and all the other amenities that communities of this size needed These are what Bloomington needs not a Truck Parking in Commercial or Residential zone.
- San Bernardino County Planning is aware of the homes within close proximity to the project, instead of notifying each resident they chose to notify the one property owner of the bare land of which the property owners have leases. Where this may be legal SB1000 was put in place to protect the health of people who live near and exposed to projects such as this and the community as a whole. The County choose not to add these residents into the notification process, which can only be considered a deliberate act to avoid SB1000's intent. While this may be legal in the sense of the law, it shows that the Planning Department is not looking at the impacts to the Community of Bloomington past the minimal requirements even after the significant turnout of objections to this same project in writing several months ago (127 letters of opposition, 2 in support). Those living in Cedar Village again were not contacted for this response cycle. The Planning Department is putting the developer's project above those of the residents' concerns of impact on health, traffic, and living conditions.

Sirs, the list I have presented could keep growing and growing. If the County of San Bernardino wants the south side of Bloomington to become industrial, don't do it by slowly killing the people with pollutants and lack of available healthy resources. A few years ago, the Southside had a large grocery store. The need for one has not diminished. This project you are proposing is in a commercially zoned area that has been promoted to the community as a shopping center for many years. The previous grocery store sold fresh meat, fruits, vegetables and other healthful foods. Additionally, just up the block from the proposed project a Produce Stand operated for over 50 years where people came from areas over 40 miles away to shop its fresh produce. The County cannot control who buys land, or if developers who buy the land choose to tear down existing shopping venues. The County does have control over ZONING CHANGES and the change the zoning to fit land owners wants and wishes. The fact that developers can purchase lands and change the zoning and infrastructure of a

commercial district of 27000 Bloomington residents is unbelievably self-serving, bordering evil, even more mind-boggling that the Planning Commission and County Supervisors would choose to let this happen.

Allowing a Truck Parking facility where a much-needed market should be, is just wrong. Allowing this project to move forward condemns the community to less available Commercial land for shopping and daily needs of the community such as banks, restaurants, grocery type businesses Bloomington once had. Bloomington land area was once much more significant, due to annexations it has been reduced to the size it is now. For the most part, the lands annexed have been rezoned by both Fontana and Rialto to industrial Leaving Bloomington, over 20000+ peoples, the small residential, agricultural corridor it is today. When you, as Planners, look at Bloomington, please keep in mind it was once 26 miles square. It is unfair to jeopardize the health of the residents by rezoning their remaining residential and commercial lands and robbing them of Commercial Zones so industrial uses can be moved closer to shopping areas, homes, and schools.

Is it possible the Planning Commission is not aware that other properly zoned lands are for sale and available within a mile of the proposed project? Knowing this it is asked the project NOT move forward with the awareness of the community need for healthy commercial growth not industrial or service commercial of this type, the extreme amount of existing diesel and ozone pollutants and against the Community's expressed written desires and concerns over the harm of the community this project will bring. This is environmentally significant with all the farmlands to grow local crops no longer available due to the allowing of industrial development in lands zoned for residential, residential- agricultural, and commercial purposes. In allowing a zoning change, and the lack of a full EIR it appears the Planning Department has a closer relationship to the developer than it does to the residents in Bloomington..

To allow the Commercial zone to be remapped to non-commercial, non-tax and sales-producing lands, the County has in a sense given Bloomington Diabetes, First taking a foot, then a leg, and eventually the whole body. In Bloomington's case transforming it into industrial at the sake of thousands of people's lives. I ask you, **Not** to allow this project zoning change or conditional use permit. **Tell the developer to bring his project back in an area already properly zoned for its use.** The County of San Bernardino has the health interests of its residents in mind. It is Not going to kill off the Community of Bloomington, by rezoning it to industrial or industrial commercial or service commercial Truck Parking/ Terminal purposes.

Please keep me posted on any and all future planning and develop applications in Bloomington along with any future movement on this project.

Thank you for your time and your rejection of this conditional use permit and zoning change.

Sincerely Yours

Pamela Geil

Sent from [Mail](#) for Windows

Sent from [Mail](#) for Windows



Virus-free. www.avg.com

Biggs, Lupe

From: kimm grady <kimm_grady@hotmail.com>
Sent: Monday, November 29, 2021 3:04 PM
To: DeLuca, Anthony
Subject: Cedar Avenue Truck Terminal

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.

Dear Mr. Deluca.

I have deep concerns and trepidation regarding the proposed truck stop on Cedar Avenue. This is not only unhealthy but prejudicial. It is predatory and misleading on a community where a lot of its population do not speak English and are barely above the poverty level in some areas. Cedar Avenue is surrounded by schools and a mobile home park. I'm sure those of you that have children don't live in the area but you would certainly NOT welcome a truck stop with 24/7 traffic, air pollution and the persons that spend many nights on the premises on your corner of YOUR neighborhood!

This truck stop will cause more traffic in an area that is already overly congested, air pollution, and most importantly, danger to the elementary, middle, and high school children, and the many pedestrians, most of whom walk their children to and from school. It will also increase the already rising problem with homeless and drug abusers. The roads are a complete disaster due to the semi trucks that come through our neighborhood. There are semis that are parked on residential streets that cause danger as these are only two lane roads.

I implore you to keep any further developments that have to do with truck stops and warehouses away from our community. As you must already be aware if you are well versed in your job as representatives of your people, the area you represent is primarily brown and Spanish speaking. I find it reprehensible that your correspondence is in English and can only hope that Spanish surnames received a similar letter in a language they can understand.

Research shows these truck stops have over 500 in and out trips per day. How do you feel about the danger of that to the residents, the school children. As well as the pollution and persons it will bring to the area.

THIS IS A RESIDENTIAL AREA!!!. Rather than bring a truck stop into this neighborhood, why not build a grocery store or affordable homes for those of us who live paycheck to paycheck?

I believe this project is prejudicial and racist and it prays on the people who do not have a voice. It will make Bloomington even more of a "project" rather than building up this area. Leave our town free from more warehouses and truck stops!

I am hoping you will reconsider as I'm sure the media would be interested in this issue.

Thank you for your time. Please reconsider putting money into our community rather than the already deep pockets of the politicians involved.

Biggs, Lupe

From: Old eMac <grossich@roadrunner.com>
Sent: Monday, November 29, 2021 11:08 PM
To: DeLuca, Anthony
Subject: CEDAR AVENUE TRUCK TERMINAL... PR 2020-00035

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.

Anthony DeLuca,
Senior Planner
County of San Bernardino
Land Use Services
Re: Cedar Avenue Truck Terminal
PR 2020-00035

November 27th, 2021

Dear Mr. DeLuca,

As a 44 year resident of Bloomington, I'm writing you to voice my strong opposition to the proposed Cedar Avenue Truck Terminal. As you are aware, I'm currently Vice Chair of the Bloomington Municipal Council as well as a Planning Commissioner for the City of Colton. **The Bloomington MAC has voted on two separate occasions to unanimously OPPOSE this project** which is located on prime property zoned for commercial use in the heart of our community.

This project fails on a variety of levels. First, it is clearly an industrial project that County Land Use is attempting to pass off as some type of "commercial service" zone use. You need only look at the recent truck terminal project located on Cactus and Jurupa which was approved earlier this year. That project, which is less intrusive than the one proposed on Cedar, was rezoned to "community industrial." There are no commercial services open to the public being performed at the proposed project so the designation of "commercial service" is obviously incorrect and should not be allowed.

Secondly, the project after originally being called a truck terminal is now suddenly being referred to as a truck storage facility, claiming that trucks and trailers may be stored on site for days. That claim is clearly false as the traffic study shows there will be up to 572 trips generated per day. As you know, one trip consists of a truck both leaving and coming back, so in reality there are up to 1144 trucks entering and exiting the facility every 24 hours. That equates to one truck entering or leaving every one minute 20 seconds all day and night. Since there are 260 spaces that means each space will turn over more than 4 times every 24 hours. Truck storage facilities also don't provide service bays, but truck terminals do. This project obviously does not meet the definition of a "storage" facility.

The claim that this facility will reduce illegal truck parking in Bloomington is ludicrous. This facility will be leased or sold to one company and used as an ancillary site for local warehouse operations. Bloomington trucks parked illegally on unpermitted residential properties will have no opportunity to use this facility since it won't be open to the public.

The Cedar Avenue Truck Terminal project has also failed to meet SB 1000 public outreach for disadvantaged community guidelines. There were no public meetings held on the project. The developer did call into a Bloomington MAC meeting to make a basic phone presentation after a MAC member accidentally discovered the existence of the project and requested information from County staff. The MAC has voted unanimously to oppose this project on two separate occasions, and as mentioned previously there were never any public outreach meetings held.

For the reasons I've stated, this project should be rejected in its current form. At the very least, this project should be required to do a full Environmental Impact Report for a variety of reasons, including cumulative traffic impacts and the number of diesel truck trips in close proximity to sensitive receptors. There are serious air quality and noise concerns with senior citizens living less than 20 feet from the north property line and many senior citizens and children that live approximately 100 feet away at the Cedar Village Mobile Home Park directly across the street.

In closing, I would point out that the Attorney General of the State of California recently sued the City of Fontana over a warehouse project with 114 daily truck trips, less than 1/5 of the trips proposed in the Cedar Truck Terminal project. The reason for the lawsuit is that the city of Fontana didn't require a full EIR. Once again, I will point out this project **has more than 5 times** the truck trips of the warehouse project Fontana is being sued over. The Bloomington MAC has already sent a letter to the Attorney General's office asking them to keep an eye on this project.

On top of all the issues myself and others have brought up, this project bring **NO REVENUE** and **NO JOBS** to our community, only **NEGATIVE IMPACTS**. On behalf of the community of Bloomington, I'm asking County Land Use and the Board of Supervisors to reject this project or at the very least require a full Environmental Impact Report.

Sincerely,

Gary Grossich

Biggs, Lupe

From: flowerzchild@aol.com
Sent: Tuesday, November 16, 2021 12:09 PM
To: DeLuca, Anthony
Subject: PROJ-2020-00035 Cedar Ave Truck Terminal

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.

Dear Mr.Deluca,

I write to voice my opposition to the truck terminal project proposed to be constructed next to and across from residential areas. The traffic on Cedar Avenue is already at a level that impacts not only the residents but anyone needing to cross I-10 from either direction. If you add to that another 260 trucks coming and going from just one address it increases the noise level at all hours from rumbling engines, squeaking brakes, hydraulics, and honking, not to mention the endless light pollution from truck headlights, taillights and side running lights. The noise from truck repair machinery and tools just adds another level to the loss of livability for longtime residents who were there first. There will be no hope of restfulness for neighbors.

There is also the issue of concentrated diesel exhaust from 260 trucks pulling in, maneuvering, idling, parking and then starting up again when they pull out.

This project should be built out in the sand dunes in Colton where there are no homes. Please do not allow it on Cedar Street where citizens of Bloomington would have to endure a severe blow to their home environment.

Sincerely,

Patricia Guerra

Biggs, Lupe

From: Elaina herrera <elainaherrera@icloud.com>
Sent: Tuesday, November 30, 2021 4:26 PM
To: DeLuca, Anthony
Subject: Bloomington truck stop

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I am writing to vote NO on the Bloomington truck stop.

Biggs, Lupe

From: Pickinpaugh, Ron <RPickinpaugh@mapei.com>
Sent: Monday, November 29, 2021 6:27 AM
To: DeLuca, Anthony
Subject: Cedar Truck Parking Terminal

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.

WE ARE OPPOSING THE CEDAR TRUCK PARKING TERMMINAL FACILTY PROJ 2020.

Thanks
Ron

Sent from [Mail](#) for Windows

Biggs, Lupe

From: David Liu <tianlihuaxia@gmail.com>
Sent: Tuesday, November 30, 2021 8:27 PM
To: DeLuca, Anthony; Supervisor Baca; Supervisor Hagman; Supervisor Rutherford; Supervisor Rowe; Supervisor Cook
Subject: Cedar Truck Terminal project

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As a resident and a taxpayer,

I am OPPOSING THE CEDAR TRUCK PARKING TERMINAL FACILITY PROJ 2020 00035 on Cedar Ave

Information should not have been withheld from residents. We all have a right to know!

Sincerely,

Tian Liu

Biggs, Lupe

From: Mariana Machuca <marianamachuca@ymail.com>
Sent: Tuesday, November 30, 2021 11:47 PM
To: DeLuca, Anthony
Subject: Cedar ave truck terminal project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

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 [Sent from Yahoo Mail for iPhone](#)

Biggs, Lupe

From: Diana Mora <dianamora9c@gmail.com>
Sent: Tuesday, November 30, 2021 3:57 PM
To: DeLuca, Anthony
Cc: Supervisor Cook; Supervisor Rutherford; Supervisor Rowe; Supervisor Hagman; Supervisor Baca
Subject: Mora Family_OPPOSING PROJ 2020 00035

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

Good Afternoon Everyone,

My name is Diana Mora and I'm writing you this email on behalf of my family who have been residing in Bloomington CA for over 10 years. This includes:

Aureliano Mora
Esperanza Mora
Ibeth Maldonado Mora
Aureliano Mora Martinez
Fernando Mora
Hector Mora
Yessenia Mora
Jesus David Mora
Hector Nicolas Mora

We are OPPOSING THE CEDAR TRUCK PARKING TERMINAL FACILITY PROJ 2020 00035 on Cedar Ave.

We have not received any notice of the project progressing and request to be updated if possible.

I've grown in Bloomington for the majority of my life. Attending Crestmore Elementary, Bloomington Middle School and Bloomington High School. My nephews are now attending Crestmore. It's apparent the abrupt changes in the city. Please consider the future of generations and our growing families of Bloomington. We thank you for your consideration and patience throughout this process!

--

Cordially,

Diana Mora

Cal Poly Pomona

BS Management & Human Resources | Cal Poly Pomona '20

BS Marketing Management | Cal Poly Pomona '20\$

\$

E: dianamora9c@gmail.com\$\$

\$

Biggs, Lupe

From: cassy kid <kidfacecassy@yahoo.com>
Sent: Sunday, November 28, 2021 3:40 PM
To: DeLuca, Anthony
Subject: Coalition for a better Bloomington

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I Lilia Munguia oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Thank You

Biggs, Lupe

From: Jesus Navarro <jjnavarrowitrigo@gmail.com>
Sent: Monday, November 29, 2021 8:56 AM
To: DeLuca, Anthony; Supervisor Baca; Supervisor Hagman; Supervisor Rowe; Supervisor Rutherford; Supervisor Cook; senator.leyva@senate.ca.gov
Subject: Cedar Truck Terminal PROJ 2020 00035 in Bloomington

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.

Mr Anthony Deluca (San Bernardino County Planning)

On behalf of my family, my community and myself, we firmly oppose the Cedar Ave Truck Terminal Project. We demand that the mitigated negative declaration be revoked. We also request that you complete an environmental impact review of this disastrous project that will clearly have a negative impact in our community. We have our children who attend the elementary school on the corner of Jurupa Ave. and Larch Ave. There are children with health conditions who would clearly be the most affected. This terminal is a risk to everyone's health. It will be very irresponsible to bring a dangerous environment to our neighborhood children. We need to put a STOP to this Cedar Truck Terminal PROJ 2020 00035 in Bloomington. I will also need to be informed on any meetings that will be held and time and date of such in the future of this project and any future projects of Bloomington.

Regards
Jesus W Navarro
Resident of
Bloomington, CA 92316

Biggs, Lupe

From: Marven Norman <marven.n@ccaej.org>
Sent: Wednesday, December 1, 2021 12:09 AM
To: DeLuca, Anthony
Subject: Cedar Ave. Truck Terminal MND Response
Attachments: sbcounty_cedar_ave_truck_term_30nov21.pdf

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.

Hi Anthony,

Please find attached a letter from CCAEJ responding to the recirculated MND for the Cedar Avenue Truck Terminal project.

Cheers,
Marven E. Norman (he/him), Policy Specialist
Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental
| C: (951) 543-1743 | E: marven.n@ccaej.org | W: <https://www.ccaej.org>

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE

"Bringing People Together to Improve Our Social and Natural Environment"

November 30, 2021

Anthony DeLuca, Senior Planner
County of San Bernardino
Land Use Services Department
385 N. Arrowhead Ave, 1st Floor
San Bernardino, CA 92415-0182

Submitted via email to Anthony.DeLuca@lus.sbcounty.gov

Re: Cedar Avenue Truck Terminal Mitigated Negative v Declaration (SCH #2021010105)

Dear Mr. DeLuca,

I am writing on behalf of the Center for Community Action and Environmental Justice (CCA EJ) and members of the Bloomington community in response to the Revised Mitigated Negative Declaration which has been prepared for the Cedar Avenue Truck Terminal ("Project") and provided for review. A review of the document has identified several issues which underscore the inadequacy of the document and the need for County to not certify it until the issues are corrected.

Our first concern is for the issues raised by the Health Risk Assessment. Per CalEnviroScreen 4.0, the Project is located in a census tract which is in the 94th percentile overall as well as high on metrics such as Diesel Particulate Matter (80th percentile), Particulate Matter 2.5 (91st percentile), Asthma (83rd percentile), and Cardiovascular Disease (90th percentile). So although they did not pass the threshold for significance, the results of the HRA show that the community will continue to bear the health impacts of this project all the same, adding calamity to an already overburdened community. This is unacceptable.

Another concern identified in the document is noted on page 45 and mentioned again on page 90. In both instances, it is asserted that the construction of the Project would "removed trucks parked on local roadway segments" by providing an alternative place for them to park. However, in the Project description on page 2 of the MND document, it stresses that the intent of the facility would be solely for parking of trailers, listing the dimensions of the 260 parking space as 12' by 55' which would be too small for an entire truck to fit in. Therefore, it seems questionable to assert that the Project would reduce truck parking in other roadways around the community when it is very plainly stated that it intends only to serve as overflow parking for trailers, not entire trucks. Thus, it would be inadequate for use by trucks seeking to park and they would continue to park in the community.

Finally, we are concerned about the transportation impacts of the Project, particularly on people who travel by means other than a car. On page 74 of the MND, a single paragraph notes that "nominal pedestrian and bicycle activity" happen in the area, then concludes that the Project would have no significant impacts to facilities for those users. However, this is squarely at odds with several Policies in the Countywide Plan including Policy TM-1.9 New transportation options, Policy TM-2.2 Roadway improvements, Policy TM-2.3 Concurrent improvements, Policy TM-3.3

First/last mile connectivity, Policy TM-4.1 Complete streets network, Policy TM-4.2 Complete streets improvements, Policy TM-4.7 Regional bicycle network, Policy TM-4.8 Local bicycle and pedestrian networks, and TM-4.9 Bike and pedestrian safety. The cursory handful of sentences simply is not close to adequate for ensuring that the Project complies with those Policies and further review notes numerous deficiencies in that regard.

Mitigation Measure T-1: Cedar Avenue & Driveway 1 includes a list of several improvements to be constructed to accommodate site access including to install a signal, construct a northbound left turn lane, and construct an eastbound shared left-through-right turn lane. However, there is no mention at all of installing a crosswalk. It is vital that this is corrected. Failure to do so would force people seeking to cross the street on foot to make a detour of at least 2,000 feet to the intersection of Cedar and Santa Ana which is the next closest crosswalk. That would create an unnecessary barrier to people traveling by foot or assistive/mobility device and be in violation of Policy TM-2.2, Policy TM-4.8, Policy TM-4.9, and ultimately Policy TM-4.1.

Additionally, based on the description of Mitigation Measure T-2, it is unclear whether the Major Highway half-section which the Project is being required to construct will include the Class II bike lanes as listed in Table 5.144 County of San Bernardino proposed improvements and mapped on Figure 5.57: Bicycle facilities: Unincorporated West Valley area of the SBCTA Non-Motorized Transportation Plan¹. Thus, at present, this is potentially a significant and unmitigated impact of the Project as it conflicts with Policy TM-4.7, Policy TM-4.8, and ultimately Policy TM-4.1 of the Countywide Plan. It is vital that this be addressed.

Furthermore, Policy TM-4.9 is focused on safety so although the SBCTA Non-Motorized Transportation Plan calls for Class II bike lanes, we would urge the County to update the standard section to follow the latest standards from Caltrans² and/or the FHWA³ in terms of what bike facilities are appropriate in specific instances, including for this Project. In this instance, the conditions of Cedar Ave. would require a Class IV separated bikeway and given the opportunity presented by new construction, it is the optimal time to provide them to avoid having to try to retrofit them in at a later date at great expense.

We also are concerned about the noise impacts of the Project and question the adequacy of merely an 8' wall on the northern boundary of the site, directly adjacent some existing homes. At the same time, though a higher wall would be welcome, we are also concerned about the impact tall walls have on the community and hope to see attention paid to ensure that the walls are beneficial additions to the community instead of divisive reminders of slow encroachment. We would like to see the incorporation of art from local artists into the walls to help maintain them as a positive

¹ SBCTA (2018). Non-motorized transportation plan. Retrieved from <https://www.gosbcta.com/wp-content/uploads/2019/10/Non-Motorized-Transportation-Plan.pdf>.

² Flournoy, M. (2020). Contextual guidance for bike facilities. Caltrans. Retrieved 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>.

³ Schultheiss, B., Goodman, D., Blackburn, L., Wood, A., Reed, D., & Elbech, M. (2019). Bikeway selection guide (FHWA-SA-18-077). US Department of Transportation, Federal Highway Administration. Retrieved from https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf.

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE

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addition in the community. And tasteful lighting should be provided on the exterior to illuminate the area around the Project property at night.

Once again, we remain opposed to this Project as it is simply not something which the Bloomington community is interested in seeing. However, if it is to move forward, there are a number of issues which need to be addressed before that happens to ensure that it follows the Policies which the County has set forth in a number of areas, including active transportation. This is critical to ensure that the Project is a net benefit, not detriment to the user experience in multiple arenas.

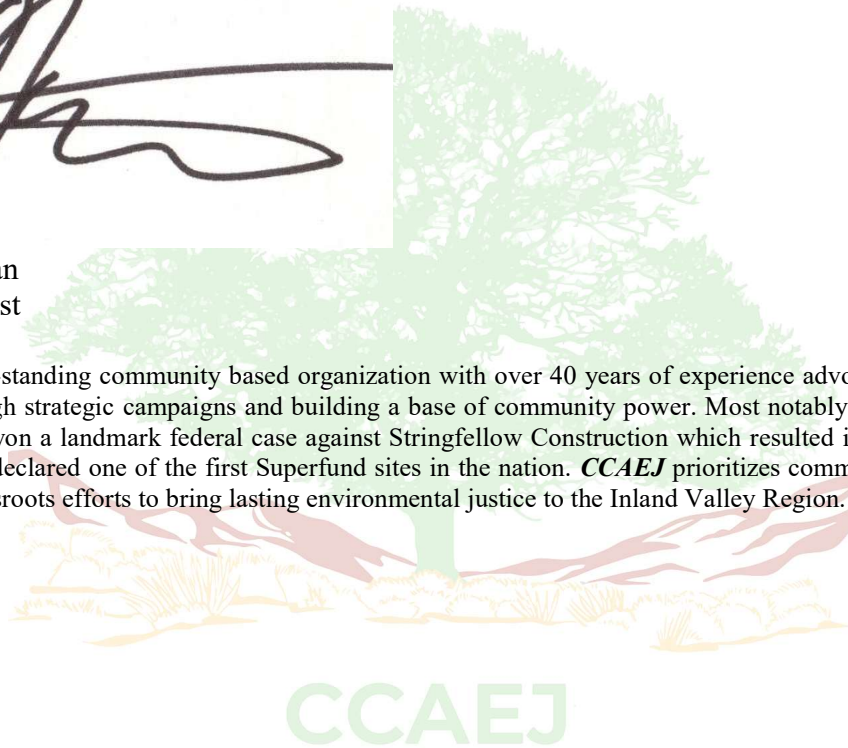
Please do not hesitate to reach out to us if there are any additional questions about our comments.

Sincerely,



Marven Norman
Policy Specialist

CCA EJ is a long-standing community based organization with over 40 years of experience advocating for stronger regulations through strategic campaigns and building a base of community power. Most notably, CCA EJ's founder Penny Newman won a landmark federal case against Stringfellow Construction which resulted in the 'Stringfellow Acid Pits' being declared one of the first Superfund sites in the nation. **CCA EJ** prioritizes community voices as we continue our grassroots efforts to bring lasting environmental justice to the Inland Valley Region.





Biggs, Lupe

From: Catherine Orellana <orellanacat02@gmail.com>
Sent: Tuesday, November 30, 2021 2:52 PM
To: DeLuca, Anthony
Subject: Better Bloomington

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.

I, Catherine Orellana oppose the Cedar Ave Truck Terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.
Catherine Orellana

Biggs, Lupe

From: Marlina Perez <perez_2566@yahoo.com>
Sent: Tuesday, November 30, 2021 2:59 PM
To: DeLuca, Anthony
Subject: NO

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.

I PURPOSE NO TO ALL TRUCKING ROUTES OR STOPS!!

Biggs, Lupe

From: Eric Scott <captainfossil@gmail.com>
Sent: Tuesday, November 30, 2021 4:28 PM
To: DeLuca, Anthony
Subject: Opposition to proposed Cedar Avenue Truck Terminal PR 2020-00035

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.

Dear Mr. DeLuca

I am e-mailing to express my vehement opposition to the proposed Cedar Avenue Truck Terminal project (PROJ 2020-00035). I am a twenty-one year resident of Bloomington, and during my time here I have seen Bloomington go from a small, charming, and somewhat rustic community to a crowded, congested, noisy nightmare due to all of the increased truck traffic from local warehouses. The proposed truck terminal promises nothing except to add to the noise, the pollution, and the traffic. This would be evident had an honest environmental impact study been undertaken, but that appears to have not been the case here. It is disappointing to see so clearly that the County so little values the lives, health, and safety of its citizens.

--Eric Scott



Virus-free. www.avast.com

Biggs, Lupe

From: cliffnpeg@aol.com
Sent: Sunday, November 28, 2021 5:52 PM
To: DeLuca, Anthony
Cc: Supervisor Rutherford; SupervisorCook@bos.abcounty.gov; SupervisorBaca@Bos.sbcounty.gov; Supervisor Hagman; Supervisor Rowe
Subject: Truck Parking Storage

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Mr. DeLuca & gentlemen,
Bloomington is not the place for a truck storage. There are many other businesses that are more appropriate and wanted here. Food stores, restaurants. Please vote against this.

Marguerite Simpson

Biggs, Lupe

From: Ignacio Solis <nachosolis76@yahoo.com>
Sent: Sunday, November 28, 2021 10:06 PM
To: DeLuca, Anthony
Subject: Reject proposition

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I Ignacio Solis from Bloomington Ca. Opposed to the project I'm current a resident at 10502 Tumbleweed Drive, thank you

Sent from my iPhone

Biggs, Lupe

From: jacqueline soto <jacquelinesoto99@gmail.com>
Sent: Sunday, November 28, 2021 4:09 PM
To: DeLuca, Anthony
Subject: Opongo al proyecto del terminal de trailers

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Yo, Jacqueline Soto me opongo al proyecto Cedar Ave Truck Terminal debido al tráfico negativo, el ruido y otros impactos negativos que traerá a nuestra comunidad.

Firmado, Jacqueline Soto y Soto Familia

Biggs, Lupe

From: Debbie Schwartz <singingdeb@aol.com>
Sent: Sunday, November 28, 2021 8:11 PM
To: DeLuca, Anthony
Cc: Supervisor Baca; Supervisor Hagman; Supervisor Rowe; Supervisor Rutherford; Supervisor Cook
Subject: Bloomington Truck Depot

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.

Dear Mr. DeLuca,

This project cannot go through!! As a commuter from Riverside, I frequently use Cedar Ave. to get to and from the Rialto area. It is already congested enough. It's even difficult to get out of my friend's driveway with that center divider. This project will cause even more congestion, not to mention the environmental health issues being so close to residential homes. So many commercial buildings going up all around that already impact the traffic in the area. I am totally against this project, as are so many other people in the area. Bloomington needs more stores and restaurants. Keep people in town to shop and eat instead of resorting out to other nearby towns. Please be an advocate for the local people on this one!!!

Debbie Schwartz

Biggs, Lupe

From: maritza ramos <rmaritza02@yahoo.com>
Sent: Monday, November 29, 2021 8:22 PM
To: DeLuca, Anthony
Subject: Trailer station

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.

I just move to Bloomington and is so much trailers already if they do that is going to be worse so please don't make a trailers station please
Traffic is going to be worse thank you

[Sent from Yahoo Mail for iPhone](#)

Biggs, Lupe

From: Paul Razo <paulrazo27@icloud.com>
Sent: Tuesday, November 30, 2021 2:58 PM
To: DeLuca, Anthony
Subject: No to trucks on cedar!

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Please!

Paul Razo
(951) 250-1772

Biggs, Lupe

From: Margaret Razo <mrsrazo3@gmail.com>
Sent: Tuesday, November 30, 2021 2:49 PM
To: DeLuca, Anthony
Subject: Bloomington truck stop

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.

Mr. Deluca,

I literally loathe the idea of more trucks coming into our town. It used to be beautiful here. Now all I see is industry. Warehouses and trucks everywhere. We already sit so close to the freeway emissions. The train yards. So much pollution. My family has been here since 1973. My dad died from cancer in 05. My mother had cancer 5x's. I had cancer in 2017. My brother had cancer in 2019. How many more people need to get sick? Die? More trucks bring more sickness. I don't want to breathe that. My kids don't either.

Traffic is a huge issue as well. It takes forever to get anywhere. It'll only get worse. The diesel drivers are rude and block traffic. They drive by our schools. Our kids have to dodge diesels now. It's unfair to keep imposing on our lives. You don't live here. I do. My 2 sisters, 2 brothers and their families live here too. Let us raise our families in a place we can be proud to call home. Not amongst diesel trucks and warehouses.

I love Bloomington. We just buried our mother here at Green Acres last Monday. We all have plots to be buried with her. That's how much we love our town. We never want to leave. We also don't want to be put into an early grave from all the pollution we will be forced to breathe in.

I OPPOSE THE TRUCK STOP!! BLOOMINGTON DOES NOT NEED THIS PROJECT.

~Margaret Razo~
Bloomington Resident

Biggs, Lupe

From: Mail Alert. <alma.rich@att.net>
Sent: Monday, November 22, 2021 2:43 PM
To: DeLuca, Anthony
Subject: Bloomington Truck Depot

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.

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 551 N. Joyce Ave Rialto, Ca. 92376

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

Biggs, Lupe

From: xd ZenufQH <juanboybox@gmail.com>
Sent: Monday, November 22, 2021 6:41 PM
To: DeLuca, Anthony
Subject: Cedar Ave truck terminal

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.

I, Juan Roa oppose the cedar Ave truck terminal project due to the negative traffic, noise and other negative impacts it will bring to our community.

Biggs, Lupe

From: Emmanuel Rodriguez <erodriguez7777@gmail.com>
Sent: Thursday, November 18, 2021 10:42 PM
To: DeLuca, Anthony
Subject: Bloomington Resident - Comment - Cedar Truck Terminal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

Hello Anthony,

I am a concerned resident of Bloomington in the development of this truck stop in Cedar Ave.

As a long-time resident pretty much growing up here with my community, we all ask.....

Why a truck stop in the middle of an already busy & traffic-congested road.

The community has asked for more resources, shops, grocery stores, retail.. Literally, anything that the community can use. NOT a Truckstop.

Especially in very close proximity to an elementary school.

Not only would it bring negative environmental effects and traffic, but it will also bring a lot of dangerous people along.

I live on Santa Ana Avenue so I first-hand see there are so many dangerous crimes happening near the warehouses like prostitution, public intoxication, and just overall sketchy areas that are not watched by police.

It will just drive that negative environment closer to the schools and the main street.
Just look at the Dollar Tree across the street, It is unsafe.

Our Community leaders have openly disagreed with this planned initiative. Why not take that voice and protect the community that lives here.

I ask that you please take into consideration the people who actually live in Bloomington and not the consideration of the outsiders who want to buy the land.

That is all.

Thank you

Emmanuel Rodriguez
Student at Cal Poly Pomona
Bloomington Resident | [Erodriguez7777@gmail.com](mailto:erodriguez7777@gmail.com)

Biggs, Lupe

From: Steve Rogers <swr.engineer@gmail.com>
Sent: Friday, November 12, 2021 1:39 PM
To: DeLuca, Anthony
Cc: Supervisor Rowe; Gayle Covey; Fermin, Michael
Subject: Re: Cedar Avenue Truck Terminal Project-2020-0035

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Hello Mr DeLuca (Anthony)- I am resubmitting these public comments pertaining to the redistribution of the Mitigated Negative Declaration (MND) for this project which is clearly inadequate for environmental clearance for this proposed project under the California Environmental Quality Act (CEQA).

>
>
> Attention San Bernardino County Board of Supervisors:
> The San Bernardino County Planning Division of Land Use Services is inappropriately allowing the use of 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 industrial project as proposed over currently undeveloped commercial property located adjacent to existing residential uses would obviously have unavoidable and unmitigated impacts on the environment which must be thoroughly 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 an EIR for this project.
>
> 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 would be identified and adopted by the approving agency in a Statement of Overriding Considerations as contained with an EIR document.
>
> 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 MND 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 as well as 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 and I urge the San Bernardino County Board of Supervisors to deny this project due to an inadequate environmental review by the County Planning Division of the Land Use Services Department and their consultants. If there are any questions about the contents of this communication please call me at cell(909)556-1988 or email to swr.engineer@gmail.com
>
> Sincerely,
> Steve Rogers cell(909)556-1988
> Stephen W Rogers, PE Consulting

> Friendly Communities/ Community Ombudsman

Biggs, Lupe

From: Connie Young <c4eryoung@aol.com>
Sent: Tuesday, November 9, 2021 2:29 PM
To: DeLuca, Anthony
Cc: g.young331@gmail.com
Subject: Recirculated Bloomington Truck Storage Project
Attachments: 2021-11 Truck Terminal Storage Proposal Letter.pdf

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Attached is a letter asking for a full-scale environmental report for Project PROJ-2020-00035. As one who lives within a block of the proposed project I think the increased noise and pollution would be horrible for those of us who live nearby.

Constance J. Young

November 8, 2021

To: Anthony DeLuca, Senior Planner
San Bernardino County Planning Land Use Services

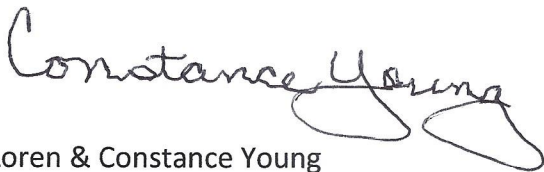
Re: Project Number PROJ-2020-00035
Assessor Parcel Number 0257-031-12

I have been informed that Wiener & Beard is recirculating an impact assay for Bloomington Truck Transport Project and a Conditional Use Permit for a "Truck Terminal / Trailer Storage Yard" with 275 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 275 more trucks and trailers would be catastrophic. This so-called trailer storage yard would run seven days a week and 24 hours a day. Talk about noise and air pollution from the diesel trucks. Does the County and Supervisors not care about the health of its citizens or are we just expendable for the campaign money being given to the Supervisors? **We need a full-scale environmental impact report done on this proposed project like the South Coast Air Quality would do.**

We have lived on Valencia Street for 49 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 large truck repair stop running 24/7? There are plenty of truck storage/repair shops in commercial areas in Fontana and we don't need one here among residential housing. The backup of traffic on Cedar Avenue is very bad now and would be horrendous and unmanageable if this project is approved.

Please do not approve this proposed project without a full-scale environmental report. Bloomington should not become a transit center.

Sincerely,

A handwritten signature in cursive script that reads "Constance Young". The signature is written in dark ink and is positioned above the typed name and address.

Loren & Constance Young
10586 Valencia St.
Bloomington, CA 92316
(909) 877-3693
E-mail: C4eryoung@aol.com

cc: Gary Grossich, Bloomington MAC

Biggs, Lupe

From: Gregory Young <g.young331@gmail.com>
Sent: Sunday, November 21, 2021 3:06 PM
To: DeLuca, Anthony
Cc: CEQA@doj.ca.gov
Subject: Public Comment Cedar Ave Truck Terminal (PRJ-2020-00035)
Attachments: Letter to San Bernardino County - Public Comment - Cedar Ave Truck Terminal (PRJ-2020-00035) (2).pdf

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Dear Mr. Deluca,

Attached is my public comments for the Cedar Ave Truck Terminal (PRJ-2020-00035).

Sincerely,

Greg Young

From the Desk of

Greg Young, West Valley Water District Board Member, Division 5

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

November 21, 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 release of greenhouse gasses cannot be mitigated.
- 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.
- The project would have a detrimental impact on local groundwater by allowing development to inject pollutant laden stormwater to be injected into the soil-with no pre treatment being required.

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 a member of the Coalition for a Better Bloomington, I join with my fellow community members in calling for the County to require this project have an environmental impact review (EIR). According to the documents submitted by the developer, this project will bring an estimated 572 trucks trips a day. The greenhouse gas emissions from this large number of vehicles cannot be mitigated and it is shocking that the Planning Department would grant a mitigated negative declaration for a project with this kind of gas emissions.

Additionally, as an expert in the water industry I am deeply concerned about the lack of transparency when it come to the affect this project will have on our local groundwater. The project is required to complete a water quality mitigation plan as part of the County's MS4 Stormwater Permit but this plan has not been made widely available to the public. Other projects on the County website have a mitigation plan available for download, yet this project, which would be consider a priority project because of the pollutants involved, has not been made widely available. This failure by the County is a complete failure to live up to the purpose of the Californian Environmental Quality Act. The public has a right to know about pollutants the project would produce and the County is deliberately conspiring with the Developer

Disclaimer: Stated views are those of Greg Young and do not represent the views or opinions of West Valley Water District or any other Board Members.

From the Desk of Greg Young, West Valley Water District Board Member, Division 5

to hide the truth that this project will do little to protect our soil and groundwater from an industrial discharging of pollutants directly into the soil.

As a Director of the local water district, which has had to spend millions of dollars to clean up 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 in this area to risk rushing a project without fully examining the potential for contamination. The County is required by the State to consider the effects a development would have on communities with a history of groundwater contaminations. Yet there is no evidence in the County report that any such analysis has occurred or been included in the final report. A quick assessment of the long list of water contamination issues in our region would lead to the realization that the planned subterranean injection of contaminated stormwater without pretreatment would have a significant impact that is not being properly mitigated.

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.

Finally, it is shocking how lax the County is when it comes to meeting the public engagement requirements under CEQA. The County only sent notices to 32 parcel owners and only within 300 feet of the project. This project would impact the daily lives of most of Bloomington with a population over 23,000; so only sending notices to parcels within 300 feet is completely unsatisfactory. Additionally, the County only sent a single notice to the Cedar Village Mobile Homes Park and sent that one notice to their corporate headquarters out of state. This underscores how little the County is trying to actually engage the public. The mobile home park has hundreds of residents who would be directly across the street from this project and the fact that the County did not send notices to all residents on this park is yet another sign of their desire to avoid proper public scrutiny and involvement required under CEQA. Finally, the County only sent the notice it did send in English only. The Community of Bloomington is a predominately Spanish speaking Latino community so for the County to send notices in English only is a direct insult to the idea of community engagement. The developer also failed to meet its requirements by sending out notices to only a handful of residents in the mobile home park but provided little information on what the project was in order to hide the extent of the project. The County through its weak polices and oversight have allowed the community to be largely kept in the dark and have skirted the purpose the Californian Environmental Quality Act.

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:
Attorney General of The State of California

Disclaimer: Stated views are those of Greg Young and do not represent the views or opinions of West Valley Water District or any other Board Members.

Biggs, Lupe

From: LISA YOUNG <limerick47@aol.com>
Sent: Monday, November 15, 2021 6:43 PM
To: DeLuca, Anthony
Subject: Cedar Avenue Truck terminal

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.

Dear Mr DeLuca,

I am writing to you and the county of San Bernardino in reference to the proposed Cedar Ave Truck Terminal in Bloomington, CA. Quite frankly I am appalled to hear that the County still plans to gloss over the need for environmental studies at the location, given it's close proximity to the housing on my street (Valencia Street), Otila Street and the residences at the Cedar Village Mobile Home Park. I feel like the County doesn't care about the quality of life for their lowest income families. Families that speak another language and who did not receive notices of the County's intent in their language or even to their residences. This is a shady developer who doesn't care about the health and safety of its lowest at risk families. The increase of noise, dust, diesel fuel and fumes into the ground water, the light pollution RIGHT NEXT to honest tax paying citizens residences without correct environmental studies is absolutely wrong. If these studies are not done, you can bet myself and other Bloomington Residents will be writing to the Attorney Generals Office.

So I kindly remind the County Supervisors, Developers and everyone involved that the health and safety of the people living near this proposed Truck Terminal deserve a clean and health environment. One free of endless Semi Trucks.

Sincerely,
L.M. Young
10586 Valencia St
Bloomington, CA

Biggs, Lupe

From: Christopher zeraus <deyemension15@gmail.com>
Sent: Sunday, November 28, 2021 3:40 PM
To: DeLuca, Anthony
Subject: Coalition for a better Bloomington

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I Christopher Suarez oppose the Cedar Ave truck terminal project due to the negative traffic, noise and other negative impacts it will bring to our community. Thank you.

Sent from my iPhone

Biggs, Lupe

From: Margarita Vargas <margaritavargas20@yahoo.com>
Sent: Monday, November 15, 2021 6:41 PM
To: DeLuca, Anthony
Subject: Truck Terminal

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.

Buenas noches mi nombre es Margarita Martínez y soy residente de CedarVillage Mobile Home Park , quiero hacerle saber que me gustaría que se hiciera un estudio de impacto ambiental sobre la terminal que planean hacer me preocupa mucho mi familia por condiciones persistentes ya que esto nos afectará enormemente quisiera que se me tomara en cuenta mi comentario como residente.

[Enviado desde Yahoo Mail para iPhone](#)

Biggs, Lupe

From: Xelatab <philliprazo@gmail.com>
Sent: Tuesday, November 30, 2021 3:46 PM
To: DeLuca, Anthony
Subject: Stop The Truck Stop

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This truck stop is unnecessary. this shows how big business can just bully a small town into submission. here in Bloomington we have pointless warehouses that took away greenery, bought out people for their homes that they built, and in the end, are just left there to look ugly and remind everyone how poorly our representatives actually help in prevent things like this. please be an example of doing better and stop this Truck Stop from ever happening.

Biggs, Lupe

From: Roxanne Yanez <roxanneyanetz716@gmail.com>
Sent: Tuesday, November 30, 2021 10:00 AM
To: DeLuca, Anthony
Subject: Cedar Ave Truck Terminal

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.

Dear Mr. DeLuca,

As a 15 year resident of Bloomington, I'm writing you about the Truck terminal you plan on building. The Bloomington MAC has voted on two separate occasions to unanimously OPPOSE this project which is located on prime property zoned for commercial use in the heart of our community. Not only do we as a community opposed it but we are worried about our children's health that is at risk!

This project fails on a variety of levels. First, it is clearly an industrial project that County Land Use is attempting to pass off as some type of "commercial service" zone use. You need only look at the recent truck terminal project located on Cactus and Jurupa which was approved earlier this year. That project, which is less intrusive than the one proposed on Cedar, was rezoned to "community industrial." There are no commercial services open to the public being performed at the proposed project so the designation of "commercial service" is obviously incorrect and should not be allowed.

Secondly, the project after originally being called a truck terminal is now suddenly being referred to as a truck storage facility, claiming that trucks and trailers may be stored on site for days. That claim is clearly false as the traffic study shows there will be up to 572 trips generated per day. As you know, one trip consists of a truck both leaving and coming back, so in reality there are up to 1144 trucks entering and exiting the facility every 24 hours. That equates to one truck entering or leaving every one minute 20 seconds all day and night. Since there are 260 spaces that means each space will turn over more than 4 times every 24 hours. Truck storage facilities also don't provide service bays, but truck terminals do. This project obviously does not meet the definition of a "storage" facility.

The claim that this facility will reduce illegal truck parking in Bloomington is ludicrous. This facility will be leased or sold to one company and used as an ancillary site for local warehouse operations. Bloomington trucks parked illegally on unpermitted residential properties will have no opportunity to use this facility since it won't be open to the public.

The Cedar Avenue Truck Terminal project has also failed to meet SB 1000 public outreach for disadvantaged community guidelines. There were no public meetings held on the project. The developer did call into a Bloomington MAC meeting to make a basic phone presentation after a MAC member accidentally discovered the existence of the project and requested information from County staff. The MAC has voted unanimously to oppose this project on two separate occasions, and as mentioned previously there were never any public outreach meetings held.

For the reasons I've stated, this project should be rejected in it's current form. At the very least, this project should be required to do a full Environmental Impact Report for a variety of reasons, including cumulative traffic impacts and the number of diesel truck trips in close proximity to sensitive receptors. There are serious air quality and noise concerns with senior citizens living less than 20 feet from the north property line and many senior citizens and children that live approximately 100 feet away at the Cedar Village Mobile Home Park directly across the street.

In closing, I would point out that the Attorney General of the State of California recently sued the City of Fontana over a warehouse project with 114 daily truck trips, less than 1/5 of the trips proposed in the Cedar Truck Terminal project. The reason for the lawsuit is that the city of Fontana didn't require a full EIR. Once again, I will point out this project has more than 5 times the truck trips of the warehouse project Fontana is being sued over. The Bloomington MAC has already sent a letter to the Attorney General's office asking them to keep an eye on this project.

On top of all the issues myself and others have brought up, this project bring NO REVENUE and NO JOBS to our community, only NEGATIVE IMPACTS. I'm asking County Land Use and the Board of Supervisors to reject this project or at the very least require a full Environmental Impact Report.

Sincerely,

Roxanne Flores

Anthony DeLuca, Senior Planner
County of San Bernardino
Land Use Services Department, Planning Division
385 N Arrowhead Ave 1st Fir
San Bernardino,, CA 92415

RECEIVED

2021 NOV 23 AM 8:24

LAND USE SERVICES
ADMINISTRATION

Dear Mr DeLuca:
Project No: Proj-2020-00035

So, I see we are "Recirculating" the same request for input on that terrible Cedar Trunk Terminal Project. Also it was not sent out in Spanish.

Nothing has changed since asking for a full- scale environmental impact report, which is the most intensive form of environmental certification, It will show all the noise, traffic and health impacts on individuals living in proximity to the project. Why is no one responding to this?

You have my previous letter, dated Feb 21, 2021, which we decry the changing from *General to Service Commercial* and also responses from approximately 126 other long time retired residents who live here. Do you re-circulate now at the holiday time, while folks are busy, to try and sneak it through with less rebuttal?

This project does not help the Bloomington residents at all, but would bring more congestion and pollution to our neighborhood. We have 5 homes bordering the project and the streets spanning out from there. The mobile homes are directly across the street.

We read the 89 pages and that is not all true. These big investors, who don't even live here, want to come in and ruin our lives. Are you forcing us out?

Mr. DeLuca and Commissioners, would you want to live next door to this 24/7 noisy Truck Terminal for the rest of your senior years?

Thank you for your attention in this matter.

Dale and Nancy Telizyn
10700 S Cedar Ave, Box 279
Bloomington, CA 92316

10700 S. Carolan

(my home)

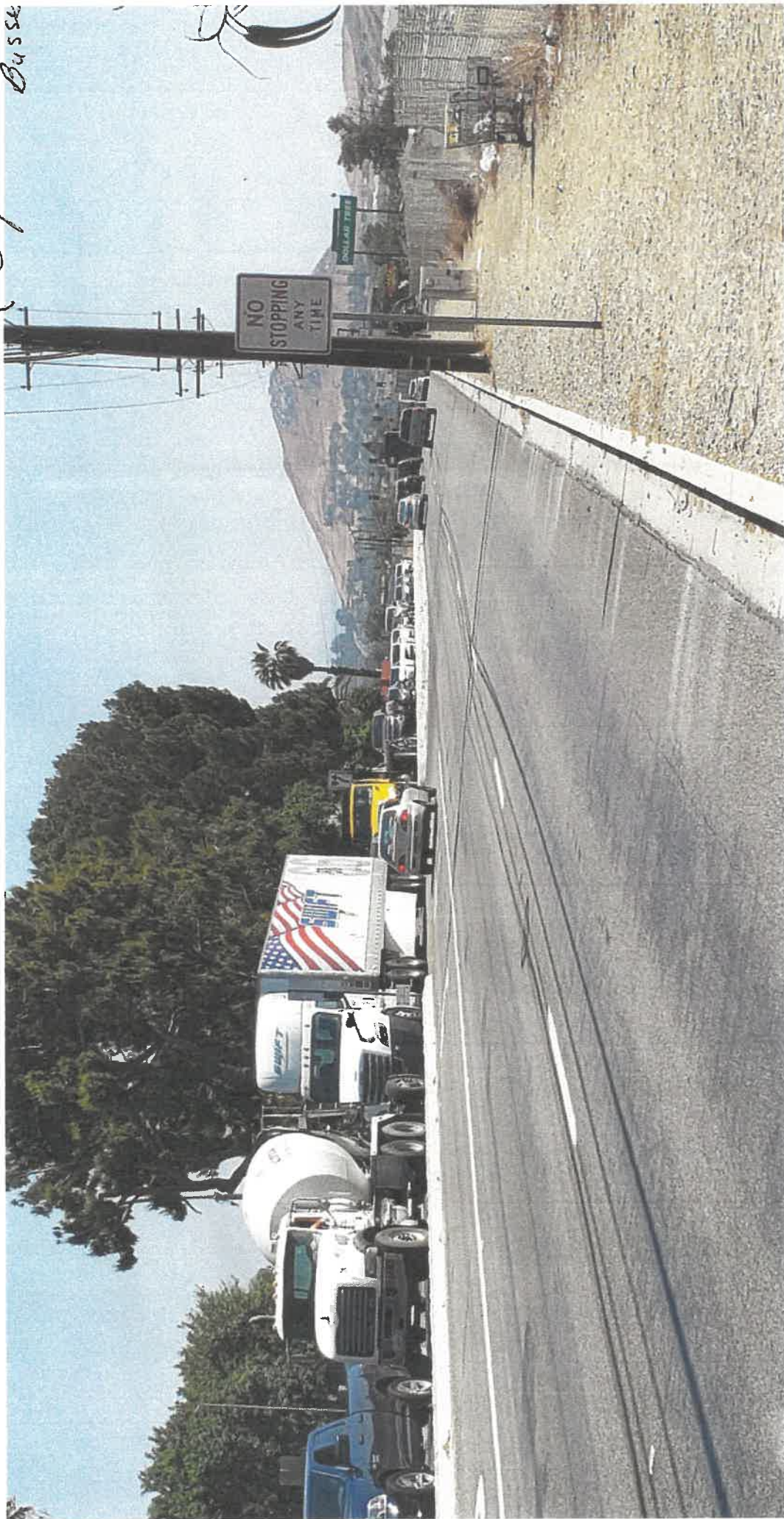
next door to
field, the project





My Front yard

to the
during Covid.
1300 - 4300
(before school
Buses)



S.B. Clear
411 Signal
Changes



6
Traffic
coming from
"Slower" signal

From: Nancy Telizyn (ntelizyn@yahoo.com)

To: ntelizyn@yahoo.com

Date: Friday, May 14, 2021, 05:00 PM PDT



[Sent from Yahoo Mail on Android](#)