

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

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

PROJECT LABEL:

APNs:	0252-142-05 and -06	USGS Quad:	Fontana 7.5-Minute
Applicant:	ATHSP, LLC	T, R, Section:	T1S R5W Sec. 21
Location	Southside of Taylor Avenue, east of Alder Avenue and north of the I-10 Freeway at 17805 and 17783 Taylor Avenue	Thomas Bros	Page 605, Grid C6, San Bernardino and Riverside Counties (2013)
Project No:	PROJ- 2022-00051	Community	Bloomington
Rep	Mr. Hae J. Park	LUC: Zone:	VC/BE (Valley Corridor Specific Plan/Bloomington Enterprise) Special Development
Proposal:	Request for a Minor Use Permit to allow for development of a 54,406 SF retail center, located on 3.61 acres at 17805 and 17783 Taylor Avenue in Bloomington.	Overlays:	

PROJECT CONTACT INFORMATION:

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

Contact person: David Mack, AICP - Planning Manager
Phone No: (831) 320-0413 **Fax No:** N/A
E-mail: David.Mack@weareharris.com

PROJECT DESCRIPTION:

Summary

ATHSP, LLC (Applicant) is proposing the development of a retail center in the unincorporated community of Bloomington in San Bernardino County. The Project Site consists of two parcels with a total of approximately 3.7 acres described as Assessor’s Parcel Nos. 0252-142-05 and -06; it is located on the south side of Taylor Avenue east of Alder Avenue and north of Interstate 10 Freeway (I-10) (see Figure 1: Regional Location). The two parcel addresses are 17805 and 17783 Taylor Avenue, Bloomington (see Figure 2: Project Vicinity). The Project Site is within the sphere of influence of the City of Rialto. It is also within a County-identified Environmental Justice Area.

The Proposed Project requires the approval of a Minor Use Permit (MUP) per the Valley Corridor Specific Plan. The Proposed Project includes a total of 54,406 square feet with eight retail spaces of approximately 6,800 square feet each, as well as the demolition of three total structures under separate permit to be issued by Building and Safety Access to the site would be via two 30-foot-wide accessways on Taylor Avenue (see Figure 3: Site Plan). The Proposed Project includes approximately 81 percent lot coverage, approximately 18.5 percent landscaping, and a maximum Floor Area Ratio of approximately 34.7 percent. The facility would include 113 standard car spaces, 6 handicap-accessible spaces, and 14 bicycle parking spaces and 6-foot wrought iron fencing surround the site. The Project would utilize a septic system and leach line disposal system for the proposed building. A stormwater capture and infiltration basin would be located along the western portion of the Project Site.

The Proposed Project also includes street improvements on the Taylor Avenue frontage to include curb and gutter, and sidewalks. Retail uses /tenants have not yet been determined, but small retail, workshop uses in need of an office, display area, and limited warehouse space are expected. Architecture has not yet to be completed. All design features and construction of the Project including but not limited to construction, landscaping, parking, fencing, and lighting will be addressed and determined to be in compliance with County Design Standards during plan check for individual permits.

The Proposed Project would provide for operations to occur 24 hours a day, seven days a week, and is anticipated to require less than 10 office employees. The Proposed Project is designed to be constructed and operate similar to the businesses that exist on the north side of Taylor Avenue. Large scale warehousing is not an allowed use in the VC/BE district therefore heavy truck deliveries will not be accommodated by the project design. Construction is anticipated to take approximately 12 to 18 months, and Opening Year is anticipated to be in 2027.

Surrounding Land Uses and Setting

The Project Site is within sphere of influence of the City of Rialto in the County of San Bernardino. The community of Bloomington is an environmental justice community and is considered a sensitive environment as identified in the Countywide Plan. The following table lists the existing adjacent land uses and zoning. Table 1 below describes the current surrounding land uses and land use and zoning designations.

Table 1: Surrounding Land Uses

Existing Land Use and Land Use Category			
Location	Existing Land Use	Land Use Category	Zoning
Project Site	Vacant building	Special Development	VC/BE (Valley Corridor Specific Plan/Bloomington Enterprise)
North	Light Industrial, Auto Shop, Minor Warehousing, Storage, Retail	Special Development	VC/BE (Valley Corridor Specific Plan/Bloomington Enterprise)
South	Freeway	General Industrial	BL/IR (Valley Corridor Specific Plan/Regional Industrial)
East	Single-Family Residential	Special Development	VC/BE (Valley Corridor Specific Plan/Bloomington Enterprise)
West	Single-Family Residential	Special Development	VC/BE (Valley Corridor Specific Plan/Bloomington Enterprise)

The nearest sensitive receptors to the Proposed Project are single-family residences located to the north and east.

Project Site Location, Existing Site Land Uses and Conditions

The Project site is located within the Valley Corridor Specific Plan in the Bloomington Enterprise District (VC/BE) The Bloomington Enterprise District promotes a wide range of office and light industrial businesses with development standards that accommodate entrepreneurs and business startups as well as medium-scale and more established operations and business complexes. Staggered development-intensity standards encourage the assemblage of parcels up to five acres in size that may attract greater investment while ensuring that startup businesses remain feasible on smaller parcels.

This District also permits ancillary commercial uses such as retail, dining, and hotel businesses that may serve the business community and the surrounding neighborhoods. The district does not permit large warehousing, which will be considered inconsistent with surrounding neighborhoods and local goals for community development

The Project Site is located on the south side of Taylor Avenue east of Alder Avenue and north of Interstate 10 (I-10). The two parcel addresses are 17805 and 17783 Taylor Avenue unincorporated community of Bloomington in the County of San Bernardino. Both parcels have substantial evidence of ground disturbance based on the lack of vegetation and vehicle tracks throughout. Currently there is one building at 17783 Taylor Avenue (APN: 0252-142-05) which appears to be an unoccupied residence and an occupied residence at 17805 Taylor Avenue (0252-142-06). The resident at 17805 Taylor was made aware of the future plans the proposed future construction during execution of the lease. All buildings will be removed as part of the development process in compliance with County Building and Safety and the issuance of a demo permit prior to initiating construction activities.

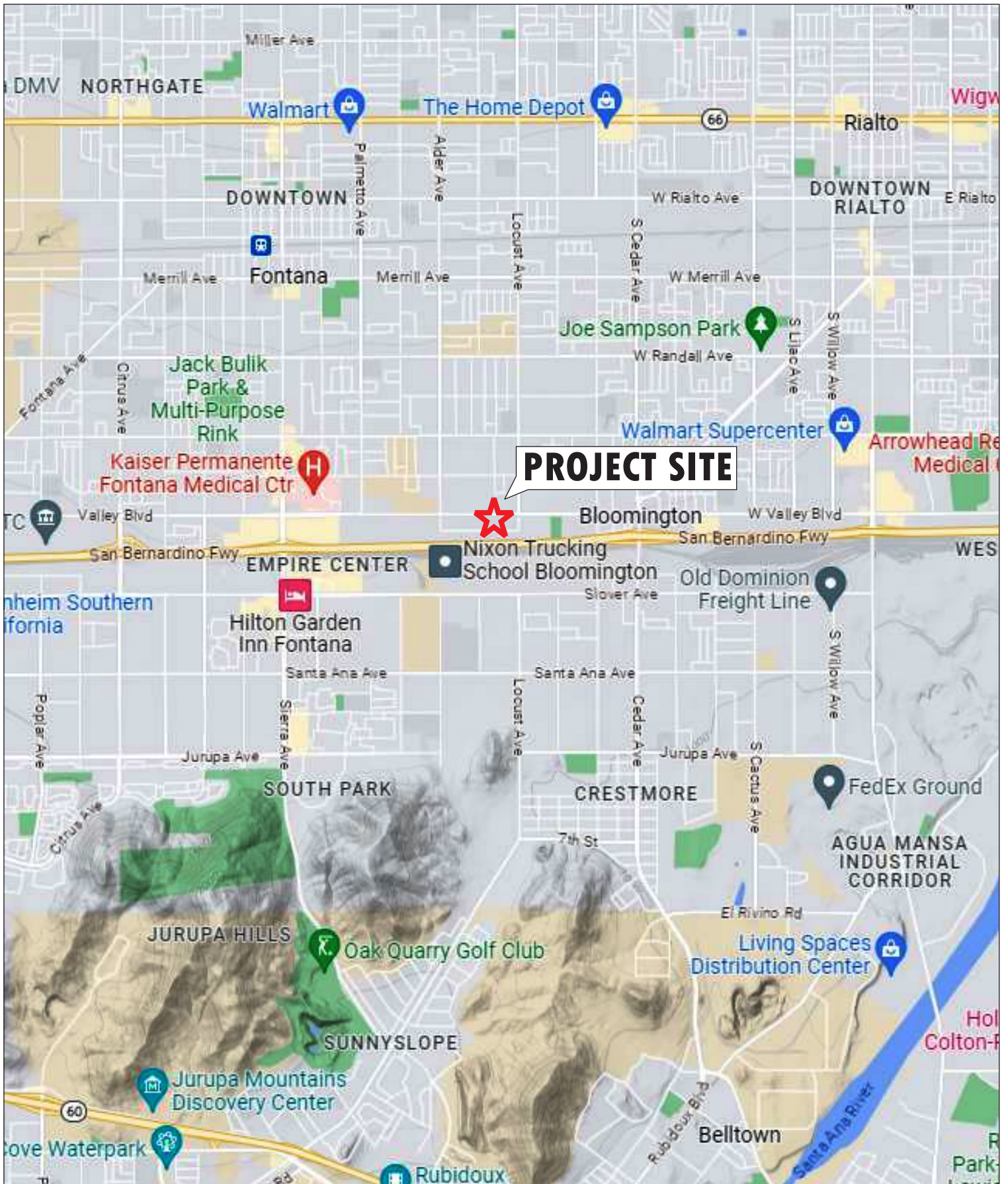
ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Federal: None.

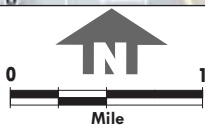
State of California: None.

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

Local: None

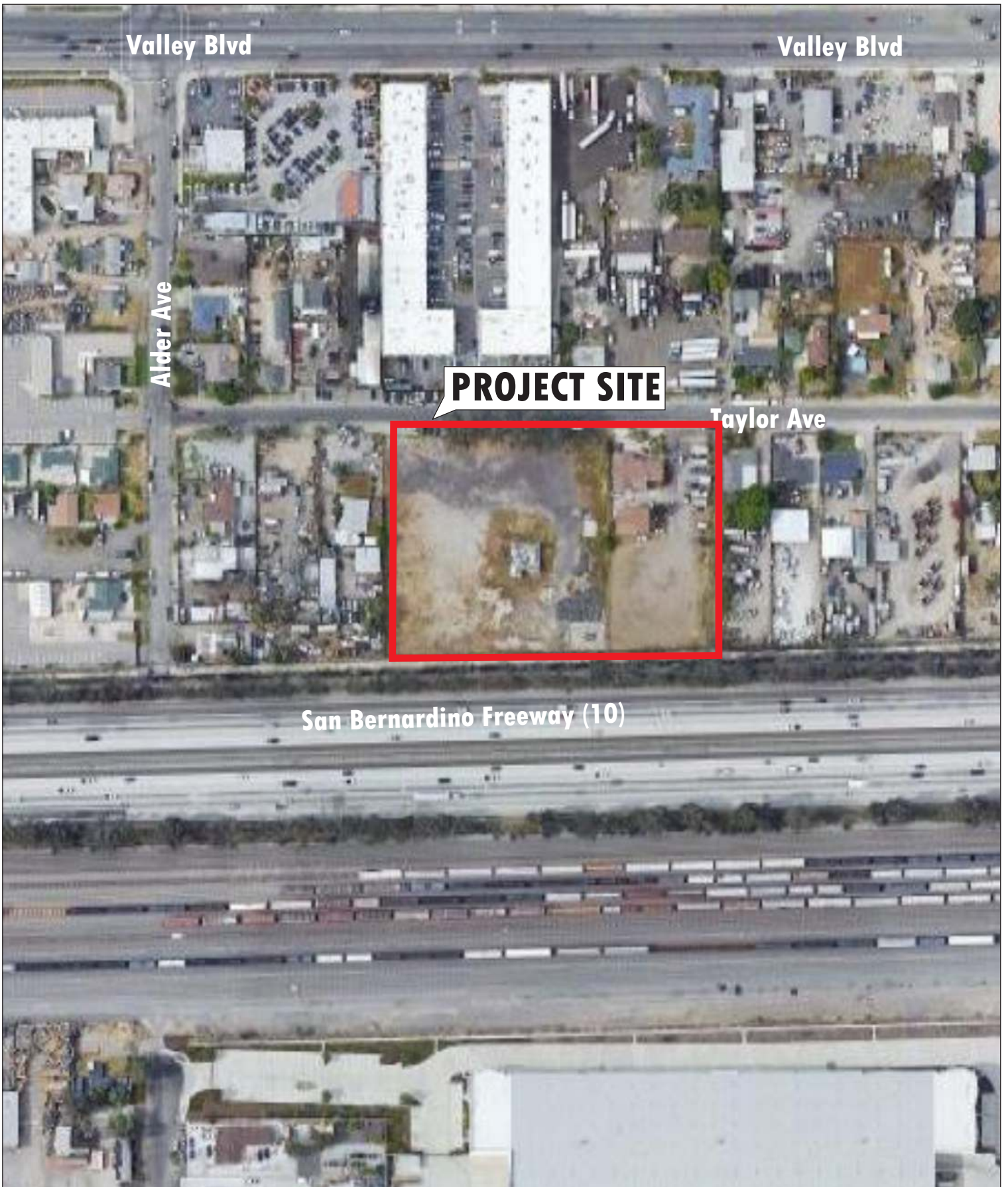


PROJECT SITE



REGIONAL LOCATION

Alder Taylor Retail Center
Bloomington, California



Valley Blvd

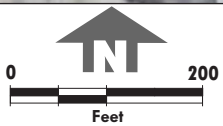
Valley Blvd

Alder Ave

PROJECT SITE

Taylor Ave

San Bernardino Freeway (10)



PROJECT VICINITY

Alder Taylor Retail Center
Bloomington, California

LILBURN
CORPORATION

FIGURE 2

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

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

On February 6, 2026, the County of San Bernardino mailed notification letters pursuant to AB52 to the following tribes: San Gabriel Band of Mission Indians, Twenty-Nine Palms Band of Mission Indians, Colorado River Indian Tribes, Fort Mojave Indian Tribes, Morongo Band of Mission Indians, San Manuel Band of Mission Indians, Soboba Band of Luiseno Indians and Gabrieleno Band of Mission Indians - Kizh Nation. Requests for consultations were due to the County by March 6, 2026. The San Manuel Tribe was the only tribe to provide a response. Table 2 below summarizes the AB 52 consultation results. (Appendix J contains AB 52 letters and responses).

Table 2: AB 52 Consultation

Tribe	Comment Letter Sent	Summary of Response	Conclusion
San Gabriel Band of Mission Indians	2/6/2026	No Response	-
Twenty-Nine Palms Band of Mission Indians	2/6/2026	No Response	-
Colorado River Indian Tribes	2/6/2026	No Response	-
Fort Mojave Indian Tribes	2/6/2026	No Response	-
Morongo Band of Mission Indians	2/6/2026	No Response	-
San Manuel Band of Mission Indians	2/6/2026	Project area within ancestral territory – No concerns with project implementation as planned	No Consultation Requested – Requested Condition language to be added to project.
Soboba Band of Luiseno Indians	2/6/2026	No Response	-
Gabrieleno Band of Mission Indians - Kizh Nation	2/6/2026	No Response	-

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

EVALUATION FORMAT

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

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact:** No impacts are identified or anticipated, and no mitigation measures are required.
2. **Less than Significant Impact:** No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated:** Possible significant adverse impacts have been identified or anticipated, and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|--|--|
| <input type="checkbox"/> <u>Aesthetics</u> | <input type="checkbox"/> <u>Agriculture and Forestry Resources</u> | <input type="checkbox"/> <u>Air Quality</u> |
| <input checked="" type="checkbox"/> <u>Biological Resources</u> | <input checked="" type="checkbox"/> <u>Cultural Resources</u> | <input type="checkbox"/> <u>Energy</u> |
| <input checked="" type="checkbox"/> <u>Geology/Soils</u> | <input type="checkbox"/> <u>Greenhouse Gas Emissions</u> | <input type="checkbox"/> <u>Hazards & Hazardous Materials</u> |
| <input type="checkbox"/> <u>Hydrology/Water Quality</u> | <input type="checkbox"/> <u>Land Use/Planning</u> | <input type="checkbox"/> <u>Mineral Resources</u> |
| <input checked="" type="checkbox"/> <u>Noise</u> | <input type="checkbox"/> <u>Population/Housing</u> | <input type="checkbox"/> <u>Public Services</u> |
| <input type="checkbox"/> <u>Recreation</u> | <input type="checkbox"/> <u>Transportation</u> | <input checked="" type="checkbox"/> <u>Tribal Cultural Resources</u> |
| <input type="checkbox"/> <u>Utilities/Service Systems</u> | <input type="checkbox"/> <u>Wildfire</u> | <input type="checkbox"/> <u>Mandatory Findings of Significance</u> |

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

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

 Signature: David Mack, AICP, Planning Manager

 Date

 Signature: Supervising Planner

 Date

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

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

Countywide Plan/Policy Plan 2020; San Bernardino Countywide Plan Draft EIR; San Bernardino County Development Code

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

The Project Site is located within the City of Rialto’s Sphere of Influence, in the San Bernardino County. It is surrounded by single-family residences to the east, west, north and south. The Countywide Plan (adopted November 27, 2020) does not identify a scenic vista within the vicinity of the Project Site.¹ The Project Site has a land use category of Special Development and is zoned VC/BE (Valley Corridor Specific Plan /Bloomington Enterprise). The Proposed Project is consistent with Countywide plan, and the Proposed Project would be an allowable use with approval of a Minor Use Permit (MUP). The maximum height of any structures would be limited to 60 feet, as is allowed within the VC/BE Zone.² Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

¹ San Bernardino Countywide Plan. Adopted November 27, 2020. http://countywideplan.com/wp-content/uploads/2020/08/CWP_PolicyPlan_PubHrngDraft_HardCopy_2020_July.pdf. Accessed October 2023.

² Valley Corridor Specific Plan at: [Specific and Area Plans – Land Use Services \(sbcounty.gov\)](http://www.sbcounty.gov/land-use-services/specific-and-area-plans). Accessed August 2, 2023

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

The Project Site currently consist of predominantly vacant land and one single-family residence located east Alder Street and south of Talor Avenue. Neither Alder Street or Taylor Avenue are designated State scenic routes nor County Scenic Routes.³ The closest Scenic Highway is Route 38, located approximately 12 miles east of the Project Site. With approval of the MUP, the development of the Proposed Project would be consistent with the VC/BE zoning development standards. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The 2026 CEQA Guidelines defines “urbanized” areas in §21071 (b) for unincorporated areas as such:

- a) An incorporated city that meets either of the following criteria:
- 1) Has a population of at least 100,000 persons.
 - 2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.
- b) An unincorporated area that satisfies the criteria in both paragraph (1) and (2) of the following criteria:
- 1) Is either of the following:
 - A. Completely surrounded by one or more incorporated cities, and both of the following criteria are met:
 - i) The population of the unincorporated area and the population of the surrounding incorporated city or cities equals not less than 100,000 persons.
 - ii) The population density of the unincorporated area at least equals the population density of the surrounding city or cities.
 - B. Located within an urban growth boundary and has an existing residential population of at least 5,000 persons per square mile. For purposes of this subparagraph, an “urban growth boundary” means a provision of a locally adopted general plan that allows urban uses on one side of the boundary and prohibits urban uses on the other side.

³ San Bernardino County. San Bernardino Countywide Plan NR-3 Scenic Routes & Highways. Accessed August 2, 2023

- 2) The board of supervisors with jurisdiction over the unincorporated area has previously taken both of the following actions:
 - A. Issued a finding that the general plan, zoning ordinance, and related policies and programs applicable to the unincorporated area are consistent with principles that encourage compact development in a manner that does both of the following:
 - i) Promotes efficient transportation systems, economic growth, affordable housing, energy efficiency, and an appropriate balance of jobs and housing.
 - ii) Protects the environment, open space, and agricultural areas.
 - B. Submitted a draft finding to the Office of Planning and Research at least 30 days prior to issuing a final finding and allowed the office 30 days to submit comments on the draft findings to the board of supervisors.

The Proposed Project meets the criteria in definition of “urbanized” according to §21071 (b).

Under the VC/BE land use district, structures of the Proposed Project cannot exceed 60 feet. Compliance with this height limit will minimize potential obstruction of views of the surrounding mountains and other public views. The Project Applicant will be required to provide a minimum landscape area of 10 percent of the lot area. Total landscaping would cover approximately 29,165 SF of the Project Site. Shrubs and trees would be planted along the north frontage of the Project Site. The Proposed Project would not substantially degrade the existing visual character or quality of public views of the site or vicinity and would not conflict with the current land use district as described in the Valley Corridor Specific Plan. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

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

Less Than Significant Impact

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

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
II.	AGRICULTURE AND FORESTRY RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) | Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Countywide Plan/Policy Plan 2020; California Department of Conservation Farmland Mapping and Monitoring Program; San Bernardino County Agricultural Resources GIS Map

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

The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Urban and Built-Up Land" in its California Important Farmland Finder.⁴ "Urban and Built-Up Land" is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. No prime farmland, unique farmland, or farmland of statewide importance occurs at the Project Site or within the immediate vicinity.⁵ The Proposed Project would not convert farmland to a non-agricultural use. No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

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

The Project Site is not under or adjacent to any lands under a Williamson Act Contract.⁶ The Proposed Project designated as VC/BE (Valley Corridor Specific Plan /Bloomington Enterprise); there are no agriculturally zoned properties in the vicinity within the Countywide Plan. There are no properties nearby that are under Williamson Contracts. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The Project Site is currently zoned as VC/BE (Valley Corridor Specific Plan /Bloomington Enterprise). There are no forest land designations in the Valley portion of the County. Implementation of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

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

No Impact

⁴ <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed January 11, 2023.

⁵ San Bernardino County. San Bernardino Countywide Plan. NR-5 "Agricultural Resources." Accessed January 11, 2023.

- e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

The Project Site is currently zoned VC/BE (Valley Corridor Specific Plan /Bloomington Enterprise) and there are no farmlands or forest lands in the vicinity. Implementation of the Proposed Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management district or air pollution control district might be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Countywide Plan/Policy Plan 2020; CalEEMod Outputs

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

The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations administered by the SCAQMD to obtain attainment of the state and federal

ambient air quality standards. The SCAB is classified as an “extreme” nonattainment area for the 2015 Ozone National Ambient Air Quality Standards (NAAQS). The most recent AQMP (AQMP 2022) was developed to address the requirements for meeting this standard and was adopted by the SCAQMD on December 2, 2022. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2020 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Consistency with the AQMP 2022 for general development projects is determined by demonstrating compliance with local land use plans and/or employment projections.

A project is inconsistent with the AQMP if:

- 1) it does not comply with the approved general plan; or
- 2) it uses a disproportionately large portion of the forecast growth increment (change population or employment levels).

The Proposed Project is consistent with the Countywide Plan land use designation and therefore with the AQMP. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?*

Construction and operational emissions were screened using CalEEMod version 2022 (see Appendix A). The CalEEMod model incorporates Rule 403 as by default to control dust during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO₂), and particulates (PM₁₀ and PM_{2.5}). Two of the analyzed pollutants, ROG and NOx, are ozone precursors. Both summer and winter season emission levels were estimated for the Proposed Project.

Compliance with SCAQMD Rules 402 and 403

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

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
 - (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (2x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.
 - (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.

- (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
- (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces would increase NO_x and PM₁₀ levels in the area. Therefore, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

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

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, grading (fine and mass grading), building construction, paving, and architectural coating. Construction would be anticipated to start in 2026 and would be complete within 12 to 18 months. The resulting emissions generated by construction of the Proposed Project are shown in Table 3, which represent summer and winter construction emissions. Demolition of the existing structures on site has been included in the emissions below in Table 3.

As shown in Table 3 construction emissions throughout each construction phase would not be anticipated to exceed the SCAQMD thresholds. Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Applicant would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀ and PM_{2.5}).

**Table 3
 Construction Emissions Summary
 (Pounds per Day)**

Equipment/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	2.6	24.9	21.7	0.0	1.1	1.0
Site Preparation	2.6	25.6	24.5	0.0	2.9	1.8
Grading	1.9	18.2	18.8	0.0	2.7	1.7
Building Construction	1.2	11.2	13.1	0.0	0.5	0.5
Paving	1.0	6.5	8.8	0.0	0.3	0.3
Architectural Coating	29.6	0.9	1.1	0.0	0.0	0.0
Total	38.9	87.3	88.0	0.1	7.5	5.3
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2022

Note: Phases don't overlap

Operational Emissions

The operational mobile source emissions were calculated using a Traffic Impact Needs Study Letter, dated January 14, 2023, and prepared by Albert Wilson & Associates. The Proposed Project is anticipated to generate approximately 694 weekday vehicle trips. Emissions associated with the Proposed Project's estimated total daily trips were modeled. Operational emissions are listed in Table 4 and Table 5, which represent summer and winter operational emissions, respectively.

**Table 4
 Summer Operational Emissions Summary
 (Pounds per Day)**

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	2.8	2.6	24.9	0.1	5.1	1.3
Area	1.7	0.0	2.4	0.0	0.0	0.0
Energy	0.0	0.1	0.1	0.0	0.0	0.0
Totals (lbs./day)	4.6	2.7	27.4	0.1	5.1	1.3
SCAQMD Threshold	55	55	550	150	150	55
Significance	No	No	No	No	No	No

Source: CalEEMod.2022

**Table 5
 Winter Operational Emissions Summary
 (Pounds per Day)**

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	2.6	2.8	20.8	0.1	5.1	1.3
Area	1.3	--	--	--	--	--
Energy	0.0	0.1	0.1	0.0	0.0	0.0
Totals (lbs./day)	3.9	2.9	21.1	0.1	5.1	1.3
SCAQMD Threshold	55	55	550	150	150	55
Significance	No	No	No	No	No	No

Source: CalEEMod.2022

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds

either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

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

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

The Project Site is approximately 3.7 acres and therefore, the “2-acre” LST thresholds were utilized for a conservative analysis as larger projects typically receive a larger emissions allowance. The nearest sensitive receptor to the Project Site is single-family residences located adjacent to the east and west sides of the Project Site and therefore LSTs are based on a 25-meter distance. A comparison of the Proposed Project’s construction and operational emissions with the appropriate LST thresholds is presented in Table 6.

**Table 6
 Localized Significance Thresholds
 (Pounds per Day)**

Source	NO _x	CO	PM ₁₀		PM _{2.5}	
Construction Emissions (Max. from Table 2)	25.6	24.5	2.9		1.8	
Operational Emissions (Max. Total from Table 3 and Table 4) ¹	0.6	4.9	0.5		0.1	
Highest Value (lbs/day)	25.6	24.5	2.9	0.5	1.8	0.1
LST Thresholds	170	972	7*	4†	2*	1†
Greater Than Threshold	No	No	No	No	No	No

Note: PM₁₀ and PM_{2.5} emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.

* Construction emissions LST

† Operational emissions LST

¹ Per LST Methodology, operational mobile source emissions do not need to be included except for land use emissions and on-site vehicle emissions. It is estimated that approximately 10 percent of mobile emissions will occur on the Project Site.

Source: CalEEMod 2022 Summer & Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for five-acre site in Source Receptor Area No. 34, distance of 25 meters.

As shown in Table 6, the Proposed Project’s emissions are not anticipated to exceed the thresholds for LSTs. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with County of San Bernardino solid waste regulations. The Proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Compliance with SCAQMD Rule 1138 would ensure that any such odors are minimized to the extent feasible. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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IV. BIOLOGICAL RESOURCES – Would the project:

- | | | | | | |
|----|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) | Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION: (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database):

Countywide Plan/Policy Plan 2020; Biological Resources Assessment and Jurisdictional Delineation, April 2023, Jennings Environmental; Supplemental Biological Memo for the Alder Taylor Retail Center Project, March 24, 2026, Jennings Environmental

- a) *Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

A Biological Resources Assessment and Jurisdictional Delineation (BRA/JD) was prepared in April 2023, by Jennings Environmental and summarized herein and included as Appendix B. A literature review and records search was conducted for special status biological resources potentially occurring on or within the vicinity of the Project Site. The literature review provided a baseline from which to inventory the biological resources potentially occurring within the Project Site.

The vegetation on-site consists of a mixture of ruderal/disturbed vegetation, bare ground, and residential buildings. The site is highly disturbed. Parcel 0252-142-05 is currently being used to stockpile material from road construction projects. Parcel 0252-142-06 is currently a developed residential property with existing buildings. Parcel 0252-142-06 also has material stockpiles in the southern portion of the parcel. A complete list of all plants observed is provided in Appendix B.

The Project Site is within a highly developed area and, as mentioned above, contains little native vegetation. Species observed or otherwise detected on or in the vicinity of

the Project Site during the survey include house finch (*Haemorhous mexicanus*), lesser goldfinch (*Spinus psaltria*), and northern mockingbird (*Mimus polyglottos*). No State and/or federally listed threatened or endangered species or other sensitive species were observed on-site during surveys. Additionally, no plant species with the California Rare Plant Rank (CRPR) of 1 or 2 were observed on-site or documented to occur on-site in the relevant databases. The site is not located within or adjacent to any USFWS-designated Critical Habitat.

The present conditions onsite are not suitable for burrowing owl (BUOW). The site is completely disturbed and consists of non-native fill material in the form of gravel and asphalt. The assessment survey was structured, in part, to detect BUOW, which has been observed in the near vicinity of the Project site (within 5 miles). The survey consisted of walking transects spaced to provide 100% visual coverage of the Project site. The conditions present on-site are not suitable for BUOW. California ground squirrels (*Otospermophilus beecheyi*), a burrow surrogate species, were not observed on-site. No evidence of BUOW was found in the survey area. No burrows of appropriate size, aspect, or shape were located and no BUOW pellets, feathers, or whitewash were found. No burrowing owl individuals were observed. Additionally, the site is completely disturbed and frequently used to stockpile crushed stone and asphalt. Also, Parcel 0252-142-06 currently contains an occupied residence with several dogs. Therefore, this species is considered absent from the Project site, and no further surveys or mitigation measures are required or recommended.

The Migratory Bird Treaty Act of 1918 implements four international conservation treaties that the U.S. entered into with Canada in 1916, Mexico in 1936, Japan in 1972, and Russia in 1976. It is intended to ensure the sustainability of populations of all protected migratory bird species. The Act prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service. Although, no active nests or birds displaying nesting behavior were observed during the field survey, the Proposed Project may have potential significant impacts on nesting birds.

The following mitigation measure is recommended in the Supplemental Biological Memo for the Alder Taylor Retail Center Project prepared by Jennings Environmental.

Mitigation Measure BIO-1:

To avoid impacts to nesting birds (common, migratory, and special status) regardless of the time of year during the nesting season, a qualified Avian Biologist retained by the Project applicant will conduct pre-construction Nesting Bird Surveys (NBS) within 3 days prior to Project-related disturbance within the entire Project site and a 300-foot buffer around the Project site at the appropriate time of day/night, during appropriate weather conditions to nestable \1egetation to identify any active nests. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows and cavities. If no active nests are found, no further action will be required. If a nest is suspected, but not confirmed, the qualified avian biologist shall establish a disturbance-free buffer until additional surveys can be completed prior to the commencement of ground disturbing Project activities. If an active nest is found, the qualified avian biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage,

and expected types, intensity, and duration of the disturbance. If a nest is observed, but thought to be inactive, the qualified avian biologist shall monitor the nest for one hour (four hours for raptors) prior to approaching the nest to determine status. The qualified avian biologist shall not risk failure of the nest to determine the exact location or status and shall make every effort to limit the nest to potential predation as a result of the survey/monitoring efforts (e.g., limit number of surveyors, limit time spent at/near the nest, scan the site for potential nest predators before approaching, immediately depart nest area if indicators of stress or agitation are displayed). The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird. The qualified avian biologist shall use their best professional judgement regarding the monitoring period and whether approaching the nest is appropriate. The nests and buffer zones shall be field checked daily by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

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

Less than Significant with Mitigation

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

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

There are no streams, channels, washes, or swales that meet the definitions of Section 1600 of the State of California Fish and Game Code (FGC) under the jurisdiction of the CDFW, Section 401 ("Waters of the State") of the Clean Water Act (CWA) under the jurisdiction of the Regional Water Quality Control Board (RWQCB), or "Waters of the United States" (WoUS) as defined by Section 404 of the CWA under the jurisdiction of the U.S. Army Corps of Engineers (Corps) within the subject parcel. Therefore, no permit, certification, or agreement is required from the Army Corps, RWQCB, and CDFW, respectively. As such, the subject parcel does not contain any areas under CDFW jurisdiction.

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

Less Than Significant Impact

- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means*

The ACOE regulates discharge of dredge or fill materials into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. CDFW regulates wetland areas only if those wetlands are part of a river, stream or lake as defined by CDFW. The Project area was surveyed with 100 percent visual coverage and no drainage features were present on site that met the definition for Waters of the U.S. As such, the subject parcel does not contain any wetlands, as stated in the BRA. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts to wildlife. Habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas.

According to the California Essential Habitat Connectivity Project, and Countywide Plan Natural Resources Element Policy Map *NR-2 Parks and Open Space Resources*, the Project Site is not mapped within an area for wildlife movement or included as a modeled habitat linkage. Additionally, the Project Site is not within an adopted habitat conservation plan. Therefore, the Proposed Project will not have an impact on any current wildlife corridors or habitat conservation plans.

Less Than Significant Impact

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

The Project Site and surrounding areas have been disturbed or developed. The vegetation on-site consists of a mixture of ruderal/disturbed vegetation. The site also contains a residential use with ornamental landscaping. None of the trees found on-site, are protected by any County ordinance. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as identified in the California Department of Fish and Wildlife’s California Natural Community Conservation Plans Map (April 2019).⁷ No impacts are identified or are anticipated, and no mitigation measures are required.

No Impact

Therefore, less than significant adverse impacts would occur with the implementation of Mitigation Measure BIO-1.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>SUBSTANTIATION:</i> (Check if the project is located in the Cultural <input type="checkbox"/> or Paleontologic <input type="checkbox"/> Resources overlays or cite results of cultural resource review):				
<i>Countywide Plan/Policy Plan 2020; Cultural Resources Study for the Alder Taylor Retail Center Project, BFSA Environmental Services. June 9, 2023</i>				

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

A Cultural Resources Study, dated June 9, 2023, was prepared for the Proposed Project by Brian F. Smith and Associates Inc. (BFSA), and is summarized herein and included as Appendix C. The purpose of the assessment was to identify and document any cultural resources that may potentially occur within the Project Site. The investigation was completed for compliance with the California Environmental Quality Act (CEQA), as amended, the San Bernardino County policies and guidelines. The archaeological investigation of the project also includes the review of an archaeological records search

⁷ California Department of Fish and Wildlife’s California Natural Community Conservation Plans Map. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed January 14, 2023.

performed at the South-Central Coastal Information Center (SCCIC) at California State University, Fullerton (CSU Fullerton) in order to assess previous archaeological studies and identify any previously recorded archaeological sites within the project or in the immediate vicinity. A Sacred Lands File (SLF) search was also requested from the Native American Heritage Commission (NAHC).

The cultural resources survey of the Alder Taylor Retail Center Project identified one building at 17783 Taylor Avenue (Site Temp-1) and two buildings at 17805 Taylor Avenue (Site Temp-2) that meet the age threshold to require a historic structure evaluation to determine eligibility to the CRHR. For a historic resource to be eligible for listing on the CRHR, the resource must be found significant at the local, state, or national level, under one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. It is associated with the lives of persons important in our past.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
4. It has yielded, or may be likely to yield, information important in prehistory or history.

According to the Cultural Resources Study prepared by BFSa (Appendix C), the buildings on site are not eligible for designation under CRHR Criterion 1 through 4. No other cultural resources were observed during the survey. The buildings are evaluated as not historically or architecturally significant under any CEQA criteria due to a lack of association with any significant persons or events and not being representative or significant examples of any specific architectural style due to substantial modifications and an overall loss of integrity.

The conclusion of the subsequent historic assessment is that the buildings are not CEQA-significant or eligible for listing on the CRHR.

The proposed development will impact the building at 17783 Taylor Avenue recorded as Site Temp-1 and the buildings at 17805 Taylor Avenue recorded as Site Temp-2; however, as these resources are evaluated as lacking any further research potential, impacts have been determined to be not adverse. Based upon the evaluation of the buildings as lacking further research potential, resource-specific mitigation measures will not be required as a condition of approval for the project. Therefore, given the lack of historic development/ occupation within the property coupled with the previous ground-disturbing activities associated with agricultural disturbance, there is minimal potential for archaeological resources to be encountered by the Proposed Project. Because the buildings are not eligible for listing on the California Register of Historical Resources, no mitigation measures are required for any future alterations or planned demolition of the buildings.

Less Than Significant Impact

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

An archaeological records search for a one-half mile radius around the project was conducted by BFSA on March 10, 2023. The results of the in-house records search indicated that there is one previously recorded resource located within one-half mile of the project. This resource is an alignment of the Southern Pacific Railroad at Monte Vista Avenue (P-36-010330), which runs along and outside the southern boundary of the subject property. Therefore, no resources have previously been recorded within the project boundaries. The records search results also indicated that a total of eight cultural resources studies have been conducted within one-half mile of the project, none of which include the subject property.

The cultural resources report did not identify the presence of any additional archaeological resources within the project. No water drainages or freshwater resources are mapped in the immediate vicinity of the project, and no bedrock outcrops are visible on the aerial photographs.

While BFSA's investigation did not indicate the presence of any visible archaeological resources within the project, the absence of positive results does not necessarily indicate the absence of resources. Therefore, with the implementation of Mitigation Measures **CUL-1** and **CUL-2**, less than significant impacts would occur.

Mitigation Measure CUL-1:

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

Mitigation Measure CUL-2:

If significant pre-contact and/or historic-era cultural or archaeological resources, as defined by CEQA §15064.5, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to tribal representatives for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

Less than Significant with Mitigation

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

Research provided for BFSA's report did not result in any evidence of human remains within the Project Site, but the presence cannot be completely ruled out. Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. To ensure adequate and compliant management of any buried remains that may be identified during project development, the following mitigation

measure is required as a condition of project approval to reduce any potential impacts to a less than significant level.

Mitigation Measure CUL-3:

If, at any time, evidence of human remains (or suspected human remains) are uncovered, the County Coroner must be contacted immediately and permitted to examine the find in situ. A buffer must be established around the find (minimum of 50 feet) and the consulting archaeologist must also be notified.

If the remains are determined to be of Native American origin, the Coroner will contact the Native American Heritage Commission and the Most Likely Descendant (MLD) will be named. In consultation with the MLD, the County, project proponent, and consulting archaeologist, the disposition of the remains will be determined. Any costs incurred will be the responsibility of the project proponent/property owner.

If the remains are determined to be archaeological, but non-Native American, the consulting archaeologist will oversee the removal, analysis, and disposition of the remains. Any costs incurred will be the responsibility of the project proponent/property owner.

If the remains are determined to be of forensic value, the County Coroner will arrange for their removal, analysis, and disposition. The Coroner's activities will not involve any costs to the project proponent/property owner.

With implementation of Mitigation Measure **CUL-3**, the Proposed Project would not have a significant impact on human remains.

Less than Significant with Mitigation

Therefore, less than significant adverse impacts would occur with the implementation of Mitigation Measures CUL-1 through CUL-3.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: California Energy Consumption Database; Title 24 Building Energy Efficiency Standards; CalEEMod Output

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

Natural Gas: Natural gas service for the Proposed Project would be provided by Southern California Gas Company (SoCalGas). The Project Site currently contains two residential structures that receive natural gas service. Development of the Proposed Project will create a permanent increase over the current demand for natural gas. According to the California Energy Commission, the natural gas consumption of the SoCalGas planning area commercial building sector was 894.453260 million therms in 2022.⁸ The Proposed Project's estimated annual natural gas demand is 3,236.62 therms. The Proposed Project's estimated annual natural gas consumption compared to the 2022 annual natural gas consumption of the overall commercial building sector in the SoCalGas Planning Area would account for approximately 0.0003619 percent of total natural gas consumption.

Electricity: Southern California Edison (SCE) would provide electricity to the Project Site. According to the California Energy Commission, the commercial building sector of the Southern California Edison planning area consumed 6171.183630 GWh of electricity in 2021.⁹ The Project Site currently contains two residential structures that receive service from SCE. The implementation of the Proposed Project would result in an increase in electricity demand over what is currently used at the residences. The estimated electricity demand for the Proposed Project would be 0.603202 GWh per year. The Proposed Project's estimated annual electricity consumption compared to the 2022 annual electricity consumption of the overall commercial building sector in the SCE Planning Area would account for approximately 0.0097745 percent of total electricity consumption. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's entire service area.

The Proposed Project has been designed to comply with the 2025 Building Energy Efficiency Standards. The County of San Bernardino would review and verify that the Proposed Project plans would be in compliance with the most current version of the Building and Energy Efficiency Standards. The Proposed Project would also be required to adhere to CALGreen, which establishes planning and design standards for sustainable developments and energy efficiency. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The Proposed Project would be designed to comply with the County of San Bernardino Greenhouse Gas Emissions Reduction Plan (see Section VIII), and the State Building

⁸ <https://ecdms.energy.ca.gov/>. Accessed May 23, 2023.

⁹ <https://ecdms.energy.ca.gov/>. Accessed May 23, 2023.

Energy Efficiency Standards (Title 24). Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impacts would occur.

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

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VII. GEOLOGY AND SOILS - Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(1994), creating substantial direct or indirect risks to life or property?

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

SUBSTANTIATION: (Check if project is located in the Geologic Hazards Overlay District):
Countywide Plan/Policy Plan 2020; Geotechnical Investigation, CHJ Consultants, October 11, 2016; Fault Activity Map of California, 2010; California Important Land Finder;

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42

A Geotechnical Investigation, dated October 11, 2016, was prepared for the Proposed Project by CHJ Consultants (see Appendix D). The Project Site does not occur within an Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zone.¹⁰ The nearest fault zone is the San Jacinto Fault Zone, which is approximately 5.4 miles northeast of the Project Site.¹¹ The Proposed Project would be required to comply with the California Building Code (CBC) requirements which incorporates amendments with the International Building Code (IBC) and International Fire Code (IFC). The California Fire Code works with the CBC to ensure fire safety systems remain functional, such as bracing fire systems pursuant to the National Fire Protection Association (NFPA 13). Compliance with these codes and standards would address potential impacts resulting from an earthquake event. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- ii) Strong seismic ground shaking?

No active faults pass through Bloomington.¹² As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and more

¹⁰Department of Conservation Fault Activity Map of California (2010). <http://maps.conservation.ca.gov/cgs/fam/>. Accessed November 16, 2023.

¹¹ San Bernardino Countywide Plan. HZ-1 Earthquake Fault Zones. Accessed January 15, 2023.

¹² San Bernardino Countywide Plan: HZ-1 Earthquake Fault Zones. Accessed January 15, 2023.

distant faults may occur at the Project Site. The design of any structures on-site would incorporate measures to accommodate projected seismic ground shaking in accordance with the California Building Code (CBC) and local building regulations. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. Compliance can ensure that the Proposed Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking.

The recommendations in the Geotechnical Investigation Report addressing site grading, initial site preparation, removal and re-compaction of existing soils, fill areas, footing areas, compacted fill, foundation design, retaining wall design, trench excavation, backfill, slab design, erosion and drainage, chemical testing, and construction observation have been reviewed and approved by the County Geologist and shall be incorporated into the Proposed Project's design and construction specifications, and reviewed for compliance during the building plan check phase of the permitting process.

With adherence to these recommendations, the Proposed Project would not cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking would ensure that seismic impacts due to seismic activity are less than significant

Less Than Significant Impact

iii) Seismic-related ground failure, including liquefaction?

Liquefaction is a process in which strong ground shaking causes saturated soils to lose shear strength and behave as a fluid, potentially resulting in near-surface and surface ground failure. Ground failure associated with liquefaction can result in severe damage to structures. The geologic conditions for increased susceptibility to liquefaction are: 1) the presence of shallow groundwater (generally less than 50 feet in depth), 2) the presence of unconsolidated sandy alluvium, typically Holocene age, and Page No. 9 Job No. 16452-3 3) strong ground shaking. All three of these conditions must be present for liquefaction to occur. Based on our preliminary analysis, the potential for liquefaction to occur at the site is considered low. Additionally, according to the County of San Bernardino Countywide Plan/Policy Plan 2020, Hazards Element Policy Map *HZ-2 Liquefaction and Landslides*, the site is not located within an area identified as having a potential for liquefaction. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

iv) Landslides?

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The geotechnical report indicated that the relatively flat-lying topography of the site drastically reduces the potential for slope instability or landslides. Additionally, the Countywide Plan did not identify the Project Site being located within an area susceptible to landslides.¹³ Furthermore, the Project Site is near level with the

¹³ San Bernardino Countywide Plan. HZ-2 Liquefaction & Landslide. Accessed November 16, 2023.

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

No Impact

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

Implementation of the Proposed Project would disturb more than one acre of soil. Therefore, the Proposed Project is subject to requirements of the State Water Resources Control Boards General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2012-0006-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Examples of BMPs include i.e., sandbag barriers, sediment traps, rip rap soil stabilizers, sweep roadway from track-out, and rumble strips. BMPs applicable to the Proposed Project will be subject to County approval and provided in contract bid documents. Adherence to BMPs would ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?

As previously stated, the Project Site is relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. The Project Site is not within an area susceptible to liquefaction or landslides.¹⁴ Seismically induced lateral spreading involves lateral movement of soils due to ground movement. Resistance to lateral spreading would be achieved by adhering to the CBC Standards and site grading requirements. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

Expansive soils (shrink-swell) are fine-grained clay silts subject to swelling and contracting in relation to the amount of moisture present in the soil. Structures built on expansive soils may incur damage due to differential settlement of the soil as expansion and contraction takes place. A high shrink-swell potential indicates a hazard to structures built on or with material having this rating. The geotechnical investigation stated that the materials encountered at the Project Site were generally granular and

¹⁴ San Bernardino Countywide Plan. HZ-2 Liquefaction & Landslide. Accessed November 16, 2023.

considered to be non-critically expansive. Therefore, no significant adverse impacts would be anticipated, and no mitigation measures are required.

Less Than Significant Impact

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The Project would utilize a septic system and leach line disposal system for the proposed building. Subsurface wastewater disposal would be subject to approval of the County's Environmental Health Services Division. No unique conditions are known to exist that would adversely affect the proper use of an on-site septic system. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

A Paleontological Assessment dated June 9, 2023, was completed by Brian F. Smith and Associates, Inc. for the Proposed Project (see Appendix E). The assessment confirmed the existence of potentially fossiliferous late Pleistocene (old alluvial fan) deposits likely underlie the Holocene and late Pleistocene (young alluvial fan) sediments mapped at the surface of the Project Site.

The occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments across the Inland Empire is well documented. The "High" paleontological sensitivity rating typically assigned to Pleistocene alluvial fan sediments for yielding paleontological resources supports the recommendation that paleontological monitoring be implemented during mass grading and excavation activities in undisturbed Pleistocene old alluvial fan sediments to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources.

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

Mitigation Measure PAL-1:

The "High" paleontological sensitivity rating typically assigned to Pleistocene alluvial fan sediments for yielding paleontological resources supports the recommendation that paleontological monitoring be implemented during mass grading and excavation activities in undisturbed Pleistocene old alluvial fan sediments to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources. Full-time monitoring of undisturbed alluvial fan deposits at the project is warranted, starting at a depth of five feet below the surface. If a fossil(s) is found at shallower depths, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and a qualified, project-level paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is

deemed significant by the paleontologist, full-time monitoring should be initiated at the project.

Mitigation Measure PAL-2:

A Paleontological Resource Impact Mitigation Program (PRIMP) as outlined in the Paleontological Assessment prepared by BFSa is recommended prior to the approval of the grading permit.

Implementation of Mitigation Measures **PAL-1** and **PAL-2** would ensure that no significant impacts to paleontological resources occur.

Less than Significant with Mitigation

Therefore, potential impacts can be reduced to less than significant level with implementation of Mitigation Measures PAL-1 and PAL-2.

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

***SUBSTANTIATION:
 Countywide Plan/Policy Plan 2020; CalEEMod Output***

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

The County of San Bernardino adopted its "Greenhouse Gas Emissions Reduction Plan" (GHG Reduction Plan) in December 2011. The GHG Reduction Plan was updated in June 2021 (GHGRP Update).¹⁵ A review standard of 3,000 metric tons of carbon dioxide equivalents (MTCO₂e) per year will be used to identify projects that require the use of the Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. Screening tables are a menu of options of energy efficiency improvements, renewable energy options, water conservation measures, and other options that provide predictable GHG reductions. Projects that result in GHG emissions exceeding the County's screening threshold of 3,000 MTCO₂e per year would require the use of the Screening Tables for emission reduction. Each option within the Screening Tables includes point values based upon the GHG reduction that option

¹⁵ LSA Associates, Inc. County of San Bernardino Greenhouse Gas Reduction Plan Update. Adopted September 21, 2021. http://www.sbcounty.gov/uploads/LUS/GreenhouseGas/GHG_2021/GHG%20Reduction%20Plan%20Update-Greenhouse%20Gas%20Reduction%20Plan%20Update%20-%20Adopted%209-21-2021.pdf. Accessed November 22, 2023.

would provide to a development project. Developers that choose options from the Screening Tables totaling 100 points or more will be determined to have provided a fair-share contribution of GHG reductions and, therefore, are considered consistent with the GHGRP Update.

The levels of GHG reductions designed into the Screening Tables are consistent with the State goal of achieving 40 percent below 1990 levels of emissions by 2030.

GHG emissions were screened using CalEEMod version 2022. Construction is anticipated to begin in 2024 and be operational in 2025. The operational mobile source emissions were calculated using a Traffic Impact Needs Study Letter, dated January 14, 2023, and prepared by Albert Wilson & Associates. The report determined that the Proposed Project would generate approximately 694 weekday vehicle trips. Emissions associated with the Proposed Project’s estimated total daily trips were modeled.

As shown in Tables 7 and 8, the Proposed Project would generate approximately 1,094 MTCO₂e per year and would not exceed the County screening threshold of 3,000 MTCO₂e. Therefore, no significant adverse impacts would be anticipated, and no mitigation measures are required.

**Table 7
 Greenhouse Gas Construction Emissions
 (Metric Tons per Year)**

Source/Phase	CO ₂	CH ₄	N ₂ O	R ¹
2024	204	0.0	0.0	0.1
2025	166	0.0	0.0	0.0
Total (MTCO₂e)	370			
Construction Amortized 30 Years	12.3			

Source: CalEEMod.2022. Annual Emissions.

**Table 8
 Greenhouse Gas Operational Emissions
 (Metric Tons per Year)**

Source/Phase	CO ₂	CH ₄	N ₂ O	CO ₂ e
Mobile	935	0.1	0.1	952
Area	1.1	0.0	0.0	1.1
Energy	113	0.0	0.0	113
Water	6.1	0.1	0.0	10.3
Waste	5.14	0.1	0.0	18
Construction amortized	36.5			
Total MTCO₂e	1,094			
County Screening Threshold	3,000			

Source: CalEEMod.2022

The Proposed Project does not exceed applicable the county screening thresholds either during construction or operational activities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The Proposed Project would comply with applicable County GHG Plan strategies. Such as compliance with the San Bernardino Renewable Energy Conservation Element (RECE), specifically Policy 2.6: Encourage energy efficiency through appropriate renewable energy systems; 2.6.3: Encourage solar energy generation on rooftops and on covered parking as the first priority for on-site energy generation.

Additionally, because the Proposed Project does not exceed applicable County GHG Plan thresholds as outlined in the RECE, either during construction or operational activities, less than significant adverse impacts are identified or anticipated, and no mitigation measures would be required.

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) | Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

safety hazard or excessive noise for people residing or working in the project area?

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| f) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) | Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:
Countywide Plan/Policy Plan 2020; EnviroStor Database; Ontario Airport Land Use Compatibility Plan (ONT ALUCP), July 2018 Amendment; San Bernardino Countywide Plan Draft EIR: Hazards and Hazardous Materials

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

The Proposed Project is a 54,406 SF retail warehouse development. Construction and operation of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. All materials required during construction would be kept in compliance with State and local regulations and BMPs. Although these materials could be stored on-site during construction activities, the Proposed Project would be required to comply with the guidelines established by the SWPPP. The management of hazardous materials during the Proposed Project’s construction phase would not result in a significant impact.

Operations would also include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public. All materials required during construction would be kept in compliance with State and local regulations and Best Management Practices.

Development of the Proposed Project would disturb more than one acre and would therefore be subject to the NPDES permit requirements. Requirements of the permit would include development and implementation of a SWPPP, which is subject to Santa Ana Regional Water Quality Control Board (RWQCB) review and approval. The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP would include BMPs to control and abate pollutants. Examples of BMPs include i.e., sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, sweep roadway from track-out, and rumble strips. BMPs applicable to the Proposed Project will be subject to County approval and provided in contract bid documents. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All construction materials would be kept in compliance with State and local regulations. Operational activities include standard maintenance that involve the use of commercially available products, which would not create significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. Nonetheless, if potential business operations use or store hazardous materials within the Project Site, the business owner and operator would be required to comply with all applicable federal, state, and local regulations including all Certified Unified Program Agency (CUPA) regulations to streamline permits, inspections and enforcement to ensure compliance and environmental safety, overseen by local fire departments and environmental health divisions, and maintain a Business Emergency Contingency Plan in order to minimize upset and accident conditions involving the release of hazardous materials into the environment. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

Mary B. Lewis Elementary School is the nearest school to the Project Site.¹⁶ It is located 0.75 miles to the northeast of the Project Site at 18040 San Bernardino Avenue. The project would be designed for operation during business hours for warehouse distribution staff and it is possible that hazardous materials could be used during future operations. Therefore, any use of hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the San Bernardino County Fire Department Hazardous Materials Division in order to register the business as a hazardous materials handler. Therefore, no impacts associated with emission of hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of a school are anticipated. Less than significant impacts are anticipated and no mitigation measures are required.

Less Than Significant Impact

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

The Project Site was not found on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.¹⁷ EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in

¹⁶ San Bernardino Countywide Plan, HW-1 Education Facilities. Accessed November 17, 2023

¹⁷ California Department of Toxic Substances Control. EnviroStor. Accessed November 17, 2023.

the immediate vicinity of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The Project Site is not within an airport safety review area or Airport Runway Protection Zone.¹⁸ The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport to the Project Site is Flabob Airport approximately 5.0 miles southeast of the pro San Bernardino International Airport, approximately 9.5 miles northeast of the Project Site. Ontario International Airport is approximately 9.1 miles to the west of the Project site. According to the Ontario Airport Land Use Compatibility Plan (ONT ALUCP), Chapter 2, the Project Site is within the Airport Influence Area (AIA) Map 2-1 supplemental maps show that the project is not within the Safety Zone area shown on Map 2-2, Noise Impact Zones Map 2-3, or the Airspace Protection Zone Map 2-4, but is within the Overflight Notification Zones Map 2-5, which are areas flown by aircraft at less than 3,000 feet and requires real estate transaction disclosure for the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The Project Site does not contain any emergency facilities. The I-10 freeway is an evacuation route within the Valley Region of the County.¹⁹ The I-10 freeway is adjacent to the Project Site, which is approximately 75 feet north of the freeway. The Project Site contains two 30-foot-wide accessways on Taylor Avenue. Adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The Project Site is not located within a High or Very High Fire Hazard Severity Zone.²⁰ In addition, there are no intermixed wildland areas within the vicinity of the Project Site. The nearest wildland areas would be Jurupa Hills, located approximately 1.8 miles southwest of the Project Site. The Proposed Project is the development of a retail warehouse facility. It would not be anticipated to expose people or structures to a

¹⁸ San Bernardino Countywide Plan, HZ-9 Airport Safety Zones. Accessed November 17, 2023.

¹⁹ San Bernardino Countywide Plan, PP-2 Evacuation Routes. Accessed January 17, 2023.

²⁰ San Bernardino Countywide Plan, HZ-5 Fire Hazard Severity Zones. Accessed November 17, 2023.

significant risk of loss, injury or death involving wildland fires. The Proposed Project would be subject to review and approval from the San Bernardino County Fire Marshal. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statues, codes, ordinances, and standards of the San Bernardino County Fire Department. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
X. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

SUBSTANTIATION:

Countywide Plan/Policy Plan 2020; Preliminary Hydrology Study & Drainage Analysis, Joseph E. Bonadiman & Associates, Inc January 2024; Preliminary Water Quality Management Plan, Joseph E. Bonadiman & Associates, Inc January 30, 2024

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

The Proposed Project would disturb approximately 3.61 acres and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES) permit. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State’s General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters.

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

In addition, the County requires the preparation of a Water Quality Management Plan (WQMP) for development projects that involve the creation of 10,000 ft² or more of impervious surface collectively over the entire site and parking lots of 5,000 ft² or more exposed to storm water. A preliminary WQMP dated January 30, 2024, was prepared for the Proposed Project by Joseph E. Bonadiman & Associates, Inc. and submitted to the County for review (see Appendix F). The WQMP is intended to comply with the requirements of the County of San Bernardino and the NPDES Area wide Stormwater Program requiring the preparation of a WQMP. All BMPs included as part of the project WQMP are required to be maintained through regularly scheduled inspection and maintenance. Review and approval of the WQMP would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The San Bernardino Valley Municipal Water District (SBVMWD) is a regional water management agency that covers about 325 square miles in southwestern San

Bernardino County, including the Community of Bloomington. Water supply to the Project Site would be provided by the Marygold Mutual Water Co., which is supplied by the Fontana Water Company.²¹ According to the 2020 Upper Santa Ana River Watershed Urban Water Management Plan (UWMP), during a five year drought, the total water supply for the region is to be 519,410 acre-feet, while the total five year drought water demand is projected to be 410,712 AF in the same year, resulting in a surplus of 108,698 AF. Therefore, the region's water supplies are sufficient to meet demand within the SBVMWD's service area. The Proposed Project is an allowable use within the Valley Corridor Specific Plan and therefore, the designated land use for the site has been included in projected water demands in development of the UWMP.

Implementation of the project Best Management Practices (BMPs) would ensure that stormwater discharge does not substantially alter the existing drainage pattern and water quality, thereby allowing runoff from the Project Site to be utilized as a resource that can eventually be used for groundwater recharge. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
 - i) *Result in substantial erosion or siltation on- or off-site;*

Erosion is the wearing away of a geologic surface as a result of the abrasive movement of wind or water over time. Siltation is a process in which a body of water contains an abundance of fine mineral particles, which could become damaging due to the body of water's size or velocity, or soil deposition rates. Soil erosion could occur due to a storm event. Thus, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list BMPs to avoid and minimize soil erosion. Examples of BMPs include i.e, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, sweep roadway from track-out, and rumble strips. BMPs applicable to the Proposed Project would be subject to City approval and provided in contract bid documents. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

²¹ <https://sbvmwd.maps.arcgis.com/apps/webappviewer/index.html?id=066455d082514d6fa99ede21688fc558>. Accessed November 21, 2023.

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

A Preliminary Hydrology Study and Drainage Analysis was prepared for the Proposed Project by Joseph E. Bonadiman & Associates, Inc. on January 30, 2024 (see Appendix G). Natural drainage on the Project Site tends to flow from west to east along Taylor Avenue from Alder Avenue to a low point near the northeast corner of the Project Site's eastern boundary. To the east and west are partially developed properties that naturally drain to the south. Flow south of the center line of Valley Boulevard flows southerly to Taylor Avenue. Drainage from Valley Boulevard flows south along Alder Avenue, with the majority continuing directly to the Caltrans channel, and a portion flowing to Taylor Avenue. The southern drainage along Locust Avenue derived from Valley Boulevard flows directly to the channel. Drainage also flows southerly through the properties north of Taylor Avenue and the Project Site onto Taylor Avenue. Taylor Avenue has a 60-foot-wide right-of-way with no curb and gutter and varying widths of asphalt from edge to edge.

There is an existing concrete trapezoidal channel immediately adjacent to the southern property line, located within Caltrans right-of-way, which flows to the east. Caltrans also has plans to build a sound wall along the southern property line in the near future.

Per the San Bernardino County Hydrology Manual, developed sites shall not increase existing condition flow rates. In order to meet mitigation requirements per "San Bernardino County Detention Basin Design Criteria" post-development peak flow rates generated by the site shall be less than or equal to 90 percent of the pre-development peak flow rate based on shifting the rainfall values for the 10-year, 25-year and 100-years storms, providing a least a 50 percent confidence level that the detention basin outflow will not adversely impact downstream properties. Mitigation of the 10, 25 & 100-year storm can be achieved with the use of an underground storm water chamber.

The Proposed Project will have a southern bioretention basin and landscape-based planter boxes with underdrains to have a total capture volume of 12,767 cubic feet (CF). Storm water runoff will be conveyed as surface flow and directed to the perimeter. With implementation of the stormwater capture system on-site, development of the Proposed Project will not have a negative impact on downstream properties or facilities. Therefore, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite.

Less Than Significant Impact

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

As previously stated, drainage in the surrounding area generally flows to the south. Directly to the south of the Proposed Project is a Caltrans channel and south of that is the Interstate 10 (I-10) Freeway. Currently, Taylor Avenue flows from east to west from a high point approximately 660' east of said northeast corner of the Project Site. To the east and west are partially developed properties that naturally drain to the south. Flow south of the center line of Valley Boulevard flows southerly to Taylor Avenue. Drainage from Valley Boulevard flows south along Alder Avenue, with the majority continuing

directly to the Caltrans channel, and a portion flowing to Taylor Avenue. Drainage south along Locust Avenue from Valley Boulevard directly to the channel. Drainage also flows southerly through the properties north of Taylor Avenue and the Project Site onto Taylor Avenue. Taylor Avenue is a 60-foot-wide right-of-way with no curb and gutter and varying widths of asphalt from edge to edge.

The Proposed Project includes a southern bioretention basin and landscape-based planter boxes with underdrains to have a total capture volume of 12,767 cubic feet (CF). Storm water runoff will be conveyed as surface flow and directed to the perimeter landscaped areas of the Project Site. The Proposed Project would not have a significant impact on downstream properties or facilities. Therefore, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite.

Less Than Significant Impact

iv) Impede or redirect flood flows?

The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.²² With implementation of the storm water capture system, as described in Appendix G, the Proposed Project would not have a significant impact on downstream properties or facilities. Development of the Proposed Project would not substantially impede or redirect flood flows. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards in the vicinity of the Project Site. The closest body of water to the Project Site is Lake Evans, located approximately 4.36 miles southeast of the site and approximately 200 feet lower in elevation. The Project Site is neither located within a Federal Emergency Management Agency (FEMA) 100-year floodplain nor a 500-year floodplain.²³ Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

Approval of the Proposed Project's Water Quality Management Plan (WQMP), in addition to compliance with NPDES Permit requirements, would ensure that the Proposed Project does not conflict with or obstruct implementation of a water quality

²² San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions." Accessed November 21, 2023.

²³ San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

control plan. The Project Site is not within an area covered by a sustainable groundwater management plan. The Project Site overlies the Upper Santa Ana Valley Groundwater basin, within the Rialto-Colton Sub-basin, and is managed through the Integrated Regional Urban Water Management Plan (IRUWMP).²⁴The Project would not directly extract groundwater; however, there would be an increase in impervious surfaces which would reduce the amount of water directly percolating into the groundwater table underlying the Project Site. The Preliminary WQMP (Appendix F) is a post-construction management program that ensures the ongoing protection of the watershed basin by requiring structural and programmatic controls. Implementation of the Proposed Project BMPs listed in the WQMP in Section 4 of Appendix F, would ensure that stormwater discharge does not substantially alter the existing drainage pattern and water quality, thereby allowing runoff from the Proposed Project to be utilized as a resource that can eventually be used for groundwater recharge. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection would be implemented.

The Proposed Project would not exceed the available supply of water or obstruct implementation of a substantial groundwater management plan. Therefore, no significant adverse impacts are identified or anticipated, less than significant impacts can be expected and no mitigation measures are required.

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: Countywide Plan/Policy Plan 2020

a) *Physically divide an established community?*

The 3.61-acre Project Site would include the development of a 54,406 SF retail warehouse facility, located at 17805 and 17783 Taylor Avenue within the Community of Bloomington.

²⁴ Upper Santa Ana River Watershed. 2020 Integrated Regional Urban Water Management Plan. Part 1. [Part-1-Regional-Context.pdf](#) Accessed March 25, 2026

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does not include the construction of a linear feature. Therefore, the Proposed Project would neither physically divide an established community nor cause a significant environmental impact due to conflict with any land use plans or policies. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

- b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Provided below is an evaluation of the Proposed Project’s consistency with applicable Countywide Plan Land Use Policies.

**Table 9
 Countywide Plan Land Use Consistency Analysis**

Policy No.	Policy	Project Consistency
Land Use Element		
LU-1.1: Growth	We support growth and development that is fiscally sustainable for the County. We accommodate growth in the unincorporated county when it benefits existing communities, provides a regional housing option for rural lifestyles, or supports the regional economy.	Consistent. The Proposed Project will provide commercial services to the existing community.
LU-1.2: Infill Development	We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available	Consistent. The Project Site currently contains two structures which have been anticipated to significantly impact the surrounding area upon removal.
LU-1.3 Fiscal sustainability	When determining fiscal impacts, we consider initial capital investments, long-term operations and maintenance, desired levels of service for public facilities and services, capital reserves for replacement, and impacts to existing uses in incorporated and unincorporated areas.	Consistent. The Proposed Project would pay its fair share in development impact fees.

<p>LU-1.4 Funding and financing mechanisms</p>	<p>We require the establishment of community facility districts, lighting and landscaping maintenance districts, and other types of funding and financing mechanisms for new development when the County determines that it may be necessary to maintain fiscal sustainability. We prefer the expansion of existing districts to the establishment of new districts.</p>	<p>Consistent. The Proposed Project would pay its fair share in development impact fees.</p>
<p>LU-1.5 Development impact fees</p>	<p>We require payment of development impact fees to ensure that all new development pays its fair share of public infrastructure.</p>	<p>Consistent. Prior to development permits, the Proposed Project will pay development impact fees.</p>
<p>Policy LU-1.6 Tax sharing</p>	<p>We may utilize tax sharing as a tool to extend public facilities and services from adjacent municipalities into unincorporated areas as an alternative to the County's direct provision of public facilities and services when it is fiscally sustainable for the County</p>	<p>Consistent. The Proposed Project will contribute to tax sharing through annual payment of property tax.</p>
<p>LU-2.1 Compatibility with existing uses</p>	<p>We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.</p>	<p>Consistent. The Proposed Project has been analyzed through this Initial Study to ensure less than significant impacts occur to adjacent and nearby property owners and/or neighbors.</p>
<p>LU-2.4 Land Use Map consistency</p>	<p>We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity</p>	<p>Consistent. The Proposed Project is consistent with the Land Use Map, and Zoned VC/BE (Valley Corridor Specific Plan/Bloomington Enterprise), which is consistent with the surrounding uses.</p>

LU-2.6 Coordination with adjacent entities	We require that new and amended development projects notify and coordinate with adjacent local, state, and federal entities to maximize land use compatibility, inform future planning and implementation, and realize mutually beneficial outcomes.	Consistent. The Proposed Project has been designed using development code standards and requires county approval prior to development.
LU-2.7 Countywide jobs-housing balance	We prioritize growth that furthers a countywide balance of jobs and housing to reduce vehicle miles traveled, increase job opportunities and household income, and improve quality of life. We also strive for growth that furthers a balance of jobs and housing in the North Desert region and the Valley region.	Consistent. The Proposed Project will create new job opportunities for the nearby residents and Bloomington community.
LU-4.3 Native or drought-tolerant landscaping	We require new development, when outside of high and very high fire hazard severity zones, to install and maintain drought-tolerant landscaping and encourage the use of native species.	Consistent. The Proposed Project will adhere to Development Code 83.10.060 "Landscape Area Requirements" which requires water efficient landscaping.

The Project Site is located within the Community of Bloomington. The Proposed Project requires the approval of a Minor Use Permit (MUP) per the Valley Corridor Specific Plan to allow construction and operation of a commercial retail center that would serve the local community. The Project Site is zoned as VC/BE (Valley Corridor Specific Plan/Bloomington Enterprise) and has a land use classification of Special Development (SD). The community of Bloomington is an environmental justice community and is considered a sensitive environment as identified in the Countywide Plan.

With approval of the MUP, the Proposed Project would be an allowable use. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

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

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

Countywide Plan/Policy Plan 2020; Mineral Land Classification

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

According to the California Department of Conservation, Mineral Land Classification map, the Project Site occurs in the western region of San Bernardino County, specifically in the 2008 Open File Report (OFR) SR206 Plate 1 and the 1995 OFR 94-08 (west).²⁵ The western portion of the Project Site occurs within Mineral Resource Zone 2 (MRZ-2).²⁶ An MRZ-2 zone is an area where geologic data indicate that significant Portland Cement Concrete (PCC)-Grade aggregate resources are present. The entirety of the Project Site is an MRZ-2 zone; an MRZ-2 zone of this size would not be economically viable to mine. Moreover, the Project Site is surrounded primarily by residential uses. The current surrounding uses are not compatible for mineral resource extraction. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The Project Site has a current land use zoning of Valley Corridor Specific Plan/Bloomington Enterprise (VC/BE). With the approval of the CUP, the Proposed Project would be consistent with the Countywide Plan. Although the Project Site is within MRZ-2 zones, the size of the property and surrounding uses make the site unsuitable for mineral resources extraction. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

²⁵ Mineral Land Classification of a Part of Southwestern San Bernardino County: Open-File Report 94-08 (west) and SR206 Plate 1. Accessed November 17, 2023.

²⁶ County of San Bernardino NR-4 Mineral Resources Zones web map. Accessed November 17, 2023.

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XIII. NOISE - Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Countywide Plan/Policy Plan 2020; Noise Impact Analysis, Ganddini Group, June 23, 2023

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

A Noise Impact Analysis dated August 11, 2023, was prepared for the Proposed Project by Ganddini Group Inc. (see Appendix H). The noise study provides information regarding noise fundamentals, sets out the local regulatory setting, presents the study methods and procedures for transportation related Community Noise Equivalent Level (CNEL) traffic noise analysis, and evaluates the future exterior noise environment. It also includes an analysis of the potential Project-related long-term stationary-source operational noise and short-term construction noise and vibration impacts.

The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the “A-weighted” noise scale, which weights the frequencies to which humans are sensitive,

is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA.

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiates uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease.

Average noise levels over a period of minutes or hours are usually expressed as dBA L_{eq} , or the equivalent noise level for that period of time. For example, $L_{eq(3-hr)}$ would represent a 3-hour average. When no period is specified, a one-hour average is assumed.

Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (DNL). CNEL is a 24-hour weighted average measure of community noise. CNEL is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM), and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours. DNL is a very similar 24-hour average measure that weighs only the nighttime hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by the California Department of Transportation's Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013).

Construction Noise

Construction noise associated with the Proposed Project was calculated at the sensitive receptor locations, utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters, including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the project site.

The equipment used to calculate the construction noise levels for each phase were based on the assumptions provided in the California Emissions Estimator Model (CalEEMod) modeling provided in the Air Quality Analysis prepared for the proposed project (Lilburn, 2023). For analysis purposes, the distance measured from the Project Site to sensitive

receptors was assumed to be the acoustical center of the project site to the property line of residential properties with existing residential buildings. Sound emission levels associated with typical construction equipment as well as typical usage factors provided in the noise study.

Stationary Source Noise

The SoundPLAN noise model was utilized to model project peak hour operation. Noise levels associated with the Proposed Project would range between 32.6 and 39.7 dBA Leq and will not exceed the County's day or nighttime noise criteria at the adjacent land uses (residential 55 dBA Leq day/45 dBA Leq night and commercial 60 dBA Leq for both day and nighttime). No mitigation is required.

Stationary noise source standards are established within Section 83.01.080 of the County of San Bernardino Development Code. Accordingly, the project would result in a significant impact if:

- Operational noise exceeds the Leq County-established stationary noise standards at nearby land uses.

The SoundPLAN noise model was utilized to model project peak hour operation. As shown in Figures 6 and 7, noise levels associated with the Proposed Project would range between 32.6 and 39.7 dBA Leq and will not exceed the County's day or nighttime noise criteria at the adjacent land uses (residential 55 dBA Leq day/45 dBA Leq night and commercial 60 dBA Leq for both day and nighttime). No mitigation is required.

Mobile Source Noise

Based on the County of San Bernardino mobile source noise standards (see Table 5), the noise level criteria of 45 dBA CNEL for interior noise and 60 dBA CNEL for exterior noise apply to residential land uses in the vicinity of the Project Site. It is widely accepted that the average healthy human ear can barely perceive changes of 3 dBA in an outdoor environment and that a change of 5 dBA is readily perceptible.⁵ Accordingly, the project would result in a significant impact if the addition of project trips on surrounding roadways causes noise levels to increase by:

- 5 dBA in residential areas where the existing ambient noise level is within the County standard (60 dBA exterior or 45 dBA interior); or,
- 3 dBA in residential areas where the existing ambient noise level exceeds the County standard (60 dBA exterior or 45 dBA interior).

Operational Mobile Source Noise

Roadway noise levels were calculated for land uses adjacent to Beech Avenue in the project vicinity based on the FHWA Traffic Noise Prediction Model methodology. During operation, the Proposed Project is expected to generate a total of approximately 683 daily trips, including 22 trips during the AM peak hour and 23 trips during the PM peak hour. Roadway noise levels were calculated for the following scenarios:

- Existing (without Project): This scenario refers to existing year traffic noise conditions.
- Existing Plus Project: This scenario refers to the existing year plus project traffic noise conditions.

As stated in the noise study, the change in existing roadway noise levels with the addition of project-generated operational trips. FHWA Traffic Noise Prediction Model calculation worksheets are provided in the noise study.

Construction Mobile Source Noise

Construction truck trips would occur throughout the construction period. Given the Project Site's proximity to the Interstate 10 Freeway, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate freeway ramps.

According to the FHWA, the traffic volumes need to be doubled in order to increase noise levels by 3 dBA CNEL. As shown in the CalEEMod output files provided in the Air Quality Analysis prepared for the Proposed Project (Lilburn, 2023), the greatest number of construction-related vehicle trips per day would be during building construction at up to 27 vehicle trips per day (17.6 worker and 9 hauling trips). Therefore, at only up to 27 daily vehicle trips, the addition of project vendor/haul trucks and worker vehicles per day along off-site roadway segments is not anticipated to result in a doubling of traffic volumes. Off-site project generated construction vehicle trips would result in a negligible noise level increase. The project impact is less than significant; no mitigation is required.

Less Than Significant Impact

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

In relation to the Environmental Checklist noise issue "b", Section 83.01.090(a) of the County of San Bernardino Development Code prohibits the creation of ground vibration that can be felt without the aid of instruments at or beyond the lot-line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second (in/sec) measured at or beyond the lot-line. Per Section 83.01.090(c), construction and demolition related ground vibration is exempt from this requirement as long as it occurs between 7:00 AM and 7:00 PM Mondays through Saturdays and not on Sundays or Federal holidays. Additionally, the Caltrans Transportation and Construction Vibration Guidance Manual provides guidance criteria at which there is a potential for architectural damage (see Regulatory Section, Table 2). Accordingly, the project would result in a significant impact if:

- Ground borne vibration levels generated by the project have the potential to cause architectural damage at nearby buildings by exceeding the following PPV:
 - 0.08 in/sec at extremely fragile historic buildings, ruins, ancient monuments.
 - 0.10 in/sec at fragile buildings.
 - 0.25 in/sec at historic and some old buildings.
 - 0.30 in/sec at older residential structures.
 - 0.50 in/sec at new residential structures and modern industrial/commercial buildings.
- Groundborne vibration levels generated by project construction produce a PPV greater than 0.2 inches per second at or beyond the property line outside the hours of 7:00 AM and 7:00 PM Mondays through Saturdays and not on Sundays or Federal holidays.

- Groundborne vibration levels generated by project construction produce a PPV greater than 0.2 inches per second at or beyond the property line outside the hours of 7:00 AM and 7:00 PM Mondays through Saturdays and not on Sundays or Federal holidays.

Groundborne vibration modeling was performed based on the FTA methodology.

The closest existing structures include residential structures located as close as approximately 3 feet east, 101 feet west, 90 feet north, and 6 feet west of the Project Site. In addition, commercial structures are located as close as approximately 90 to 116 feet north and 74 feet northwest of the Project Site.

Construction Vibration

Table 11 in the noise study summarizes the modeled groundborne vibration levels at the nearest sensitive receptors. Project construction would not occur outside of the hours outlined as “exempt” in County of San Bernardino Development Code Section 83.01.090(c). Therefore, the project would not exceed County-established standards relating to construction vibration; however, as shown in Table 11, the use of vibratory rollers and large bulldozers during project construction may exceed the Caltrans guidance for potential architectural damage to the residential structures to the east and west of the Project Site. This impact can be mitigated with implementation of the following measure:

Mitigation Measure NOI-1:

The use of vibratory rollers, or other similar vibratory equipment, shall be prohibited within 20 feet and the use of large bulldozers within 12 feet of residential structures surrounding the Project Site.

As also shown in the noise study the project would not exceed County-established standards nor guidance thresholds for potential architectural damage to nearby buildings with implementation of Mitigation Measure **NOI-1**. The project impact is less than significant with mitigation incorporated.

Operational Vibration

The most substantial sources of groundborne vibration during post-construction project operations will include the movement of passenger vehicles and trucks on paved and generally smooth surfaces. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet (Caltrans 2020), which is a substantially lower PPV than that of a vibratory roller (0.210 in/sec PPV at 25 feet). Therefore, groundborne vibration levels generated by project operation would not exceed those modeled for project construction.

Less than Significant with Mitigation

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

In relation to the Environmental Checklist noise issue “c”, the project is not located within an airport land use plan or within two miles of an airport/airstrip. The closest airport to the Project Site is the Flabob Airport, with airport runways located approximately

5.41 miles southeast of the project site. As shown on Maps FL-1 and FL-3 of the Riverside County Airport Land Use Compatibility Plan (ALUCP) Policy Document (adopted December 2004), the project site is well outside both the airport's compatibility zones and the 55 dBA CNEL noise contour for the Flabob Airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels associated with airports. The project would have no impact.

No Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XIV. POPULATION AND HOUSING - Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:
Countywide Plan/Policy Plan 2020; Submitted Project Material

- a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The Proposed Project is estimated to require 10 employees. The unemployment rate for the San Bernardino County area is currently estimated to be at 5.1 percent.²⁷ The Proposed Project would provide employment opportunities for the area and jobs are anticipated to be filled by the local labor pool. Construction activities would be temporary and would not attract new employees to the area. The Proposed Project does not involve construction of new homes, or extension of roads or other infrastructure, and would therefore not induce unplanned population growth either directly or indirectly. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

²⁷ State of California, Employment Development Department. Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA) (Riverside and San Bernardino Counties). November 17, 2023.

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

The two parcels that make up the Project Site contain a total of three structures, one dilapidated uninhabitable residence built in 1928, and one occupied single-family residence (1968) with a detached garage structure (1969). The displacement of the residents of the occupied home who were notified of the future plans for the site upon leasing the property and would not constitute a significant displacement of the local population nor require construction of replacement housing elsewhere. No impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

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

SUBSTANTIATION:
Countywide Plan/Policy Plan 2020

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

Fire Protection?

The San Bernardino County Fire Department (SBCFD) serves the area of the Project Site. The nearest Fire Station is located at San Bernardino County Fire Station 76, at 10174 Magnolia Street, Bloomington, located approximately 0.5 miles southwest of the Project Site. The Proposed Project would be required to comply with County fire suppression standards and provide adequate fire access subject to County Fire Marshal

approval. The SBCFD reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Property tax revenues provide funding to offset potential increases in the demand for fire services. The Proposed Project would receive adequate fire protection services and would not result in the need for new or physically altered fire protection facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Police Protection?

The San Bernardino County Sheriff's Department (SBCSD) serves the Community of Bloomington and other unincorporated portions of the County. The nearest police station to the Project Site is the SBCSD station located at 17780 Arrow Boulevard, approximately 2.2 miles north of the Project Site. The Proposed Project use is not typically related to a high demand for law enforcement response. The SBCSD reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Property tax revenues provide funding to offset potential increases in the demand for police services. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

Schools?

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

Less Than Significant Impact

Parks?

The Proposed Project would neither induce residential development nor significantly increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the Proposed Project would place no demands on parks because it would not involve the construction of housing and would not involve the introduction of a new population into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

Other Public Facilities?

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

No Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>SUBSTANTIATION: Countywide Plan/Policy Plan 2020</i>				

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

Employees would be expected to come from the local labor force. The Proposed Project does not include development of residential housing or other uses that would lead to substantial population growth. Therefore, the Proposed Project would not result in an increase in the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Property tax revenues provide funding to offset potential increases in demand for services. No impacts are identified or anticipated, and no mitigation measures are required.

No Impact

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

The Proposed Project does not include the construction or expansion of recreational facilities. The employees required for the operations of the Proposed Project would

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

No Impact

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

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

SUBSTANTIATION:
Countywide Plan/Policy Plan 2020; Valley Corridor Specific Plan, February 14, 2017; Traffic Impact Needs Study Letter, Albert Wilson & Associates, January 14, 2023.

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

A Traffic Impact Needs Study Letter dated January 14, 2023, and prepared by Albert Wilson & Associates (see Appendix I). The purpose of the Traffic Impact Needs Study is to evaluate the potential circulation system deficiencies that may result from the development of the Proposed Project, and where necessary, recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. The study has been prepared in accordance with the San Bernardino County Congestion Management Program (CMP) Guidelines for CMP Traffic Impact Analysis Reports, the County of San Bernardino Transportation Impact Study Guidelines, the California Department of Transportation (Caltrans) Guide for the

Preparation of Traffic Impact Studies, and consultation with County staff during the TIA scoping process.

Countywide Plan Consistency

The Transportation and Mobility Element of the Countywide Plan:

- Establishes the location and operational conditions of the roadway network.
- Coordinates the transportation and mobility system with future land use patterns and projected growth.
- Provides guidance for the County's responsibility to satisfy the local and subregional mobility needs of residents, visitors and businesses in unincorporated areas.
- Addresses access and connectivity among the various communities, cities, towns, and regions, as well as the range and suitability of mobility options: vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

Access to the Proposed Project will be provided by two 30-foot-wide driveways on Taylor Avenue. Based on the Traffic Impact Needs Study Letter, the Proposed Project would be forecast to generate a total of approximately 694 new daily trips, including 23 new trips during the AM peak hour and 22 new trips during the PM peak hour. The following details how the Proposed Project would be consistent with the Countywide Plan goals and policies:

Goal TM 1: Unincorporated areas served by roads with capacity that is adequate for residents, businesses, tourists and emergency services.

Policy-1.7: We require new developments to pay their fair share contribution towards off-site transportation improvements.

Consistent: Prior to the issuance of building permits, the Project Applicant shall pay the Project's fair share contribution fees, as required by San Bernardino County.

Goal TM-2: Roads designed and built to standards in the unincorporated areas that reflect the rural, suburban, and urban context as well as the regional (valley, mountain, and desert) context.

Policy TM-2.2: We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities. We require fewer improvements in rural areas and more improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.

Consistent: The Proposed Project would include landscaping within the Project Site and curbs, gutters, sidewalks in the public right-of-way.

Policy TM-2.3: We require new developments to mitigate project transportation impacts no later than prior to occupancy of the development to ensure transportation improvements are delivered concurrently with future development.

Consistent: Fair-share contributions would be paid prior to the issuance of building permits.

Policy TM-2.6: We promote shared/central access points for direct access to roads in unincorporated areas to minimize vehicle conflict points and improve safety, especially access points for commercial uses on adjacent properties.

Consistent: The Proposed Project will include two 30-foot-wide driveways on Taylor Avenue.

Goal TM-3: A pattern of development and transportation system that minimizes vehicle miles traveled (VMT).

Policy TM-3.1: We promote new developments that will reduce household and employment VMT relative to existing conditions.

Consistent: The Proposed Project resides within a traffic analysis zone (TAZ) that generates VMT per employee that is 26.43 percent below the County existing VMT per population threshold.

Policy TM-3.2: We support the implementation of transportation demand management techniques, mixed use strategies, and the placement of development in proximity to job and activity centers to reduce the number and length of vehicular trips.

Consistent: The Project Site is located within a developed area and surrounded by residential and industrial development. The Proposed Project is anticipated to be locally serving retail and would be consistent with adjacent uses.

The Proposed Project would be consistent with the Transportation and Mobility Element of the Countywide Plan. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Bicycle and Pedestrian Facilities

According to the Countywide Plan TM-4: Bicycle & Pedestrian Planning shows that Class II Bicycle paths run along Alder Avenue and Valley Boulevard.²⁸ However, because the proposed Project is not directly adjacent to these roads, the development of the Proposed Project would not be anticipated to impact these planned bicycle lanes. The San Bernardino County Land Development Division has conditioned the Project to install a sidewalk on the frontage of the Project Site along Taylor Avenue as part of their street improvement requirements. The Project Site is not in an area that would impact Pedestrian, Bicycle, or Transit Systems as shown in Figure 3-5 of the Valley Corridor Specific Plan. Therefore, no significant impacts to bicycle and pedestrian facilities are anticipated.

Transit Service

The study area is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, with bus service existing along Valley

²⁸ San Bernardino Countywide Plan, TM-4: Bicycle & Pedestrian Planning. 2020. Accessed November 17, 2023.

Boulevard.²⁹ Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. According to the San Bernardino Countywide Plan, there is also a proposed high speed rail line located approximately 0.07 miles south of the Project Site. No significant impacts to bicycle and pedestrian facilities are anticipated.

Less Than Significant Impact

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

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the CEQA. In December 2018, the Natural Resources Agency finalized updates to CEQA Guidelines to incorporate SB 743 (i.e., Vehicle Miles Traveled [VMT]). A Traffic Impact Needs Study, dated January 14, 2023, was prepared for the Proposed Project by Albert Wilson & Associates and includes a VMT Analysis. The VMT Analysis was done with the understanding that the County of San Bernardino utilizes the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (Screening Tool).

The focus of the VMT Analysis is to more thoroughly evaluate each of the applicable screening thresholds to determine if the Proposed Project would be expected to cause a less-than-significant impact to VMT without requiring a more detailed VMT analysis.

The County Guidelines provides details on appropriate “screening thresholds” that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into the following three types:

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

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

TPA Screening

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

Low VMT Area Screening

The Screening Tool uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual traffic analysis zones (TAZ’s) within the region. The Project Site’s physical location, based on parcel number,

²⁹ San Bernardino Countywide Plan, TM-2: Transit Network. 2020. Accessed November 17, 2023.

is input into the Screening Tool to determine project generated VMT. The Proposed Project is located in TAZ 53734401 and APNs 025214205. The parcels containing the Proposed Project were selected and the Screening Tool was run for Production/Attraction (PA) VMT per Population measure of VMT.

County Guidelines indicate that projects with VMT per employee lower than 4 percent below the existing VMT per person for the unincorporated County are considered to have a less than significant impact. The SBCTA has published VMT per population values for the unincorporated County region for both the SBTAM Base Year (2016) model and the Horizon Year (2040) model. Based on the Screening Tool results, the VMT per Population for TAZ 53749201 is 11.8. Using linear interpolation between the Base Year (2016) and Horizon Year (2040) VMT per population values published by SBCTA for unincorporated County of San Bernardino, the Community Region existing (2020) VMT per employee is 15.9. Therefore, the Proposed Project resides within a TAZ that generates VMT per employee 26.43 percent below the County existing VMT per population threshold.

Therefore, the Proposed Project is found to be located in a low VMT generating area and would be consistent with the underlying land use assumptions in the model.

Less Than Significant Impact

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

The Proposed Project would not create substantial hazards due to a design feature or incompatible uses. The Site Plan shows access to the Project Site via two 30-foot-wide access driveways. Operations onsite will be similar to the businesses that exist on the north side of Taylor Avenue. Large scale warehousing is not an allowed use in the VC/BE district. Vehicles expected to access the site will be two-axle cars and trucks. With County approval of the Site Plan, the Proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses and would not result in inadequate emergency access. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

- d) *Result in inadequate emergency access?*

Access to the Project Site would be provided along two 30-foot-wide driveways along Taylor Avenue. The driveways are wide enough to allow evacuation and emergency vehicles simultaneous access. The Proposed Project would require approval by the San Bernardino County Fire Department to maintain adequate emergency access. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XVIII. TRIBAL CULTURAL RESOURCES				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: Countywide Plan/Policy Plan 2020; Cultural Resources Study for the Alder Taylor Retail Center Project, BFSA Environmental Services. June 9, 2023

- a) *i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or;*
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

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

On June 23, 2023, Brian F. Smith and Associates, Inc. completed a Phase I Cultural Resources Investigation for the Project Site (refer to Appendix C). The investigation has been completed for compliance with the CEQA, as amended, the San Bernardino County policies and guidelines.

The Phase I survey did not result in the identification of any cultural resources within the project's boundaries. Further, the records search did not identify any recorded prehistoric resources within one-half mile of the project and the most common resource types identified within the records search are associated with the historic built environment. However, the subject property did not historically contain any structures and was primarily utilized for agriculture. Therefore, given the lack of historic development/occupation within the property, coupled with the previous ground-disturbing activities associated with agricultural disturbance, there is minimal potential for archaeological resources to be encountered by the Proposed Project.

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

Additionally, the County of San Bernardino mailed notification pursuant to AB52 on February 6, 2026 to the following tribes: San Gabriel Band of Mission Indians, Twenty-Nine Palms Band of Mission Indians, Colorado River Indian Tribes, Fort Mojave Indian Tribes, Morongo Band of Mission Indians, San Manuel Band of Mission Indians, Soboba Band of Luiseno Indians and Gabrieleno Band of Mission Indians - Kizh Nation. Mitigation provided by the San Manuel in correspondence dated 2/10/2026, has been added below, and when implemented would reduce impacted resources to a less than significant level.

Mitigation Measure TCR-1:

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

Mitigation Measure TCR-2:

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

Less than Significant with Mitigation

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XIX. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

Countywide Plan/Policy Plan 2020; California Energy Commission Energy Report; San Bernardin County Draft EIR

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

The Proposed Project will utilize a septic system that is approximately 44,285.38 square feet. The water purveyor for the Proposed Project is the Fontana Water District.

Storm flows will be collected along landscaped areas which include a 15-foot-wide drainage easement which drains to an existing spillway to the Caltrans channel. With the drainage implementations, the development of the Proposed Project will not have a negative impact on downstream properties or facilities. Mitigating the 10, 25 and 100-year storm can be achieved with the use of an underground storm water chamber. The Proposed Project would not require an expansion of existing off-site drainage facilities.

Southern California Edison (SCE) provides electrical service to the project area. The Proposed Project will receive electrical power by connecting to SCE's existing power lines along San Bernardino Avenue, south of the Project Site. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. Total electricity consumption in SCE's service area in 2015 was 106,140 gigawatt-hours (GWh) and is forecast to increase to 120,780 GWh in 2028 for the mid-demand scenario (CEC 2017a); one GWh is equivalent to one million kilowatt-hours.³⁰ The increase in electricity demand from the Proposed Project as previously presented (see Section VI. Energy) would represent an insignificant percent of the overall demand in SCE's service area. The Proposed Project would not require the expansion or construction of new electrical facilities.

Southern California Gas Company (SoCalGas) would provide natural gas service to the Project Site using existing facilities. The natural gas demand from the Proposed Project as previously presented would represent an insignificant percent of the overall demand in SCE's service area. The Proposed Project would not require the expansion or construction of new natural gas facilities.

The Proposed Project area is served by AT&T for telecommunication services. No significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The San Bernardino Valley Municipal Water District (SBVMWD) is a regional water management agency that covers about 325 square miles in southwestern San Bernardino County, including the Community of Bloomington. Water supply to the Project Site would be provided by the Marygold Mutual Water Co, which is supplied by the Fontana Water Company.³¹ According to the 2020 Upper Santa Ana River Watershed Urban Water Management Plan, during a five year drought in the year 2045,

³⁰ San Bernardino County DEIR. Utilities and Service Systems. Accessed November 21, 2023.

³¹ <https://sbvmwd.maps.arcgis.com/apps/webappviewer/index.html?id=066455d082514d6fa99ede21688fc558>. Accessed November 21, 2023.

the total water supply for the region is to be 519,410 acre-feet, while the total five year drought water demand is projected to be 410,712 AF in the same year, resulting in a surplus of 108,698 AF. The Proposed Project is an allowable use within the Valley Corridor Specific Plan and therefore, the designated land use for the site has been included in projected water demands in development of the UWMP. Therefore, water supplies are sufficient to meet Project demand during normal, dry, and multiple dry years.

Less Than Significant Impact

- c) *Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?*

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

No Impact

- d) *Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

The Project Site is located approximately 5.6 miles southeast of the West Valley Transfer Station and approximately 5.0 miles south of the Mid-Valley Landfill. According to the CalRecycle's estimated solid waste generation rates for the commercial sector, the Proposed Project would generate at most approximately 341 pounds of solid waste per day, based on 13 pounds per 1,000 sq ft per day.³² The Mid-Valley Sanitary Landfill currently has a maximum permitted throughput of 7,500 tons/day with a remaining capacity of 54,219,377 tons, and a ceased operation date currently set for 4/1/2045.³³

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

Less Than Significant Impact

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

Burrtec is the franchise waste hauler for the general area.³⁴ The purpose of California Assembly Bill 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills by recycling. It mandates businesses and public entities generating 4-cubic yards or more of trash to establish and maintain recycling services. County of San Bernardino, Department of Public Works, Solid Waste Management Division

³² <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. Accessed March 30, 2023.

³³ <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662> Accessed March 24, 2026

³⁴ San Bernardino County. County Waste Hauler Lookup. Accessed November 21, 2023.

reviews and approves all new construction projects which are required to submit a Construction and Demolition Solid Waste Management Plan. The mandatory requirement to prepare a Construction and Demolition Solid Waste Management Plan would ensure that impacts related to construction waste would be less than significant.

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

The Proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste. Solid waste produced during the construction phase or operational phase of the Proposed Project would be disposed of in accordance with all applicable statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

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

landslides, as a result of runoff, post-fire slope instability, or drainage changes?

SUBSTANTIATION:

Countywide Plan/Policy Plan 2020; CalFire Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRAs)³⁵

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

The Project Site is not located within a Very High Fire Hazard Severity Zone.³⁶ The Project Site does not contain any emergency facilities. The I-10 freeway is an evacuation route within the Valley Region of the County. The Project Site is located approximately 511 feet east of the intersection of Alder Ave and Taylor Avenue, adjacent miles feet north of I-10. Adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Operations at the site would not interfere with an adopted emergency response or evacuation plan. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The Project Site is relatively flat. It is not located within a Very High Fire Hazard Severity Zone pursuant to the Countywide Plan, Map HZ-5: Fire Hazard Severity Zones.³⁷ The Project Site is currently vacant. It is surrounded by single-family residences to the east, west, north and south. No wildlands occur within the vicinity. Due to the lack of wildfire fuel factors within the Project Site, the risk of wildfires is low. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Less Than Significant Impact

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

The Proposed Project is the development of a retail center in the unincorporated community of Bloomington in San Bernardino County. It does not require the installation or maintenance of associated infrastructure that would exacerbate fire risk as the immediate area surrounding the Project Site is developed. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

No Impact

³⁵ [Fire Hazard Severity Zones | OSFM](#)

³⁶ San Bernardino Countywide Plan, HZ-5 Fire Hazards Severity Zones. 2020.

³⁷ San Bernardino Countywide Plan, HZ-5 Fire Hazards Severity Zones. 2020.

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

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

Less Than Significant Impact

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Overall, the Proposed Project would not create any significant impacts with respect to most resource areas evaluated for this study. The Project would potentially create impacts to resource areas, Biological Resources, Cultural Resources, Noise, Paleontology, and Tribal Cultural Resources. Mitigation Measures BIO-1, CUL-1 through CUL-3, and PAL-1 and PAL-2, and TCR-1 and TCR-2 are therefore recommended and would reduce impacts to a less than significant level.

A Biological Resources Assessment and Jurisdictional Delineation (BRA/JD) was prepared in April 2023, by Jennings Environmental. The Project Site is within a highly developed area and contains a mixture of ruderal/disturbed vegetation, bare ground, and residential buildings. The Project Site does not exhibit conditions suitable for burrowing owls. However, even though no active nests or birds displaying nesting behavior were observed during the field survey, the Proposed Project may have potential significant impacts on nesting birds. Therefore, with the implementation of Mitigation Measure BIO-1, the Proposed Project would not have a substantial adverse effect on any species identified as a candidate, sensitive or special status species.

A Cultural Resources Study, dated June 9, 2023, was prepared for the Proposed Project by Brian F. Smith and Associates Inc. (BFSA). The cultural resources survey of the Alder Taylor Retail Center Project identified one building at 17783 Taylor Avenue (Site Temp-1) and two buildings at 17805 Taylor Avenue (Site Temp-2) that meet the age threshold to require a historic structure evaluation to determine eligibility to the CRHR. The conclusion of the subsequent historic assessment is that the buildings are not CEQA-significant or eligible for listing on the CRHR.

While BFSA's investigation did not indicate the presence of any visible archaeological resources within the project and did not recommend further analysis or studies and did not recommend specific mitigation measures. The absence of positive results does not necessarily indicate the absence of resources. Therefore, mitigation measures recommended and provided by the San Manuel tribe has been incorporated herein. With the implementation of Mitigation Measures CUL-1 and CUL-2, less than significant impacts would occur. Additionally, with implementation of Mitigation Measure CUL-3, the Proposed Project would not have a significant impact on human remains.

Less than Significant with Mitigation

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

Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments.

Cumulative impacts can result from individually minor but collectively significant developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- (a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

The Proposed Project would be in compliance with the County's GHG reduction plan. Given this consistency, it is concluded that the project's incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

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

Less Than Significant Impact

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

Bloomington, as is the case for most of Southern California, is located within a seismically active region. As stated in Section VII, the nearest fault zone is the San Jacinto Fault Zone, which is approximately 5.4 miles northeast of the Project Site. Although the potential for rupture on-site cannot be dismissed, it is considered low due to the absence of known faults within the immediate vicinity. The Proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department.

All potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. The Proposed Project does not involve a General Plan Amendment or Zone change and therefore the County policies related to an Environmental Justice Community (which Bloomington is) are not applicable. At a minimum, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

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

Less Than Significant Impact

SUMMARY OF MITIGATION MEASURES

Mitigation Measure BIO-1:

To avoid impacts to nesting birds (common, migratory, and special status) regardless of the time of year during the nesting season, a qualified Avian Biologist retained by the Project applicant will conduct pre-construction Nesting Bird Surveys (NBS) within 3 days prior to Project-related disturbance within the entire Project site and a 300-foot buffer around the Project site at the appropriate time of day/night, during appropriate weather conditions to nestable \1egetation to identify any active nests. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows and cavities. If no active nests are found, no further action will be required. If a nest is suspected, but not confirmed, the qualified avian biologist shall establish a disturbance-free buffer until additional surveys can be completed prior to the commencement of ground disturbing Project activities. If an active nest is found, the qualified avian biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. If a nest is observed, but thought to be inactive, the qualified avian biologist shall monitor the nest for one hour (four hours for raptors) prior to approaching the nest to determine status. The qualified avian biologist shall not risk failure of the nest to determine the exact location or status and shall make every effort to limit the nest to potential predation as a result of the survey/monitoring efforts (e.g., limit number of surveyors, limit time spent at/near the nest, scan the site for potential nest predators before approaching, immediately depart nest area if indicators of stress or agitation are displayed). The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird. The qualified avian biologist shall use their best professional judgement regarding the monitoring period and whether approaching the nest is appropriate. The nests and buffer zones shall be field checked daily by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

Mitigation Measure CUL-1:

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

Mitigation Measure CUL-2:

If significant pre-contact and/or historic-era cultural or archaeological resources, as defined by CEQA §15064.5, are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to tribal representatives for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

Mitigation Measure CUL-3:

If, at any time, evidence of human remains (or suspected human remains) are uncovered, the County Coroner must be contacted immediately and permitted to examine the find in situ. A buffer must be established around the find (minimum of 50 feet) and the consulting archaeologist must also be notified.

If the remains are determined to be of Native American origin, the coroner will contact the Native American Heritage Commission, and the Most Likely Descendant (MLD) will be named. In consultation with the MLD, the County, project proponent, and consulting archaeologist, the disposition of the remains will be determined. Any costs incurred will be the responsibility of the project proponent/property owner.

If the remains are determined to be archaeological, but non-Native American, the consulting archaeologist will oversee the removal, analysis, and disposition of the remains. Any costs incurred will be the responsibility of the project proponent/property owner.

If the remains are determined to be of forensic value, the County Coroner will arrange for their removal, analysis, and disposition. The coroner's activities will not involve any costs to the project proponent/property owner.

Mitigation Measure NOI-1:

The use of vibratory rollers, or other similar vibratory equipment, shall be prohibited within 20 feet and the use of large bulldozers within 12 feet of residential structures surrounding the Project Site.

Mitigation Measure PAL-1:

The "High" paleontological sensitivity rating typically assigned to Pleistocene alluvial fan sediments for yielding paleontological resources supports the recommendation that paleontological monitoring be implemented during mass grading and excavation activities in undisturbed Pleistocene old alluvial fan sediments to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources. Full-time monitoring of undisturbed alluvial fan deposits at the project is warranted, starting at a depth of five feet below the surface. If a fossil(s) is found at shallower depths, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and a qualified, project-level paleontologist shall be consulted to determine the significance of the fossilized remains. If the fossil is deemed significant by the paleontologist, full-time monitoring should be initiated at the project

Mitigation Measure PAL-2:

A Paleontological Resource Impact Mitigation Program (PRIMP) as outlined in the Paleontological Assessment prepared by BFSa is recommended prior to the approval of the grading permit.

Mitigation Measure TCR-1:

The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan

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shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

Mitigation Measure TCR-2:

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

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