

February 2024 | Addendum to the Family Resources Center  
and District Police Headquarters  
Project Environmental Impact Report  
State Clearinghouse No. 2018081056

# RELOCATION OF THE DISTRICT PUBLIC SAFETY HEADQUARTERS PROJECT

San Bernardino City Unified School District

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# 1. Introduction

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The San Bernardino City Unified School District (“District”) approved the Family Resources Center and District Police Headquarters Project (“Approved Project”) and certified the Environmental Impact Report (“Certified EIR”) on April 23, 2019. The District is proposing to make changes to the Approved Project, as detailed in Section 3, *Modified Project Description*, of this Addendum. The Modified Project (“Relocation of the District Public Safety Headquarters Project”) includes the relocation, and reduction of building height and square footage, and the increase of parking spaces compared to the Approved Project.

## 1.1 BACKGROUND

### 1.1.1 2019 Approved Project and Certified EIR

The District prepared a Draft EIR to analyze the potential impacts associated with the relocation of the Family Resources Center and District Police Headquarters from various locations in the City of San Bernardino to 777 North F Street and 736 and 746 North E Street (“Approved Project”). The Approved Project consisted of the acquisition of the adjoining properties at 736 and 746 North E Street, demolition of the church and motel, and construction and operation of a 19,020-square-foot two-story Family Resources Center and 17,849-square-foot<sup>1</sup> two-story District Police headquarters. The Approved Project consisted of reconfiguring the internal circulation, reducing the number of driveways from six to four, and increasing parking by 68 spaces (from 225 spaces to 293 spaces). Construction for the Approved Project was anticipated to commence in summer 2019 and be completed by the end of summer 2020.

The Draft EIR was circulated for public review from January 17, 2019, to March 4, 2019, and the District certified the Draft EIR on April 23, 2019 (“Certified EIR”) (State Clearinghouse No. 2018081056). The District also adopted a statement of overriding considerations and a mitigation monitoring and reporting program (MMRP) with the approval of the Approved Project.

The Certified EIR for the Approved Project found that impacts to Aesthetics, Air Quality, Biological Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hydrology, and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Service, Recreation, and Utilities and Service Systems would either result in no impact or less than significant impacts.

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<sup>1</sup> The Certified EIR analyzed a 15,772-square-foot, two-story District Police Headquarters; since certification, the building square footage increased to 17,849 square feet. The increase in square footage of 2,077 square feet is de minimis. The Air Quality and Noise analyses in the Certified EIR indicated that the Approved Project would be well below applicable thresholds. The increase in square footage would not change the conclusion and the impacts remain less than significant.

## 1. Introduction

Mitigation measures were identified for Cultural Resources, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources. Upon implementation of the mitigation measures, all impacts were found to be reduced to a level of less than significant except for Cultural Resources.

The Certified EIR determined that the implementation of the mitigation measures would not reduce or eliminate the adverse impacts as a result of the demolition of the First Church of Christ–Scientist building. As stated in the Certified EIR, the only means to eliminate an adverse effect on a historical resource is to make alterations consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, which would mitigate impacts on historical resources to below a level of significance (CEQA Guidelines Section 15126.4[b][1]). Therefore, demolition of the First Church of Christ–Scientist building under the Approved Project constituted a substantial adverse change in the significance of a historical resource and impacts on Cultural Resources (specifically, historical resources) were determined to be significant and unavoidable. Since the Certification of the EIR, the First Church of Christ-Scientist building has been demolished and the applicable mitigation measures were implemented prior to its demolition.

### 1.1.2 Addendum to the Approved Project

The District is preparing an Addendum to the Certified EIR (“Addendum”) to amend the Approved Project. The changes proposed (see Section 3, *Modified Project Description*) by the District would trigger a requirement for additional CEQA review since the changes proposed under the Modified Project were not initially part of the Approved Project, nor was the Modified Project analyzed for its impacts in the Certified EIR.

## 1.2 ENVIRONMENTAL PROCEDURES

### 1.2.1 CEQA Requirements

Pursuant to CEQA and the State CEQA Guidelines, this Addendum focuses on whether implementation of the Modified Project would require major revisions to the Certified EIR due to the potential for new significant environmental effects or a substantial increase in the severity of previously identified significant effects, pursuant to State CEQA Guidelines Section 15162.

Pursuant to Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due

## 1. Introduction

to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (CEQA Guidelines § 15162[a])

A supplement to an EIR (supplemental EIR), which is narrower in scope than a subsequent EIR, may be prepared if any of the above criteria apply, but “only minor changes or additions would be necessary to make the previous EIR adequately apply to the project in the changed situation” (CEQA Guidelines § 15163(a)). In the absence of the need to prepare either a subsequent or supplemental EIR, an addendum to a previously Certified EIR may be prepared. Section 15164 states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (CEQA Guidelines § 15164)

## 1. Introduction

After careful consideration of the potential environmental impacts of the Modified Project, the District, as the lead agency, has determined that none of the conditions requiring preparation of a subsequent or supplemental EIR have occurred. The District, therefore, has determined that the circumstances described in CEQA Guidelines Section 15164 apply to the Modified Project, and an addendum to the Certified EIR is appropriate. This Addendum compares the impacts of the Modified Project to the impacts of the Approved Project, as evaluated in the Certified EIR.

### 1.2.2 Scope of Subsequent Analysis

The Addendum evaluates the changes to the Approved Project as requested by the District. The Modified Project would relocate the District Public Safety Headquarters from the original project site analyzed under the Approved Project (777 North F Street and 736 and 746 North E Street) to a vacant site (701 North E Street) recently acquired by the District, reduce the District Public Safety Headquarters to one story, and increase parking.

PlaceWorks prepared Air Quality, Greenhouse Gas Emissions, Energy, and Noise analyses for a previous addendum (dated April 2023), which analyzed proposed modifications to both the District Public Safety Headquarters and Welcome Resources Center at the original project site. As conditions analyzed in those technical studies are similar to the Modified Project and given that the new project site (701 North F Street) is further away from sensitive receptors than the original project site (as analyzed in the Certified EIR and technical studies for the April 2023 addendum), additional Air Quality, Greenhouse Gas Emission, Energy, and Noise analyses would not be warranted for the Modified Project. Therefore, this Addendum only analyzes transportation impacts due to the circulation and access changes as a result of relocation of the Modified Project to a new site.

In the case that new conditions arise from the evaluation of these topics, the Addendum would modify the existing adopted mitigation measures, as applicable. The Addendum also considers whether there is any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the EIR was certified in 2019. The Addendum examines whether, as a result of any changes or any new information, a subsequent EIR may be required. This Addendum includes an analysis of the provisions of California Public Resources Code, Section 21166, and Section 15164 of the CEQA Guidelines and their applicability to the Modified Project.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the District is the lead agency with the responsibility of deciding whether to approve the requested action. As lead agency under CEQA, the District is required to evaluate the environmental impacts associated with the Modified Project as it requires a discretionary approval.



## 2. Environmental Setting

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### 2.1 PROJECT LOCATION

The project site is in the City of San Bernardino, which is surrounded by the City of Rialto to the west, the City of Highland to the east, unincorporated and mountain areas to San Bernardino County to the north, and the cities of Colton, Loma Linda, and Redlands to the south. Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*, show the project site in its regional and local contexts.

The Modified Project site is located at 701 North E Street, which is currently vacant. The total acreage for the project site is approximately two acres. Figure 3, *Aerial Photograph*, shows the project site boundary for the Modified Project.

### 2.2 ENVIRONMENTAL SETTING

#### Existing Land Use

The project site is currently vacant and is accessed via two driveways on North E Street.

#### Surrounding Land Use

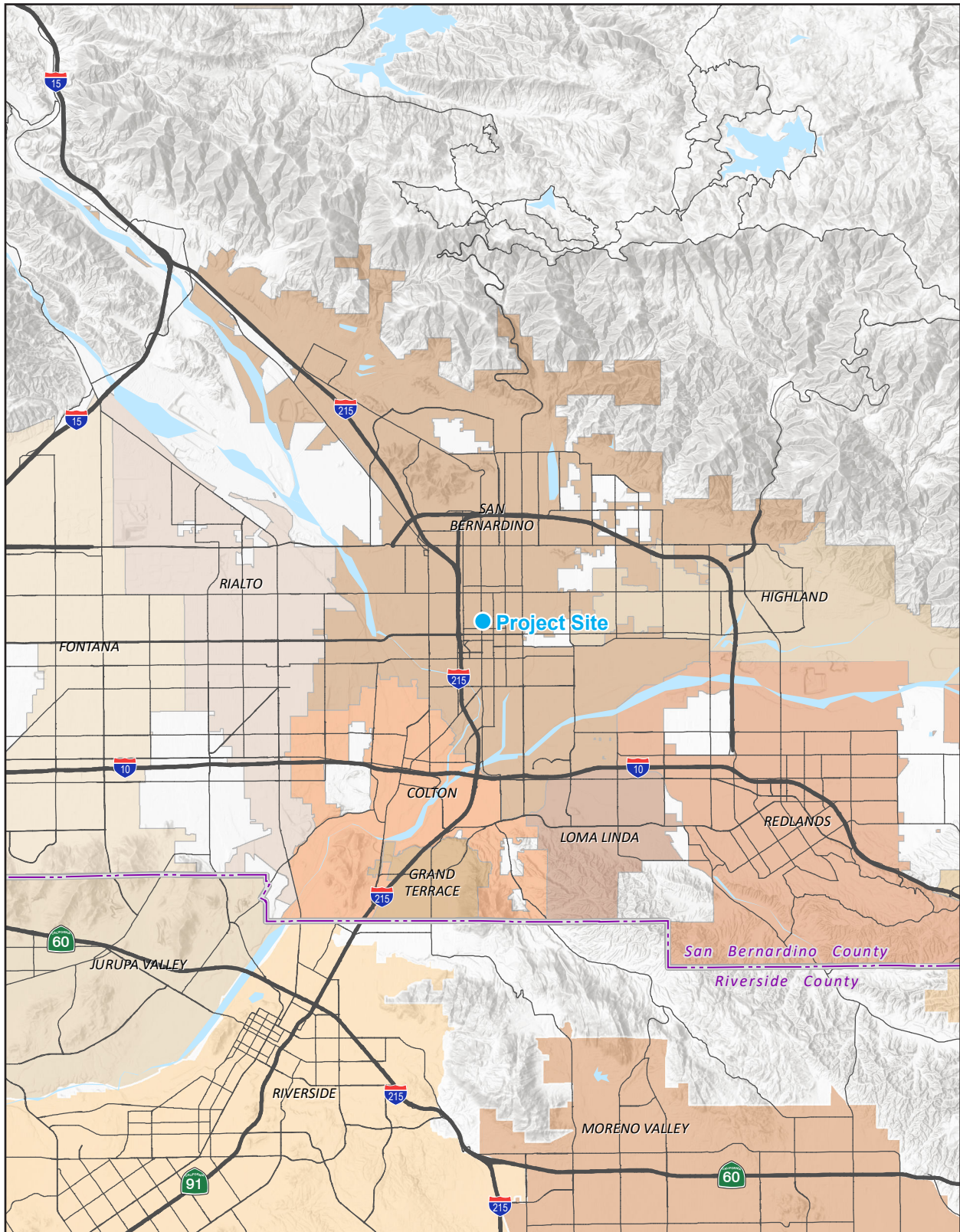
The project site is in an urbanized area with parking lots and civic/public uses surrounding the site. As shown in Figure 3, the project site is surrounded by the following uses:

- **North.** The existing Smart/IT building with a parking lot which will be used as offsite parking for the Welcome Resources Center.
- **West.** Across North E Street is the existing District Office and the future Welcome Resources Center which is currently under construction.
- **South.** A commercial building and a parking lot.
- **East.** A parking lot and the City of San Bernardino Central Police Station.

## 2. Environmental Setting

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Figure 1 - Regional Location



--- County Boundary

0 3  
Scale (Miles)

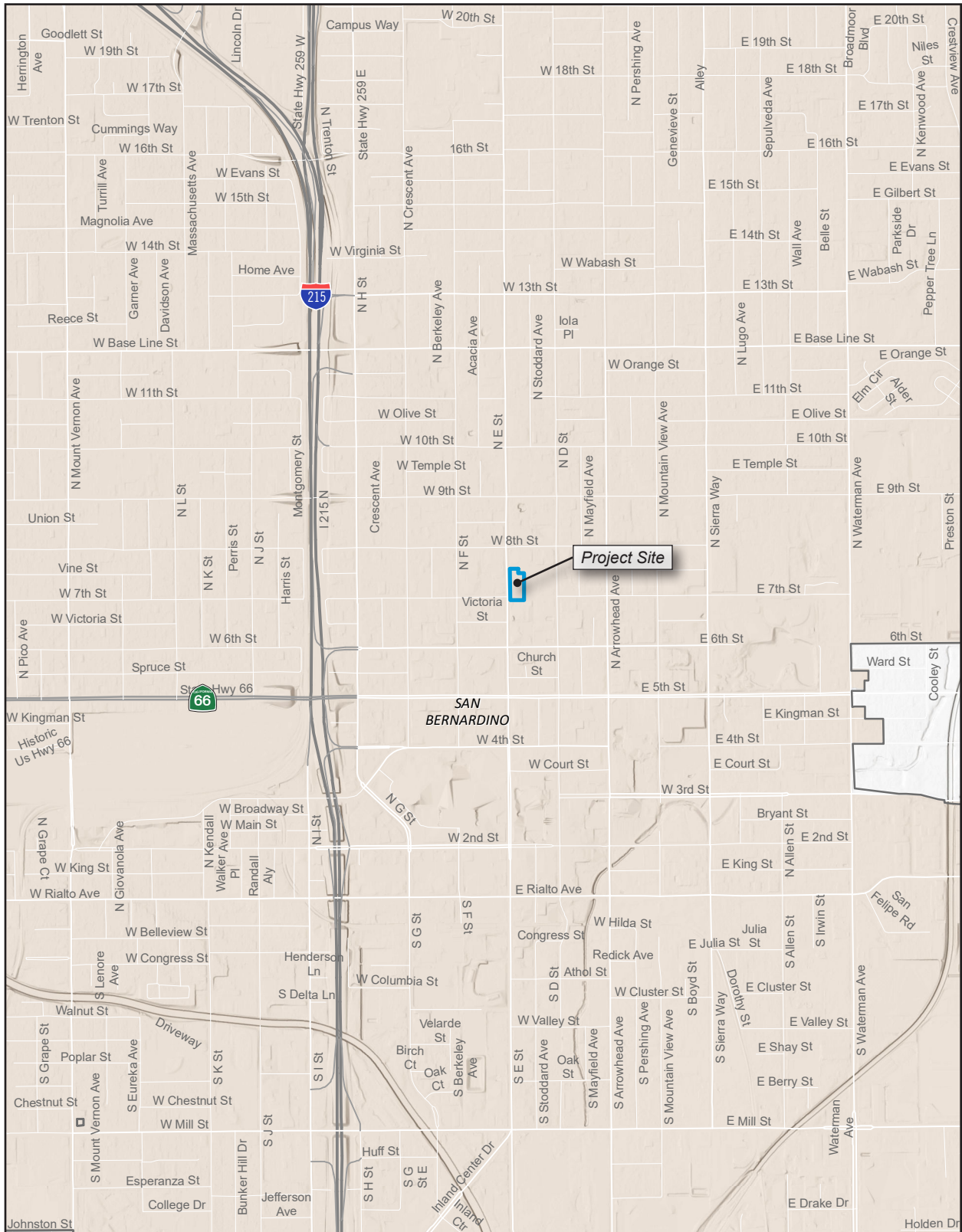


Source: Generated using ArcMap 2024.

## 2. Environmental Setting

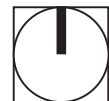
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Figure 2 - Local Vicinity



Project Boundary

0 2,000  
Scale (Feet)



Source: Generated using ArcMap 2024.

## 2. Environmental Setting

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Figure 3 - Aerial Photograph



— Project Boundary

0 160  
Scale (Feet)



Source: Nearmap, Inc. 2024.

## 2. Environmental Setting

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## 3. Modified Project Description

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### 3.1 MODIFIED PROJECT

The Modified Project would include changes and the relocation of the District Public Safety Headquarters. Figure 4, *Conceptual Site Plan for Modified Project*, shows the layout of the District Public Safety Headquarters at the new project site on 701 North E Street.

#### 3.1.1 District Public Safety Headquarters

The Modified Project would relocate the District Public Safety Headquarters building from the adjoining properties at 736 and 746 North E Street to 701 North E Street; the new project site is directly east of the original project site. Additionally, the District Public Safety Headquarters would be reduced from a two-story to a one-story building, and the number of parking spaces would increase at the site. The Modified Project does not propose any additional changes or modifications to the District Public Safety Headquarters other than the relocation, and reduction of building height and square footage, and the increase of parking spaces. The District Public Safety Headquarters would also provide an outdoor eating space located to the northeast of the building.

#### Parking and Internal Circulation

The District Public Safety Headquarters would include a parking lot surrounding the proposed District Public Safety Headquarters to the north, east, and south of the building. Two access points/driveways into the parking lot would be provided via North E Street—a public driveway at the southwestern portion of the site and a gated/restricted driveway for police staff at the northwestern portion of the site, just north of the proposed building. The northern parking lot on the project site would accommodate parking for the City of San Bernardino and District Public Safety vehicles, the eastern parking lot would accommodate personal vehicles for District staff, and the southern parking lot would accommodate visitor parking. The Modified Project provides 121 available parking spaces; two parking spaces in the visitor parking spaces would be ADA-accessible.

#### Fencing

As shown in Figure 4, a fence would separate the northern, eastern, and southern parking lots. A gate would be constructed between the visitor parking and the District's personal vehicle parking lot, as well as in between the District's personal vehicle parking lot and the City of San Bernardino vehicle parking lot.

### 3. Modified Project Description

#### 3.1.2 Approved vs. Modified Project

The District is proposing to make changes to the Approved Project, which include relocating the District Public Safety Headquarters from 736 and 746 North E Street to 701 North E Street, reducing the building to one story, reducing square footage, and increasing parking spaces (“Modified Project”).

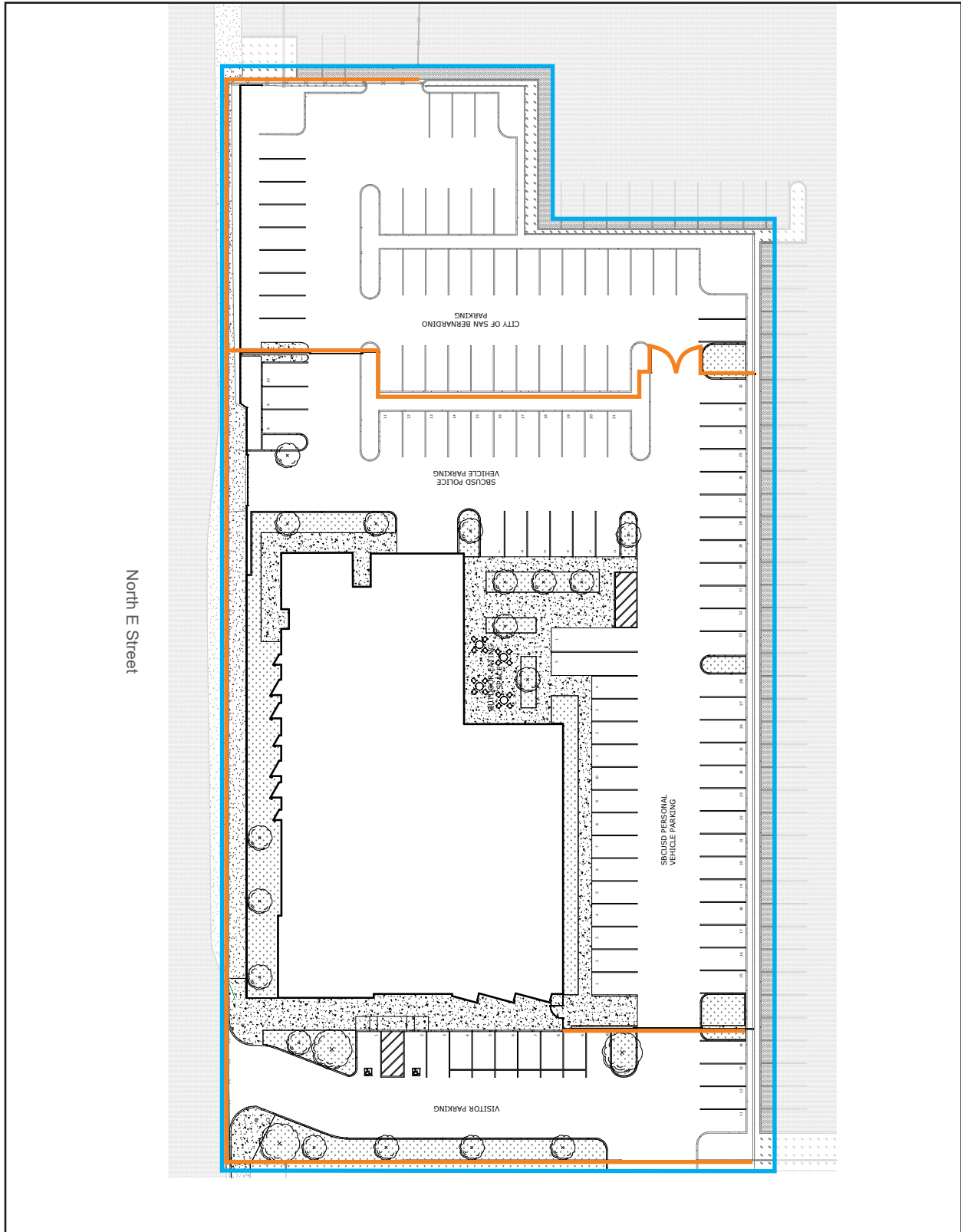
Table 1, *Summary of Approved Project and Modified Project Buildout*, summarizes the buildout estimates and changes between the Approved Project and Modified Project.

**Table 1 Summary of Approved Project and Modified Project Buildout**

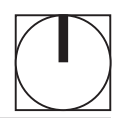
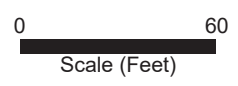
	Approved Project	Modified Project	Net Change
<b>District Public Safety Headquarters</b>			
Building Height (stories)	2	1	-1
Square Feet	17,849 <sup>1</sup>	16,800	-1,049
Parking Space	37	121	+84
Staff	50	50	0
Location	736 and 746 North E Street	701 North E Street	N/A

The Certified EIR analyzed a 15,772-square-foot, two-story District Police Headquarters; since certification, the building's square footage increased to 17,849 square feet. The increase in square footage of 2,077 square feet is de minimis. The Air Quality and Noise analyses in the Certified EIR indicated that the Approved Project would be well below applicable thresholds. The increase in square footage would not change the conclusion and the impacts remain less than significant.

Figure 4 - Conceptual Site Plan



- Project Boundary
- Fenced Areas



Source: Ruhnau Clarke Architects 2023.

### 3. Modified Project Description

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## 4. Environmental Analysis

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### 4.1 CONDITIONS

The section briefly summarizes the conclusions of the Certified EIR and discusses three conditions pursuant to CEQA Guidelines Section 15162 for impacts to transportation:

**Condition 1.** Whether or not the proposed project represents a substantial change that will require major revisions to the Certified EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

**Condition 2.** Whether or not substantial changes in the circumstances under which the proposed project is being undertaken will require major revisions to the Certified EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

**Condition 3.** If new information shows that the proposed project would have one or more new significant effects; that significant effects would be substantially more severe than previously described; that mitigation measures or alternatives previously found not to be feasible would be feasible and substantially reduce impacts, but project proponents decline to adopt them; or that new or previously rejected mitigation measures or alternatives would be feasible and would substantially reduce one or more project impacts, but project proponents decline to adopt them.

If none of the above conditions are met, the analysis identifies where impacts of the Modified Project would not require major revisions to the Certified EIR or substantially increase the severity of previously identified significant effects that would trigger the need to prepare a subsequent or supplemental EIR under Sections 15162(a) and 15163(a).

### 4.2 TRANSPORTATION

#### 4.2.1 Thresholds of Significance

Since the 2019 Certified EIR, the Transportation thresholds in Appendix G of the CEQA Guidelines have been revised pursuant to Senate Bill 743, which eliminated level of service (LOS) as a metric to assess transportation and traffic, and replaced it with vehicle miles traveled (VMT).

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

## 4. Environmental Analysis

- T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- T-2 Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- T-4 Result in inadequate emergency access?

### 4.2.2 Summary of Impacts Identified in the Certified EIR

The following summarizes the transportation impacts identified in the Certified EIR (Approved Project). An Initial Study was also prepared which analyzed impacts that would either result in less than significant impacts or no impacts. Thresholds T-1, T-3, and T-4 were addressed in the 2018 Initial Study, and were not analyzed further in the Certified EIR.

#### Initial Study

- **Transit, Bicycle, Pedestrian Facilities**

- The 2018 Initial Study indicated that the Approved Project's construction would occur within the project site's footprint, and therefore, would not conflict with transit, bicycle, or pedestrian facilities. Impacts were determined to be less than significant.

- **Geometric Design**

- The 2018 Initial Study indicated that new driveway configurations would be developed in accordance with San Bernardino Municipal Code Section 12.92, Construction and Maintenance of Sidewalks, Curbs, and Driveways. While the Approved Project would alter onsite circulation, no impacts to offsite circulation or design would occur and impacts were determined to be less than significant.

- **Emergency Access**

- The 2018 Initial Study indicated that the Approved Project would be designed to meet fire and life safety standards established in the California Building Code (CBC), Division of State Architect (DSA), and local fire marshal. The Approved Project would allow adequate access of fire engines and turning radius requirements. Impacts were determined to be less than significant.

While the Modified Project would occur on a new project site compared to what was analyzed for the Approved Project, the Modified Project would be required to comply with the CBC, DSA, City, and local fire department's standards and requirements. Therefore, the Modified Project would not result in impacts to the circulation system, transit, bicycle, or pedestrian facilities, and would not result in hazardous geometric design or inadequate

## 4. Environmental Analysis

emergency access. As such, the Modified Project would not result in new or substantially more severe impacts compared to the Approved Project.

### Certified EIR

#### ■ Circulation System

- The Certified EIR stated that the Approved Project's construction trips are less than the 168 average daily trips projected to be generated by the project, and since the operational trips were determined to be less than significant, then the construction traffic impacts would also be less than significant as well. The Certified EIR considered the implementation of Mitigation Measure HAZ-1, which would result in the removal of 67 cubic yards of material and result in six to 10 trips for removal. However, the number of trips for soil removal would be less than the construction equipment trips, and once removal has been completed, impacts would be less than significant. If less material could be removed or hazardous areas could be paved then the number of dump truck trips will decrease, and the impact will remain minimal.
- The Certified EIR analyzed the AM and PM peak hour intersection level of service. The analysis found that implementation of the Approved Project would result in significant impacts to the intersection of North E Street and West 9th Street under the Buildout Year (2040) PM peak hour conditions, where this intersection would operate at LOS D. However, with the implementation of Mitigation Measure TRAF-1, which requires the District to pay a proportional "fair share" of improvement costs to retime the intersection, impacts would be less than significant.

#### ■ Congestion Management Program.

- The Certified EIR indicated that the San Bernardino County Congestion Management Plan (CMP) states that jurisdictions with qualifying development mitigation programs that meet the San Bernardino Associated Governments (SANBAG) development contribution requirements are not required to prepare traffic impact analysis (TIA) reports. The Certified EIR indicated that the Approved Project is located the City of San Bernardino and is subject to the County of San Bernardino Regional Transportation Development Mitigation Plan Fee Schedule. Therefore, a CMP TIA report was not required for this project. Since the Approved Project would not conflict with SANBAG's CMP, this impacts was determined to be less than significant.

As indicated above, the CEQA Appendix G thresholds for Transportation have been revised since the certification of the EIR. Therefore, analyses for LOS and CMPs are no longer required under CEQA.

### 4.2.3 Impacts Associated with the Modified Project

Would the Modified Project:

## 4. Environmental Analysis

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

### **Approved Project**

#### **Less Than Significant Impact.**

The 2018 Initial Study indicated that the Approved Project's construction would occur within the project site's footprint, and therefore, would not conflict with transit, bicycle, or pedestrian facilities. Impacts were determined to be less than significant.

### **Modified Project**

#### **Less Than Significant/No Changes or New Information Requiring Preparation of an EIR.**

The Modified Project's construction would occur within the project site footprint and would not propose changes to offsite roadways, transit, bicycle, and pedestrian facilities. The Modified Project would not propose changes to the existing driveways. Therefore, as with the Approved Project, the Modified Project would result in less than significant impacts. Therefore, the Modified Project would have similar impacts to the Approved Project.

The Modified Project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a). No substantial changes are proposed to the Approved Project that would require major revisions to the Certified EIR or substantially increase the severity of previously identified significant effects. Thus, the impacts of the Modified Project are within the levels and types of environmental impacts disclosed in the Certified EIR.

- b) **Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?**

### **Approved Project**

The Approved Project did not analyze VMT impacts pursuant to Section 15064.3, subdivision (b). Since the certification of the EIR, SB 743 resulted in an update to the Appendix G thresholds for transportation which took effect in 2020.

### **Modified Project**

#### **Less than Significant/No Changes or New Information Requiring Preparation of an EIR.**

The Certified EIR assumed the Welcome Resources Center would accommodate 74 employees from other District offices. The TIA for the Approved Project did not include trip generation for departments within a half-mile of the Approved Project's project site (41 employees). However, the Approved Project's TIA did calculate trip generation for 33 employees (23 employees from District offices over a half-mile from the Approved Project's project site and 10 new employees) and took driveway counts at the existing District Public Safety headquarters. Under the Modified Project, the project site would be used by the 33 District staff as well as the District Public Safety employees. The TIA for the Modified Project concluded that trip generation would



## 4. Environmental Analysis

be the same as the Approved Project (i.e., 168 trips for the 33 employees and 149 driveway count trips for the District Public Safety employees; total 317 trips) (Arcadis 2024).

According to the City of San Bernardino VMT Analysis Guidelines, local serving uses are presumed to have a less than significant impact as their uses are often local serving in nature. The District Public Safety Headquarters, which is a community institution, would only serve District-related uses, and therefore, would be a local serving use. Additionally, the Modified Project would result in the same number of trips as the Approved Project. Therefore, VMT under the Modified Project would be less than significant and similar to the Approved Project.

The Modified Project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a). No substantial changes are proposed to the Approved Project that would require major revisions to the Certified EIR or substantially increase the severity of previously identified significant effects. Thus, the impacts of the Modified Project are within the levels and types of environmental impacts disclosed in the Certified EIR.

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

#### **Approved Project**

The 2018 Initial Study indicated that new driveway configurations would be developed in accordance with San Bernardino Municipal Code Section 12.92, Construction and Maintenance of Sidewalks, Curbs, and Driveways. While the Approved Project would alter onsite circulation, no impacts to offsite circulation or design would occur and impacts were determined to be less than significant.

#### **Modified Project**

##### **Less than Significant/No Changes or New Information Requiring Preparation of an EIR.**

Under the Modified Project, access to the site would occur via the two existing driveways at the project site. The Modified Project would be required to comply with the CBC, DSA, City, and local fire department's standards and requirements to ensure that the design of the Modified Project does not result in hazardous conditions. Therefore, the Modified Project would result in similar impacts to the Approved Project.

The Modified Project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a). No substantial changes are proposed to the Approved Project that would require major revisions to the Certified EIR or substantially increase the severity of previously identified significant effects. Thus, the impacts of the Modified Project are within the levels and types of environmental impacts disclosed in the Certified EIR.

## 4. Environmental Analysis

### d) Result in inadequate emergency access?

#### **Approved Project**

The 2018 Initial Study indicated that the Approved Project would be designed to meet fire and life safety standards established in the CBC, DSA, and local fire marshal. The Approved Project would allow adequate access of fire engines and turning radius requirements. Impacts were determined to be less than significant.

#### **Modified Project**

##### **Less than Significant/No Changes or New Information Requiring Preparation of an EIR.**

The Modified Project would be required to comply with the CBC, DSA, City, and local fire department's standards and requirements. Therefore, the Modified Project would not result in inadequate emergency access. Therefore, the Modified Project would result in similar impacts to the Approved Project.

The Modified Project would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in Sections 15162(a) and 15163(a). No substantial changes are proposed to the Approved Project that would require major revisions to the Certified EIR or substantially increase the severity of previously identified significant effects. Thus, the impacts of the Modified Project are within the levels and types of environmental impacts disclosed in the Certified EIR.

### **4.2.4 Transportation/Traffic Mitigation Measures Identified in the Certified EIR**

The following mitigation measure was implemented under the Certified EIR to address impacts related to LOS. However, as LOS is no longer a CEQA threshold, this mitigation measure would not be required to be implemented under the Modified Project. No new mitigation measures or modifications are necessary.

TRAF-1            The project applicant would be required to pay a proportional "fair share" of improvement costs to retime the intersection of North E Street and West 9th Street so it operates at an acceptable level of service.

## 5. Findings

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As indicated in this Addendum, the impacts of the Modified Project have already been adequately identified and addressed in the Certified EIR, and no substantial changes have occurred with respect to the circumstances under which the Modified Project is undertaken that would require major revisions to the Certified EIR. Analysis of the Modified Project shows that there are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects.

Impacts beyond those identified in the Certified EIR would not be expected to occur as a result of the Modified Project, and the Modified Project would still be subject to all applicable, previously required mitigation measures from the Certified EIR. The Modified Project would not result in any new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified in the Certified EIR.

Based on the record as a whole, there is no substantial evidence that the Modified Project would result in significant environmental impacts not previously studied in the Certified EIR, and accordingly, the project changes would not result in any conditions identified in CEQA Guidelines, Section 15162. Thus, a subsequent EIR or mitigated negative declaration is not required for the changes to the Modified Project, and the District adopts this Addendum to the Family Resources Center and District Police Headquarters Project EIR in accordance with CEQA Guidelines Section 15164.

## 5. Finding

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## 6. List of Preparers

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### 6.1 PLACEWORKS

Dwayne Mears, Principal

Jasmine A. Osman, Associate II

Jessica Mendoza, Project Planner

## 6. List of Preparers

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## 7. References

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Arcadis. 2024, February. San Bernardino Police Department & Resource Center Traffic Impact Analysis (TIA). (Appendix A).

## 7. References

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