INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
for
New San Bernardino County Valley Communication Center
at E. Rialto Avenue and S. Lena Road in the City of San Bernardino

San Bernardino County Project No. 10.10.0181

Applicant:
San Bernardino County
Project & Facilities Management Department
385 North Arrowhead Ave, 3rd Floor, San Bernardino, CA 92415

Lead Agency:
San Bernardino County
Project & Facilities Management Department
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January 2023

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LIST OF ACRONYMS

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
AMSL	Above Mean Sea Level
AQMP	Air Quality Management Plan
APN	Assessor Parcel Number
BMPs	Best Management Practices
BUOW	Burrowing Owl
CAA	Clean Air Act
CARB	California Air Resources Board
CALGreen	California Green Building Standards Code
CBC	California Building Codes
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CESA	California Endangered Species Act
CGP	Construction General Permit
CEQA	California Environmental Quality Act
City	City of San Bernardino
City-GP	General Plan, City of San Bernardino
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CONFIRE	Consolidated Fire Agencies
County	County of San Bernardino
dB	Decibel
dBA	A-Weighted Decibels
DTSC	Department of Toxic Substance Control
EIA	Energy Information Administration
ECC	Emergency Communications Center
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ERIS	Environmental Risk Information Service
ESA	Endangered Species Act
FAR	Federal Aviation Regulations
FAR	Floor Area Ratio
Farmland	Prime Farmland, Unique Farmland or Farmland of Statewide Importance
FEMA	Federal Emergency Management Agency
FGC	California Fish and Game Code
Form	Environmental Checklist Form
GCC	Global Climate Change
GHG	Greenhouse Gas
GWh	Gigawatt-Hours
HbA	Hanford sandy loam
HCP	Habitat Conservation Plan
HSC	Health and Safety Code
ICEMA	Inland Counties Emergency Medical Agency
IL	Industrial Light
ISD	Information Services Department
kBTU	Kilo British Thermal Units

kWh	Kilowatt-Hours
LED	Light Emitting Diode
LEQ	Equivalent Sound Level
LOS	Level of Service
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
$MTCO_2e$	Metric Tons Carbon Dioxide Equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO_2	Nitrogen Dioxide
NOI	Notice of Intent
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OES	Office of Emergency Services
OPR	Office of Planning and Research
Pb	Lead
PF	Public Facilities
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB 100	Senate Bill 100
SBCOG	San Bernardino Council of Governments
SBCUSD	San Bernardino City Unified School District
SBCSD	San Bernardino County Sheriff's Department
SBCFD	County Fire
SBIA	San Bernardino International Airport
SBMWD	San Bernardino Municipal Water Department
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCAQMD	South Coast Air Quality Management District
SF	Square Feet
SCAB	South Coast Air Basin
SO_2	Sulfur Dioxide
SoCalGas	Southern California Gas
SP	Service Populations
SRA	Source Receptor Area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
VMT	Vehicle Miles Traveled
WQMP	Water Quality Management Plan
USDA	US Department of Agriculture
USFWS	US Fish & Wildlife Service
USGS	US Geological Survey
VOC	Volatile Organic Compounds
YSMN	Yuhaaviatam of San Manuel Nation

1 PURPOSE AND SCOPE

San Bernardino County (County) proposes to consolidate emergency services by developing a three-story, 75,062 square foot (SF) office building within approximately 6.49 gross acres of vacant land within five parcels located on the southeast corner of S Lena Road and E Rialto Avenue in the City of San Bernardino (Project). The facility would be occupied by the County Sheriff's Department (SBCSD), Office of Emergency Services (OES), County Fire Department (SBCFD), Consolidated Fire Agencies (CONFIRE), Inland Counties Emergency Medical Agency (ICEMA), Information Services Department (ISD), and Building Services, which currently have office locations throughout San Bernardino County.

The Project is designed and would be operated as a mission-critical facility that must remain operational 365/24/7, under extreme conditions as the primary Emergency Operations Center (EOC) and Emergency Communications Center (ECC) in the San Bernardino Valley. The facility will be capable of self-support and self-sufficiency over an extended duration of time and act as a stand-alone facility in the event of a natural or manmade disaster. The operational model requires significant facility enhancements that include utility and technological system redundancies to assure continual operations. It is estimated that a total of 220 employees would be consolidated at the new facility, 75 of which (total among all agencies) would be located at the new facility at all times; the employees are not new employees as they would be relocated to this facility from other facilities located throughout the County.

The Proposed Project is subject to the approval by the County of the following:

- Environmental Review to allow for the development of a three story, approximately 75,062 SF office building on 6.49 acres of vacant land over five parcels, located on the southeast corner of S Lena Road and E Rialto Avenue in the City of San Bernardino

- Approval of the award of Design-Build contract to finalize the design and construct the facility per design.

The Proposed Project is a project under the California Environmental Quality Act (Public Resource Code § 21000 et seq.: "CEQA"). The primary purpose of CEQA is to inform the public and decision makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision-making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid any significant environmental impacts resulting from the implementation of projects subject to CEQA.

Pursuant to CEQA Guidelines Section 15367, the lead agency is the public agency that has the principal responsibility for conducting or approving a project. The Project would be carried out by the San Bernardino County on property owned by San Bernardino County and located within the City of San Bernardino (City) city limits. Pursuant to CEQA Guidelines Section 15051 if the project would be carried out by a public agency, that agency shall be the Lead Agency even if the project would be located within the jurisdiction of another public agency.

For this Project, San Bernardino County is the Lead Agency because it is the public agency carrying out the Project. As the Lead Agency, the County is responsible for preparing environmental documentation

in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent development of the Proposed Project would have a significant impact on the environment.

In accordance with the CEQA (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the Proposed Project to determine any potential significant impacts upon the environment that would result from construction and long-term operation of the Proposed Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

A Lead Agency may prepare a Mitigated Negative Declaration for a project that is subject to CEQA when an Initial Study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the Applicant before the proposed Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment (Public Resources Code Section 21064.5).

This Initial Study has been prepared for the Proposed Project, in conformance with Section 15070(b) of the State CEQA Guidelines. This Initial Study analyzes potentially significant impacts associated with the Proposed Project and incorporates mitigation measures into the Proposed Project as necessary to eliminate the potentially significant effects of the Proposed Project or to reduce the effects to a level of less than significant.

1.1 CONTENT AND FORMAT OF THE INITIAL STUDY

The Initial Study is organized as follows:

- **Section 1 – Purpose and Scope.** This section introduces the scope of the Proposed Project and the County's role in the project, as well as a brief summary of findings.
- **Section 2 – Project Summary and Environmental Determination.** This section summarizes the Proposed Project and actions to be undertaken by the County. This section also provides the determination of the environmental document to be approved by the County.
- **Section 3 – Project Description.** This section details the Proposed Project components and general environmental setting.
- **Section 4 – Environmental Impacts**. This section contains the Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level. The Form requires an analysis in 20 subject categories as well as Mandatory Findings of Significance.

- **Section 5 – List of Preparers.** This section identifies the names and affiliations of the individuals who contributed to the preparation of the environmental evaluation.
- **Section 6 – References.** This section identifies the references used in the preparation of this Initial Study.

1.2 INITIAL STUDY SUMMARY OF FINDINGS

Based on the analysis in Section 4, there were no environmental factors that could potentially affect ("Potentially Significant") the environment. Mitigation measures were identified to reduce some impacts to Less Than Significant. Therefore, the determination, based on the Initial Study, is that a **Mitigated Negative Declaration** would be prepared.

1.3 DOCUMENTS INCORPORATED BY REFERENCE

The following reports and/or studies are applicable to development of the Project Site and are hereby incorporated by reference:

- *General Plan, City of San Bernardino*. November 1, 2005 (City-GP). Available at: https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_17442462/File/Government/Department/Community%20&%20Economic%20Development/Planning/Complete%20General%20Plan%20Compressed.pdf

- Griffin Structures, August 19, 2022. *San Bernardino County Valley Communications Center Basis of Design Bridging Documents*, prepared for San Bernardino County, on file with the County of San Bernardino.

1.4 CONTACT PERSON

Any questions about the preparation of the Initial Study, its assumptions, or its conclusions should be referred to the following:

San Bernardino County
Project & Facilities Management Department
Attn: Scott Hughes
385 North Arrowhead Ave, 3rd Floor
San Bernardino, CA 92415
Phone: (909) 771-1182
Email: Scott.Hughes@res.sbcounty.gov

2 PROJECT SUMMARY AND ENVIRONMENTAL DETERMINATION

2.1 PROJECT SUMMARY

1. Project Title: New San Bernardino County Valley Communication Center at E. Rialto Avenue and S. Lena Road in the City of San Bernardino, San Bernardino County Project No. 10.10.0181

2. Lead Agency Name: San Bernardino County
Address Project & Facilities Management Department
385 North Arrowhead Ave, 3rd Floor
San Bernardino, CA 92415

3. Contact Person: Scott Hughes
Scott.Hughes@res.sbcounty.gov
(909) 771-1182

4. Project Location: Southeast corner S Lena Road and E Rialto Avenue
Gross Acres: 6.49 acres
Site Address: None assigned.
Topographic Quad (US Geological Survey (USGS) 7.5"): *San Bernardino South*
Topographic Quad Coordinates: T1 South, R4 West, Section 11
Latitude: 34° 6'0.16"N, Longitude: - 117°16'2.02"W
APNs (Assessor Parcel Numbers): 0279-271-19 and 0279-271-20 and portions of 0279-261-17, 0279-271-16, and 0279-271-17

5. Project Sponsor's Name: San Bernardino County
Project & Facilities Management Department
Address 385 North Arrowhead Ave, 3rd Floor
San Bernardino, CA 92415

6. General Plan Designation: City of San Bernardino –Industrial and Public Facility/Quasi-Public

7. Zoning Designation: City of San Bernardino –Industrial Light (IL) and Public Facilities (PF)

8. Description of Project:

San Bernardino County (County) proposes to consolidate its emergency communication services by developing a three-story 75,062 SF office building within approximately 6.49 gross acres of vacant land owned by the County and located on the southeast corner of S Lena Road and E Rialto Avenue in the City of San Bernardino (Project). The facility will serve as a consolidated communications and operations center to be occupied by the communications teams of various San Bernardino County emergency services departments including Sherriff's Department Communications Center (SBSD), Office of Emergency Services (OES), CONFIRE (consolidated City-County fire communications), Inland Counties Emergency Medical Agency (ICEMA), Information Services Department (ISD)and Building Services, which

currently have office locations throughout San Bernardino County. The Proposed Project is designed to replace the County's current communications center located at the Rialto Airport, with this location.

9. Surrounding Land Uses:

Surrounding land uses and major landmarks are identified in **Table 1 – *Surrounding Land Use***. The Project Site is currently vacant.

Table 1 - Surrounding Land Use

Direction	Land Use Description	Zoning (City of San Bernardino)
SITE	Vacant	Light Industrial and Public Facilities
North	E Rialto Avenue; residential land uses (non-conforming to City of San Bernardino Light Industrial zone)	Roadway; Light Industrial
East	Industrial building	Light Industrial
South	Vacant land and San Bernardino County Coroner; San Bernardino International Airport located approximately 1 mile southeast of the Project Site	Public Facilities; Light Industrial
West	S Lena Road; Ballington Academy for the Arts and Sciences, County facilities (Regional Parks and General Services)	Roadway; Public Facilities

10. Other Public Agencies Whose Approval is Required:

The following discretional approvals are required for the Project:

Federal Agencies:

- There are no federal agencies in which discretionary approvals are required.

State Agencies:

- Santa Ana Regional Water Quality Control Board: Approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.

Local Agencies:

- San Bernardino County:
    - Environmental Review to allow for the development of a three story, approximately 75,062 square foot office building on 6.49 acres of vacant land owned by the County over five parcels, located on the southeast corner of S Lena Road and E Rialto Avenue.
    - Approval of the award of a Design-Build contract to finalize the design and construct the facility per design
- City of San Bernardino – approval of water connection, wastewater connection, improvements within the street right-of-way.

11. California Native American Consultation:

On August 26, 2022, the San Bernardino County notified the following tribal entity representatives of the Project and that the 30-day timeframe in which to request consultation would end September 26, 2022, in accordance with Assembly Bill (AB) 52. The following summarizes the results of the AB 52 (Assembly Bill 52) consultation.

- Ms. Amanda Barrera, Tribal Secretary, Colorado River Indian Tribes. Result: No comments provided, and consultation was closed.
- Mr. Andrew Salas, Chairman, Gabrieleno Band of Mission Indians – Kizh Nation. Result: No comments provided, and consultation was closed.
- Ms. Ann Brierty, THPO, Morongo Band of Mission Indians. Result: No comments provided, and consultation was closed.
- Mr. Anthony Madrigal, Jr., Tribal Grants Administrator/Tribal Historic Preservation Officer, Twenty-Nine Palms Band of Mission Indians. Result: No comments provided, and consultation was closed.
- Mr. Anthony Morales, Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians. Result: No comments provided, and consultation was closed.
- Mr. Darrell Mike, Tribal Chairman Twenty-Nine Palms Band of Mission Indians. Result: No comments provided, and consultation was closed.
- Ms. Jessica Mauck, Cultural Resources Management Department, Yuhaaviatam of San Manuel Nation (YSMN, formerly known as the San Manuel Band of Mission Indians). Result: Response sent via email on September 26, 2022 stating that YSMN did not have any concerns with the project's implementation, as planned, but requested various mitigation measures be included to accommodate for unanticipated finds. The consultation was closed.
- Mr. Joseph Ontiveros, Cultural Resources Director Soboba Band of Luiseno Indians. Result: No comments provided, and consultation was closed.
- Mr. Raymond Huaute, Cultural Resources Specialist, Morongo Band of Mission Indians. Result: No comments provided, and consultation was closed.
- Ms. Rebecca A Loudbear, Attorney General, Colorado River Indian Tribes. Result: No comments provided, and consultation was closed.

Mitigation measures to ensure resources to tribal cultural resources are minimized have been incorporated, as appropriate, into this Initial Study.

2.2 ENVIRONMENTAL ANALYSIS AND DETERMINATION

In accordance with the CEQA (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the Proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. This Initial Study is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State

CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level.

In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

2.2.1 Evaluation of Environmental Impacts

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the Lead Agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant.

"Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." Mitigation measures are identified and explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

Earlier analyses may be used where, pursuant to the Program EIR or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Section 15063[c] [3][D]. In this case, a brief discussion should identify the following:

a) Earlier analyses used where they are available for review.

b) Which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and whether such effects were addressed by mitigation measures based on the earlier analysis.

c) The mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project for effects that are "Less than Significant with Mitigation Measures Incorporated".

References and citations have been incorporated into the checklist references to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, include a reference to the page or pages where the statement is substantiated.

Source listings and other sources used, or individuals contacted are cited in the discussion.

The explanation of each issue identifies:

a) The significance criteria or threshold, if any, used to evaluate each question.

b) The mitigation measure identified, if any, to reduce the impact to less than significant.

2.2.2 Environmental Factors Potentially Affected

Based on the analysis in Section 4, the environmental factors below would be potentially affected by the Proposed Project. The factors checked below were found to either be "Potentially Significant" or where mitigation measures were identified to reduce potential impacts to less than significant.

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

2.2.3 Determination

On the basis of this initial evaluation, the following finding is made:

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

4-4-2023

Signature | Date

Scott Hughes | Supervising Project Manager

Name | Title

3 PROJECT DESCRIPTION

The facility will serve as a consolidated operations center to be occupied by the communications teams of various San Bernardino County emergency services operations departments including Sherriff's Department Communications Center (SBSD), Office of Emergency Services (OES), CONFIRE (consolidated City-County fire communications), Inland Counties Emergency Medical Agency (ICEMA), Information Services Department (ISD) and Building Services, which currently have office locations throughout San Bernardino County. The Proposed Project is designed to replace the County's current communications center located at the Rialto Airport, with this location.

3.1 PROJECT SITE SETTING

The Project Site is owned by County and located on the southeast corner of S Lena Road and E Rialto Avenue in the City of San Bernardino within APNs: 0279-271-19 and 0279-271-20 and portions of 0279-261-17, 0279-271-16, and 0279-271-17 (**Figure 1 – *Regional Vicinity*** and **Figure 2 – *Site Location: Aerial***). The Project Site is located within the *San Bernardino South* USGS Quad, within Township 1 South, Range 4 West, Section 11 (**Figure 3 – *Site Location: USGS*).** The Project Site is relatively flat with a gradient to the southwest. Elevations vary from approximately 1,045 mean sea level (msl) in the north to approximately 1,036 msl in the southwest.

The Project Site is currently vacant and bounded on the north by E Rialto Avenue with residences on the north side of E Rialto Avenue, on the south by vacant land and the San Bernardino County Coroner's office, on the east by asheet packaging plant owned by the Packaging Corporation of America, and on the west by S Lena Road and the San Bernardino Regional Parks and General Services offices.

Site Zoning

The City of San Bernardino designates zoning for APN 0279-261-17 as Public Facilities (PF) and the remainder of the Project Site parcels are zoned Industrial Light (IL) **(Figure 4 – *Site Zoning*)**. The City of San Bernardino's IL designation is intended to retain, enhance, and intensify existing and provide for the new development of lighter industrial uses along major vehicular, rail, and air transportation routes serving the City. The Proposed Project is similar to Offices/Services which are permitted in the IL zone.

The City's PF Zone provides for the continuation of existing and development of new schools, government administrative, police, fire, libraries, social service, and other public facilities.

Soils

USDA Soil Conservation Service identifies the on-site soils as:

- Grangeville fine sandy loam (Gr) – 94.7 percent of Project Site. This soil is somewhat poorly drained with a high capacity to transmit water. This soil consists of alluvium derived from granite, typically ranges in elevation from 490 to 1,430 feet above mean sea level (amsl) and is considered prime farmland if irrigated. This soil type dominates the Project Site.

- Hanford sandy loam, 0 to 2 percent slopes (HbA) – 5.3 percent of Project Site. This soil is well drained with a high capacity to transmit water. This soil consists of alluvium derived from

granite, typically ranges in elevation from 790 to 1,610 amsl and is considered prime farmland if irrigated. This soil type is primarily located along E Rialto Avenue and at the intersection of E Rialto Avenue and S Lena Road.

3.2 PROJECT CHARACTERISTICS - CONSTRUCTION

The Project components include the following:

Site Plan: The Project proposes to develop a three-story 75,062 SF office building within approximately 6.49 gross acres of vacant land owned by the County within five parcels located on the southeast corner of S Lena Road and E Rialto Avenue in the City of San Bernardino (**Figure 5 – *Site Plan Schematic)***. The three-story building would be approximately 59 feet high at the mechanical equipment screen, with the building generally 51 feet high at the parapet (**Figure 6A – *Elevations: East and West***, and **Figure 6B – *Elevations: North and South***).

The Project would be designed as a mission-critical facility that must be operational 365/24/7, under extreme conditions as the primary EOC and ECC in the San Bernardino Valley. The facility will be capable of self-support and self-sufficiency over an extended duration of time and act as a stand-alone facility in the event of a natural or manmade disaster. Therefore, the facility would be designed with enhancements that include utility and technological system redundancies to assure continual operations.

Special features include:

- Partial basement to house building seismic control assemblies. Bottom of foundation expected to be approximately 6 feet, 6 inches below grade.

- Two underground emergency domestic water storage tanks to be located in the parking lot on the west side of the building. Each 20,000-gallon tank would be approximately 9 feet wide by 55 feet long and be placed approximately 12 feet deep.

- Perimeter pre-cast concrete walls around the perimeter will be approximately 8 feet tall. Footings for the concrete wall will be approximately 3 feet deep.

- Two storm water retention basins (one in the southwest corner of the Project Site, and one west of the building, near the main driveway entrance). Each of the basins would have underground infiltration systems within the basins. The stormwater basins will be approximately 7,500 SF each and approximately 4 feet to 6 feet deep / below ground surface. The infiltration wells are approximately 6 feet in diameter and drilled to a depth of approximately 50 feet below the bottom of the basins, containing an underground infiltration chamber, approximately 4 ½ feet in diameter and 18 feet deep with a 6-inch diameter infiltration pipe extending to the bottom of the 50 feet deep drilled excavation.

- Communication tower that is approximately 190 feet high, three-leg with microwave antennas, is proposed for the northeast corner of the Project Site.

- Photovoltaic panels on raised structures over portions of the north and south parking areas to provide an estimated 700 kVA of solar power for the facility.

- Building height would be three stories or approximately 51 feet high to the parapet with a mesh screen for the rooftop equipment that would extend to 59 feet high.

Each floor of the building would be approximately 25,000 square feet. The building would be designed with building setbacks as required by San Bernardino City code. The color scheme of the building would be a variety of neutral earth tones with accents which are consistent with a color scheme to blend with the surrounding area.

Off-Site Improvements: Planned improvements include a new curb and gutter along E Rialto Avenue, with a new 35-foot radius at the southeast corner of E Rialto Avenue and S Lena Road, new sidewalks and landscaping along E Rialto Avenue and S Lena Road, and street paving to create a continuous roadway width based on San Bernardino City standards.

Additional work may also include roadway rehab to half-width of both E Rialto Avenue and S Lena Road, undergrounding of communications lines along E Rialto Avenue, and/or relocation of a Southern California Edison (SCE) transmission on E Rialto Avenue at the northeast corner of the Project Site.

Site Access: Primary access to the site includes two full access driveways, one from E Rialto Ave and one from S Lena Road. Each access driveway would be secured by a gate for electronic access for personnel.

Parking: The site will contain a total of 424 parking spaces, which include nine spaces that are handicapped accessible, 10 oversized stalls, 51 clean air vehicle stalls with 43 electric vehicle charging stalls.

Landscaping and Hardscape: Landscaping is designed primarily for the perimeter, inside the perimeter block wall, and within the parking areas. The Site landscaping is dominated by Chinese Elm throughout the parking lot and perimeter, with Strawberry Trees and Crape Myrtle near roadways and building entrance (refer to **Figure 7A – *Landscape Plan: S Lena Road and Rialto Ave,*** and **Figure 7B – *Landscape Plan: S Lena Road and Southern Boundary***).

Fenestration and Glazing: As identified in the building elevations provided in Exhibit 7, exterior surfaces of the proposed building would be finished with a combination of architectural coatings, trim, and/or other building materials (e.g., concrete). Windows would consist of low reflective glass. The Project plans related to building materials are designed to ensure that glare does not create a nuisance to on- and off-site viewers of the Project site.

Site Lighting: Site lighting would be low-level light emitting diode (LED) that will be pointed downward at the parking lot and/or along the edges of the building (**Figure 8 – *Photometric Plan***). The exterior lighting would remain on for 24 hours per day, 7 days per week to correspond with the operating hours for the facility. The lighting system will have sensors and controls consistent with State building code requirements.

Stormwater Management: The Design-Build contractor, who will be selected, will prepare a Water Quality Management Plan (WQMP) that identifies stormwater management for the building operations/post construction. Overall, it is anticipated that the existing drainage patterns would be identified, and the final design would preserve the overall drainage pattern. Stormwater runoff generated by this project to be conveyed to two detention basins to be located near the facility entrance along S Lena Road via a system of catch basins, underground pipes, and concrete gutters. The existing soil condition is characterized by high infiltration capacity therefore infiltration basins would be appropriate for this site. All runoff generated by the Proposed Project is expected to infiltrate in the ground, except for flows within the emergency basin spillways. The excess water would flow through the S Lena Road street gutter, south to be conveyed to the Timber Creek, a concrete-lined storm drain.

Construction of the Proposed Project will also require the contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP) as the Project Site is more than 1 acre.

Utilities and Services: Public water and sewer is served by the City of San Bernardino (City), electrical service is readily available through SCE, and natural gas is available through Southern California Gas Company (SoCalGas).

3.2.1 Construction Timing

Construction is anticipated to occur in one phase, beginning in 2023, lasting approximately 14 months. Initial site improvements include grading and underground infrastructure followed by building construction, paving, and landscape activities. Project construction will require the use of heavy equipment such as dozers, scrapers, paving machines, concrete trucks, and water trucks.

Construction activities include the following:

Site grading and underground utility construction – this is expected to last approximately two months. Site activities include placement of underground water, sewer and other utilities underground throughout the site to service the structures. Typical equipment includes excavators and trenchers. Site excavation is anticipated to include approximately 14,000 cubic yards of excavation and 2,100 cubic yards of fill; therefore, export of soil is anticipated.

Building Construction – construction of the one three-story, 75,062 SF building is expected to occur over 10 months. The construction method is standard wood, brick, and block construction. Should a crane be utilized, the Project contractor will comply with all local, State, and federal regulations. The type of equipment will be evaluated, and all permits obtained as necessary prior to construction.

Final Site Paving and Landscaping – this activity is anticipated to occur over two months. All parking areas will be paved, and landscaping placed per the design. All architectural and parking lot lighting will also be installed. Gravel will be placed in the storage yard during this time as well.

3.2.2 Best Management Practices During Construction

The following best management practices (BMPs) are incorporated into the Project construction specifications to identity how the Project would conform to Federal, State, and Local regulations:

- Construction Water Quality Control. Construction projects that disturb 1 acre of land or more are required to obtain coverage under the NPDES General Permit for Construction Activities (General Construction Permit), which requires the applicant to file a notice of intent (NOI) to discharge stormwater and to prepare and implement a SWPPP. The SWPPP includes an overview of the BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. The Project is more than 1-acre; therefore, the contractor is required to provide an SWPPP. The SWPPP will also address post-construction measures for water quality protection.

3.3 PROJECT CHARACTERISTICS - OPERATIONS

The Project would be designed as a mission-critical facility that must be operational 365/24/7, under extreme conditions as the primary EOC and ECC in the San Bernardino Valley. It is anticipated that the site will be occupied by a minimum of 50 to 75 personnel at all times during the day and night, depending on shift schedules

The facility would be occupied by the SBCSD, OES, SBCFD, CONFIRE, ICEMA, ISD, and Building Services, which currently have office locations throughout San Bernardino County. A portion of the building would house standard office staff with hours that would typically be 8 am to 5 pm. The building would also house a 911 dispatch center, manned 24 hours per day, 7 days per week. Some areas of the building would be activated as needed as the County's Emergency Operations Center. During non-emergency times, the space would be used for periodic training.

3.4 PROJECT APPROVALS

The following approvals and actions are required by the County to implement the Proposed Project:

- Environmental Review to allow for the development of a three story, approximately 75,062 square foot office building on 6.49 acres of vacant land over five parcels, located on the southeast corner of S Lena Road and E Rialto Avenue.
- Approval of the award of a Design-Build contract to finalize the design and construct the facility per design.

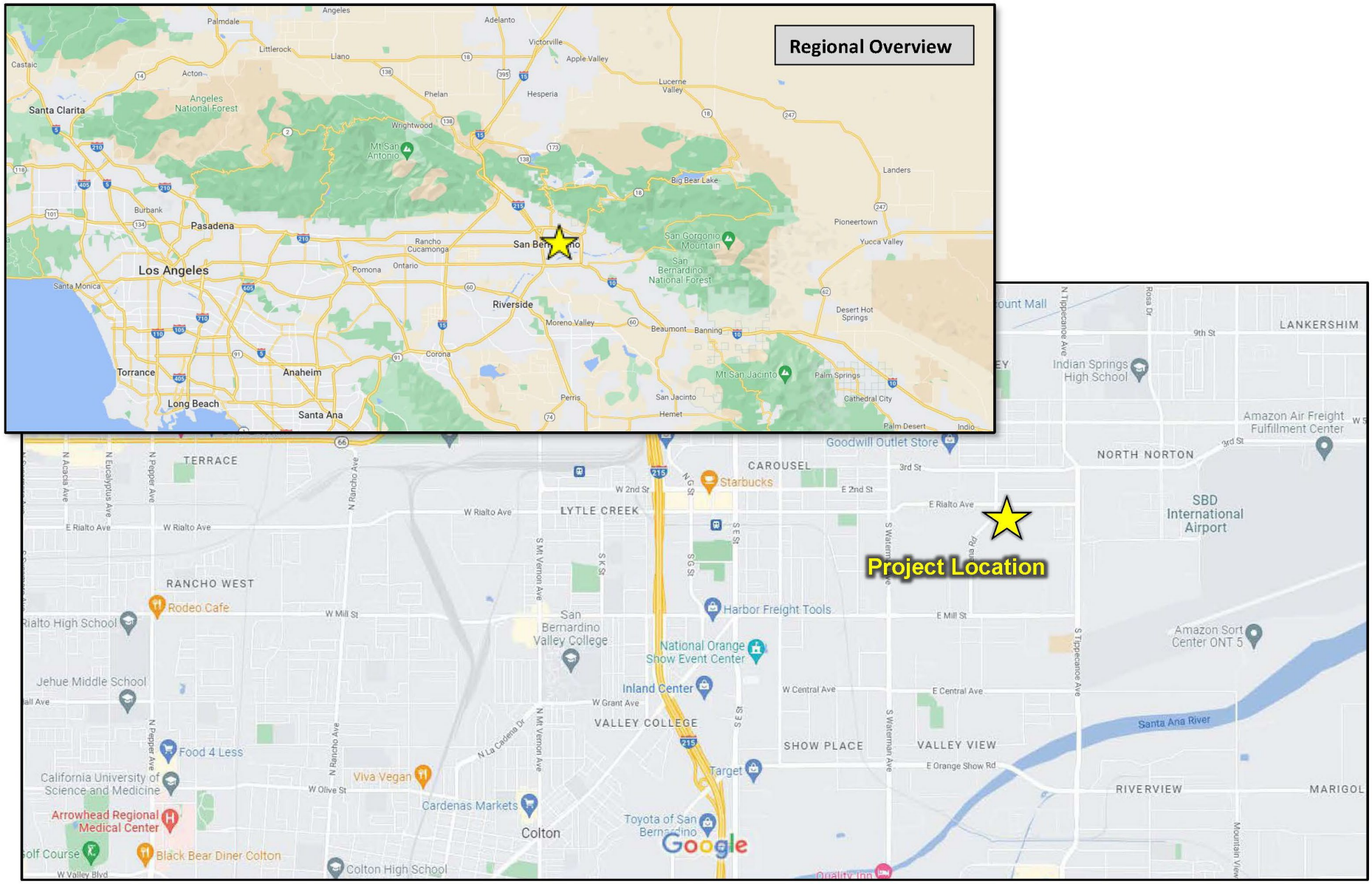


Figure 1- Regional Vicinity Map

Source: *Google Maps*

Not to Scale

Figure 2: Site Location Map-Aerial

Source: *San Bernardino County Parcel Viewer*

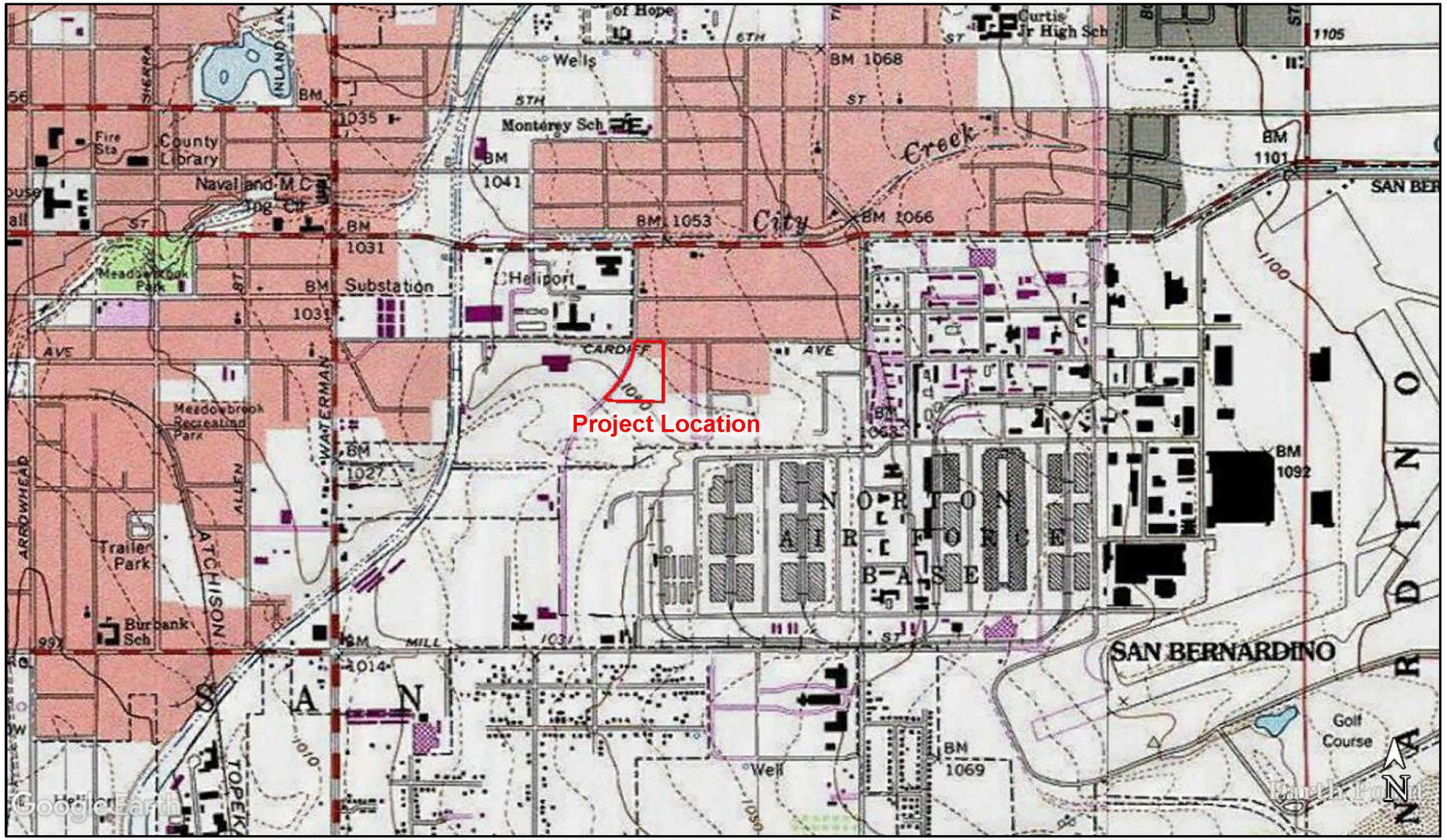


Figure 3 - Site Location: USGS

Source: *Google Earthpoint Topo*

Not to Scale

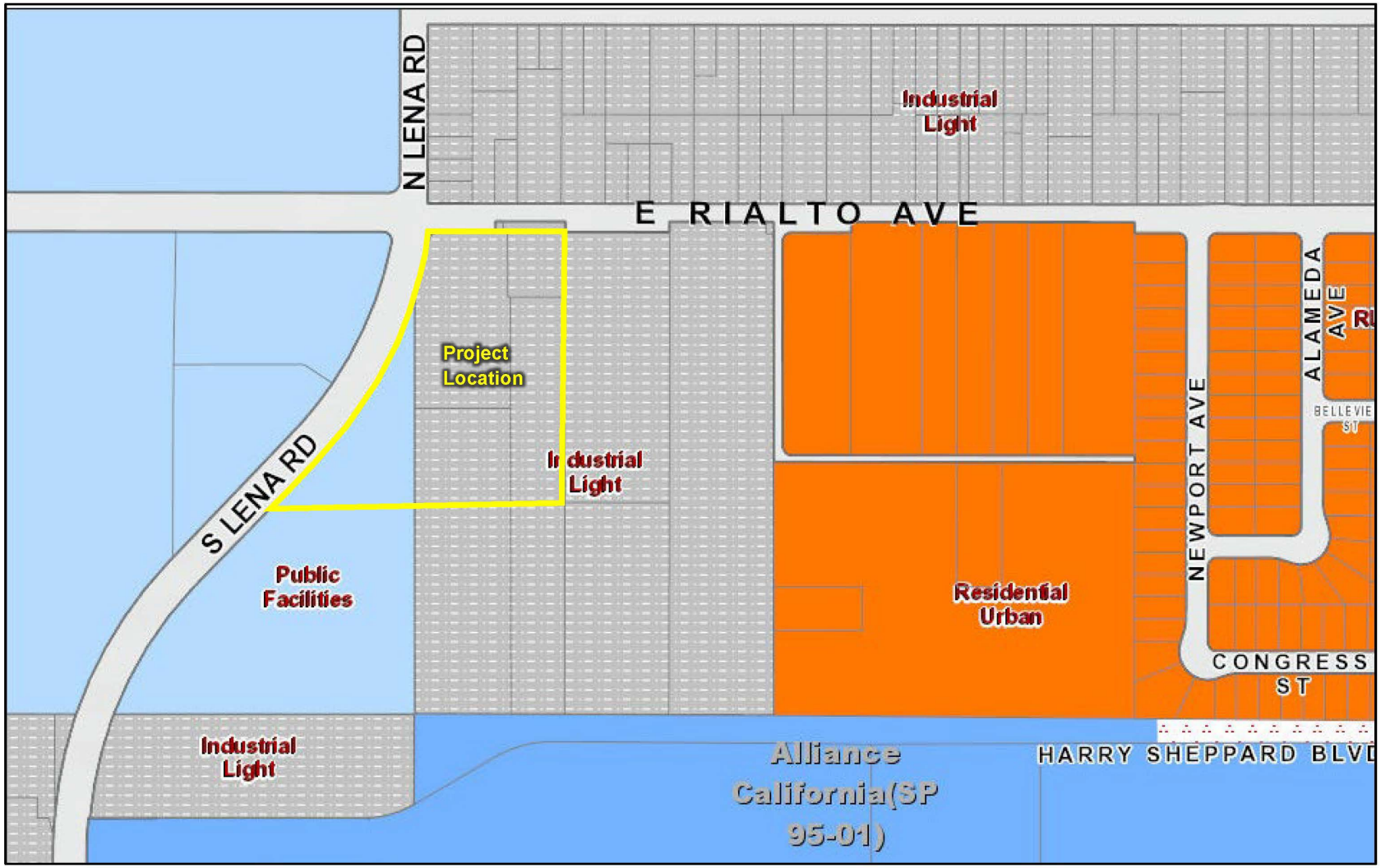


Figure 4 - Site Zoning

Not to Scale

Source: *City of San Bernardino Public Zoning Map Online Viewer*

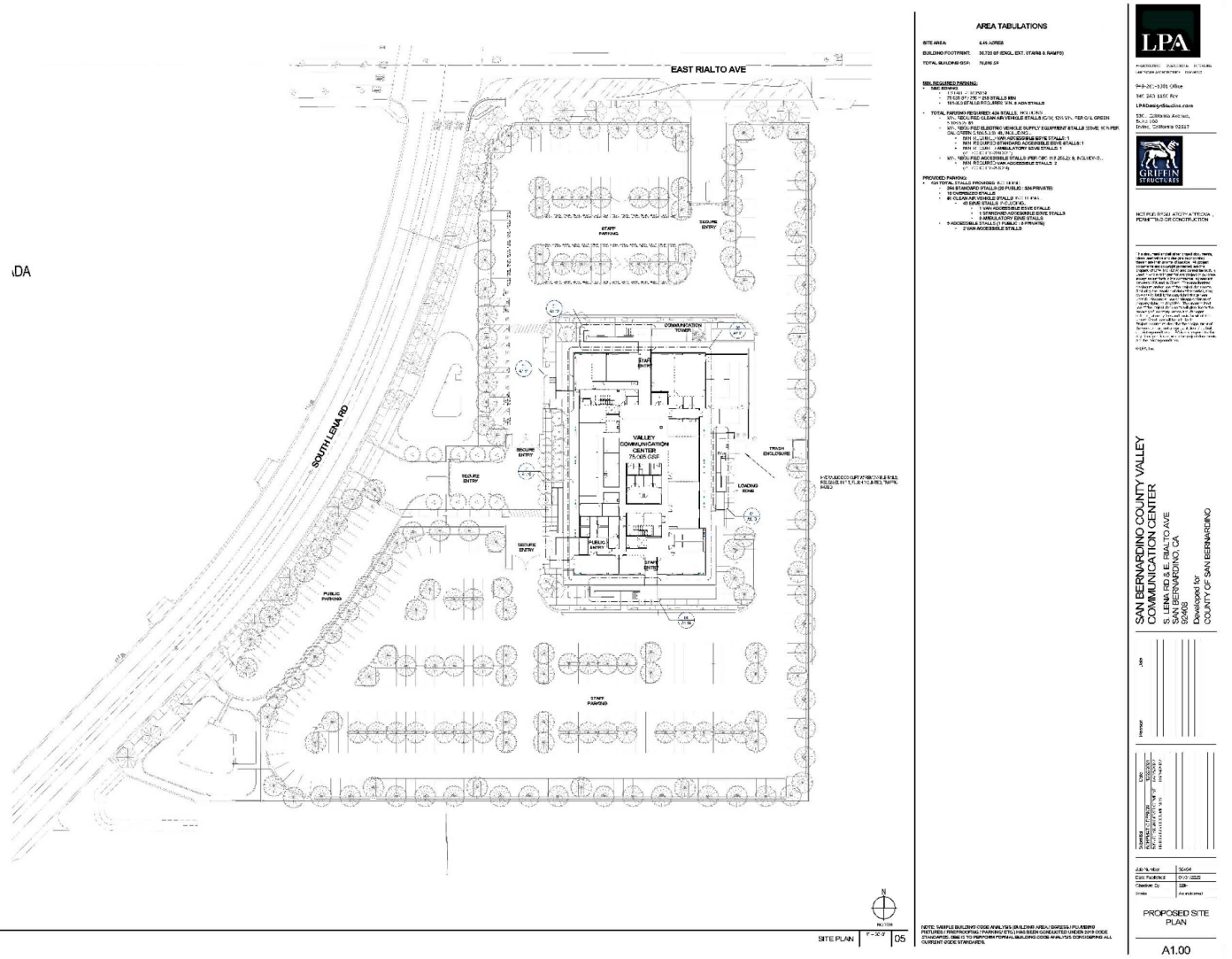


Figure 5 - Site Plan Schematic

Source: *Griffin Structures*

Not to Scale

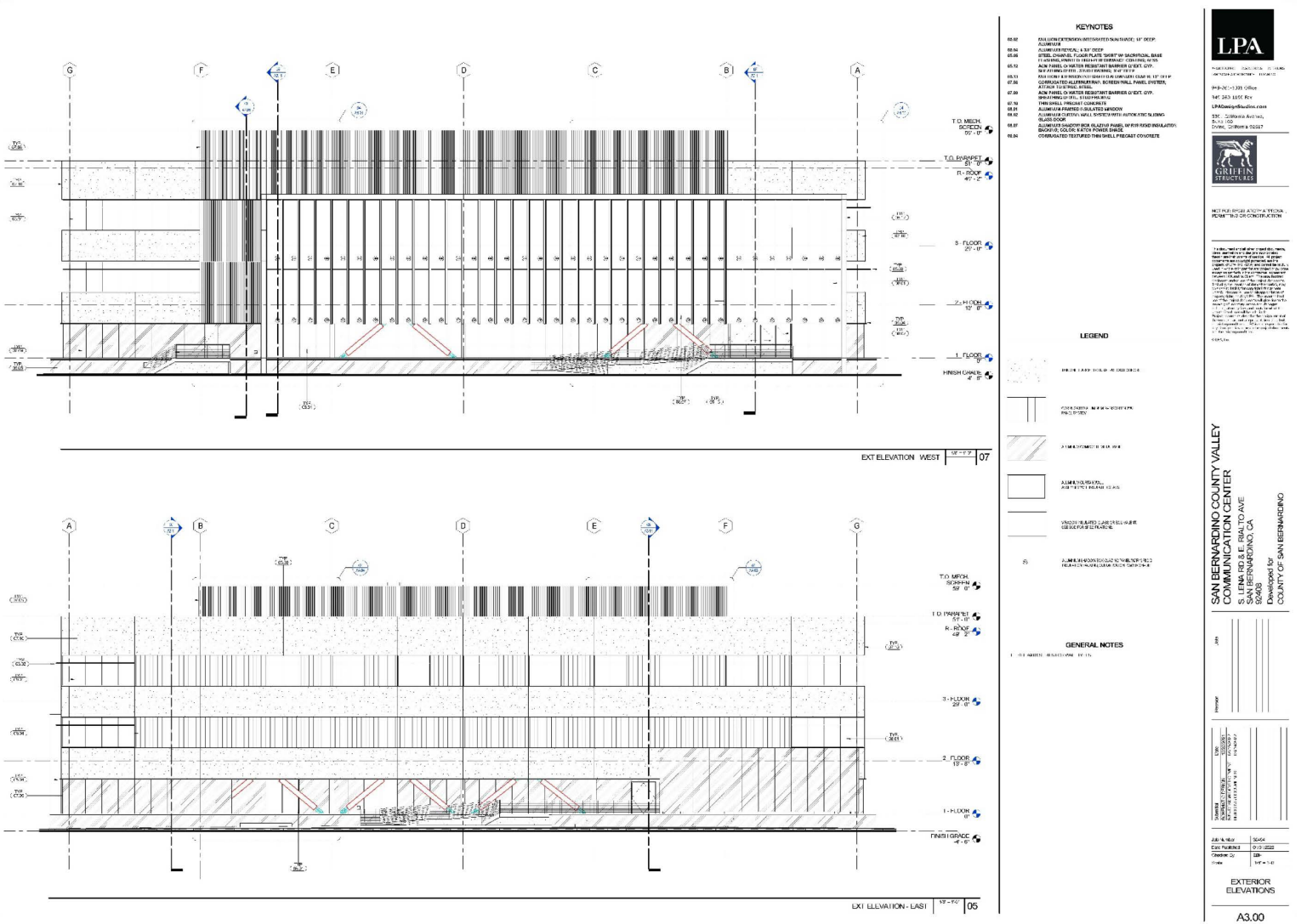


Figure 6A - Elevations: East and West

Source: *Griffin Structures*

Not to Scale

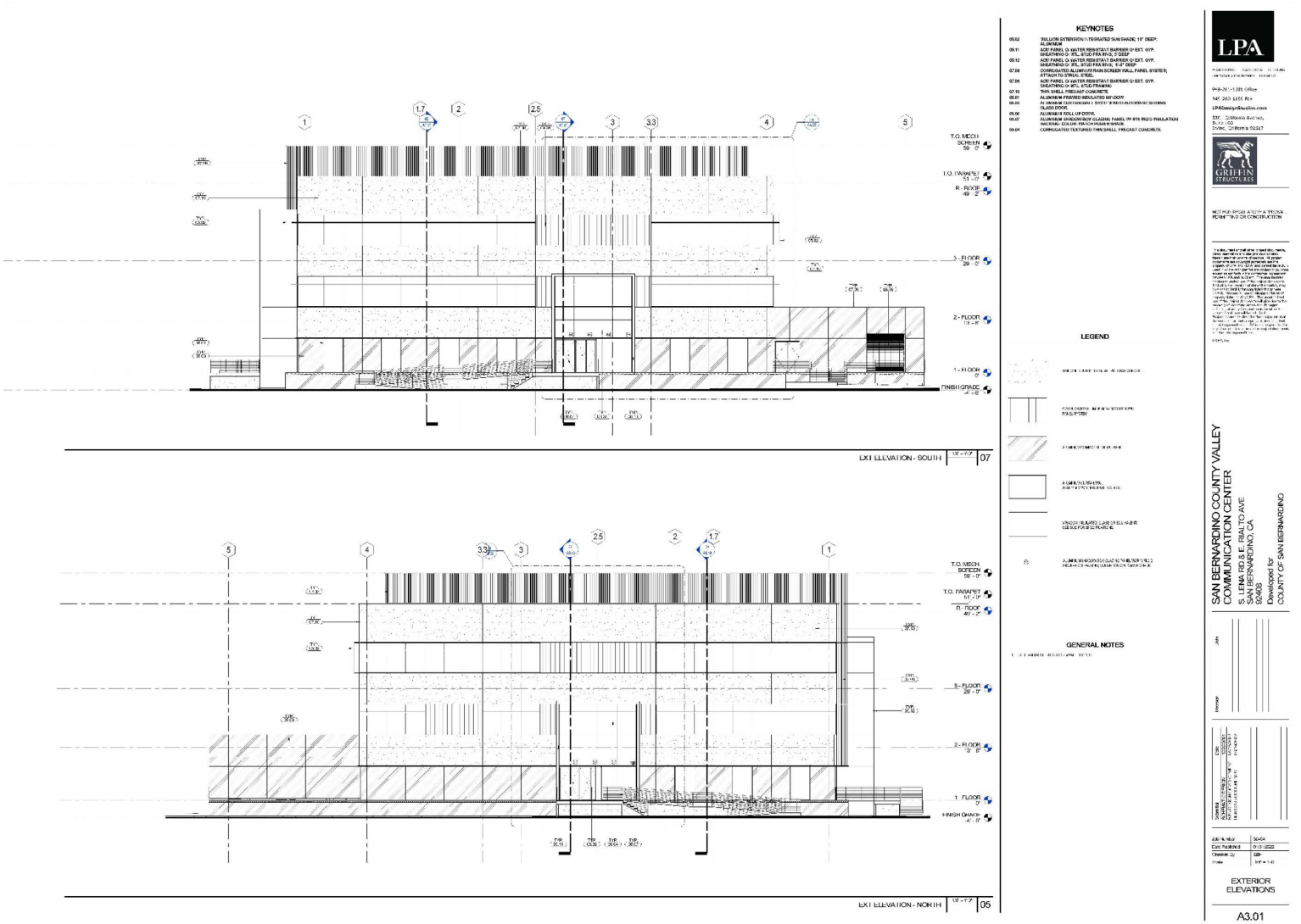


Figure 6B – Elevations: North and South

Source: *Griffin Structures*

Not to Scale

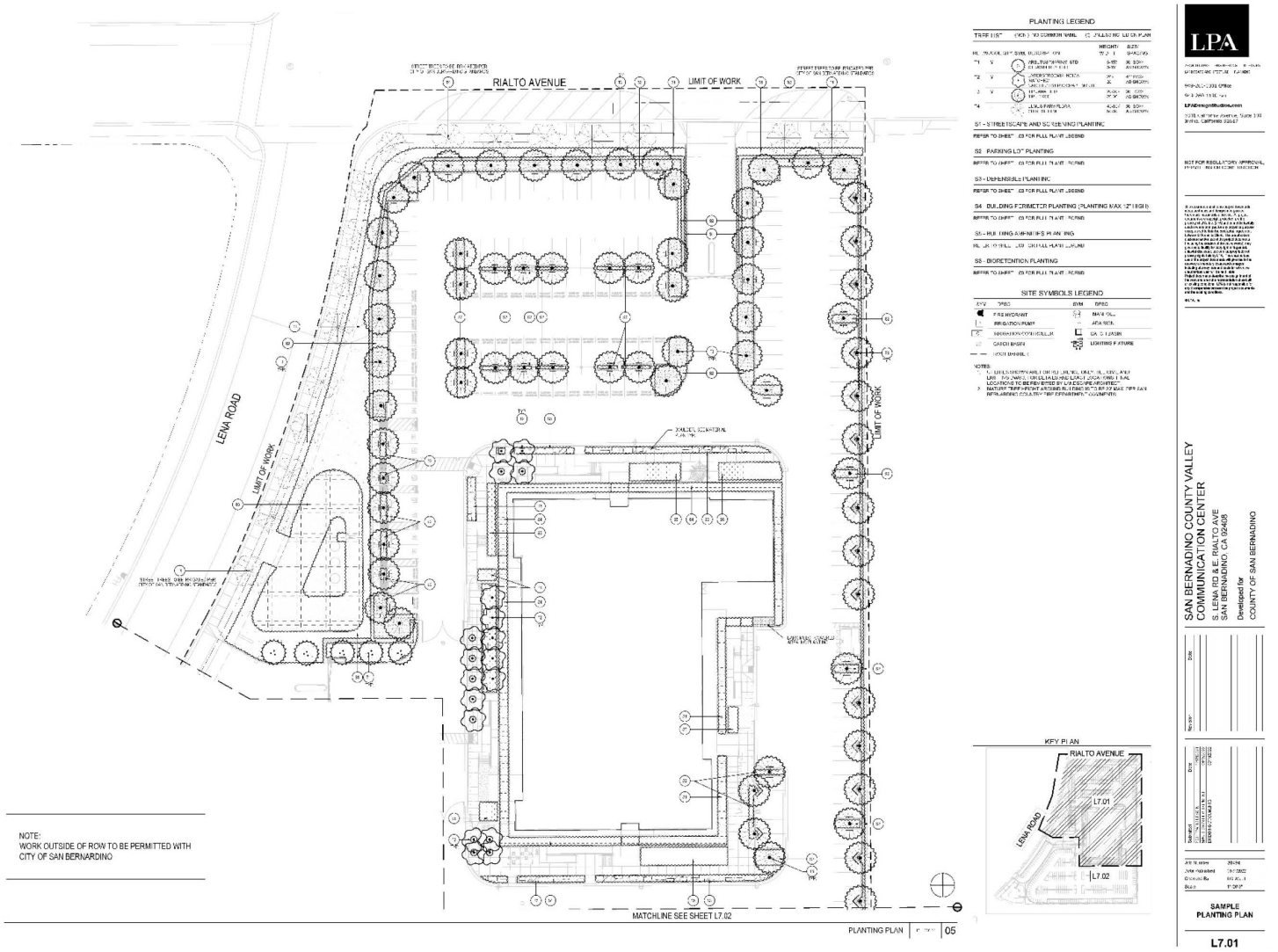


Figure 7A – Landscape Plan: S Lena Road and Rialto Ave

Source: *Griffin Structures*

Not to Scale

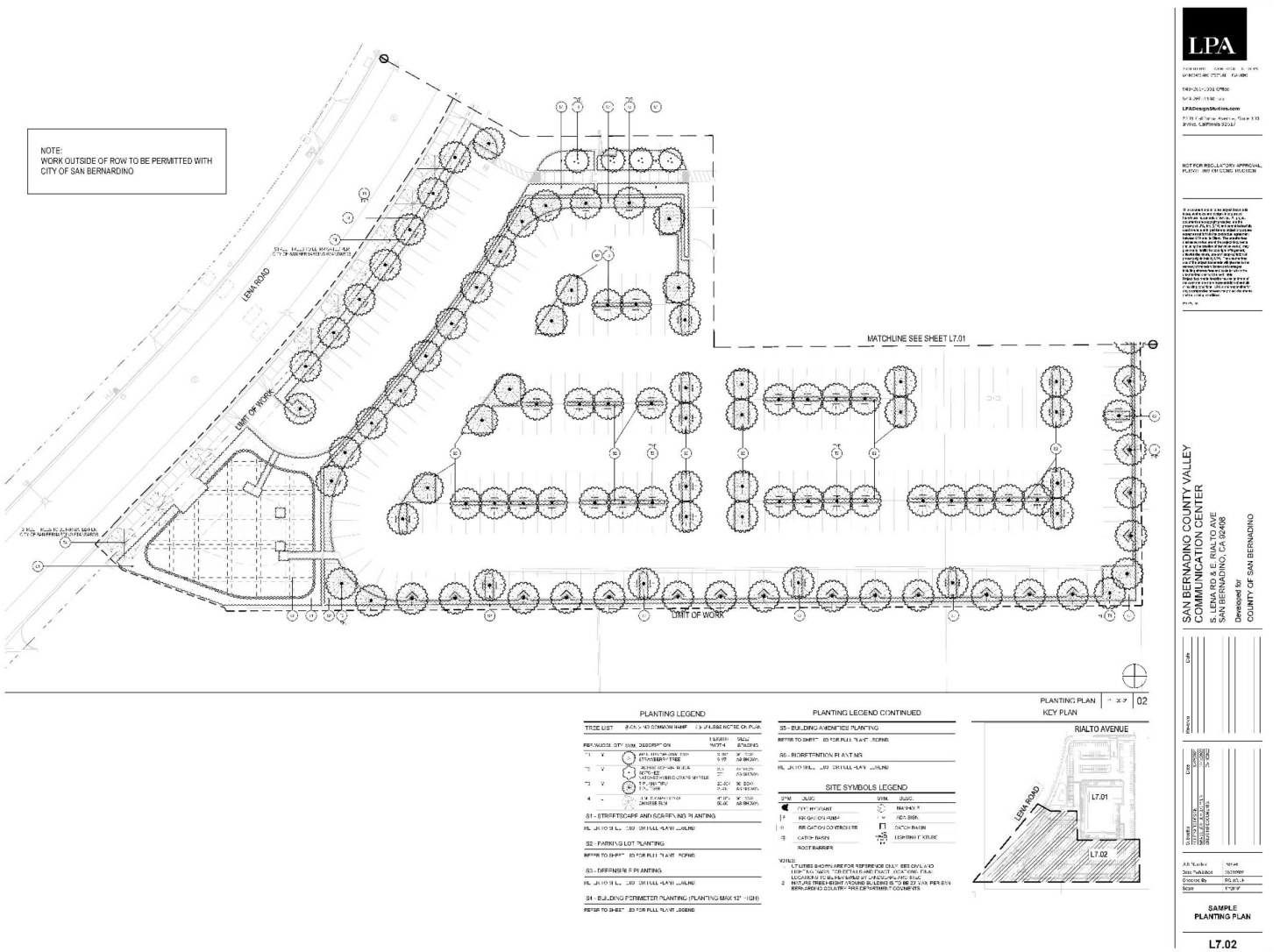
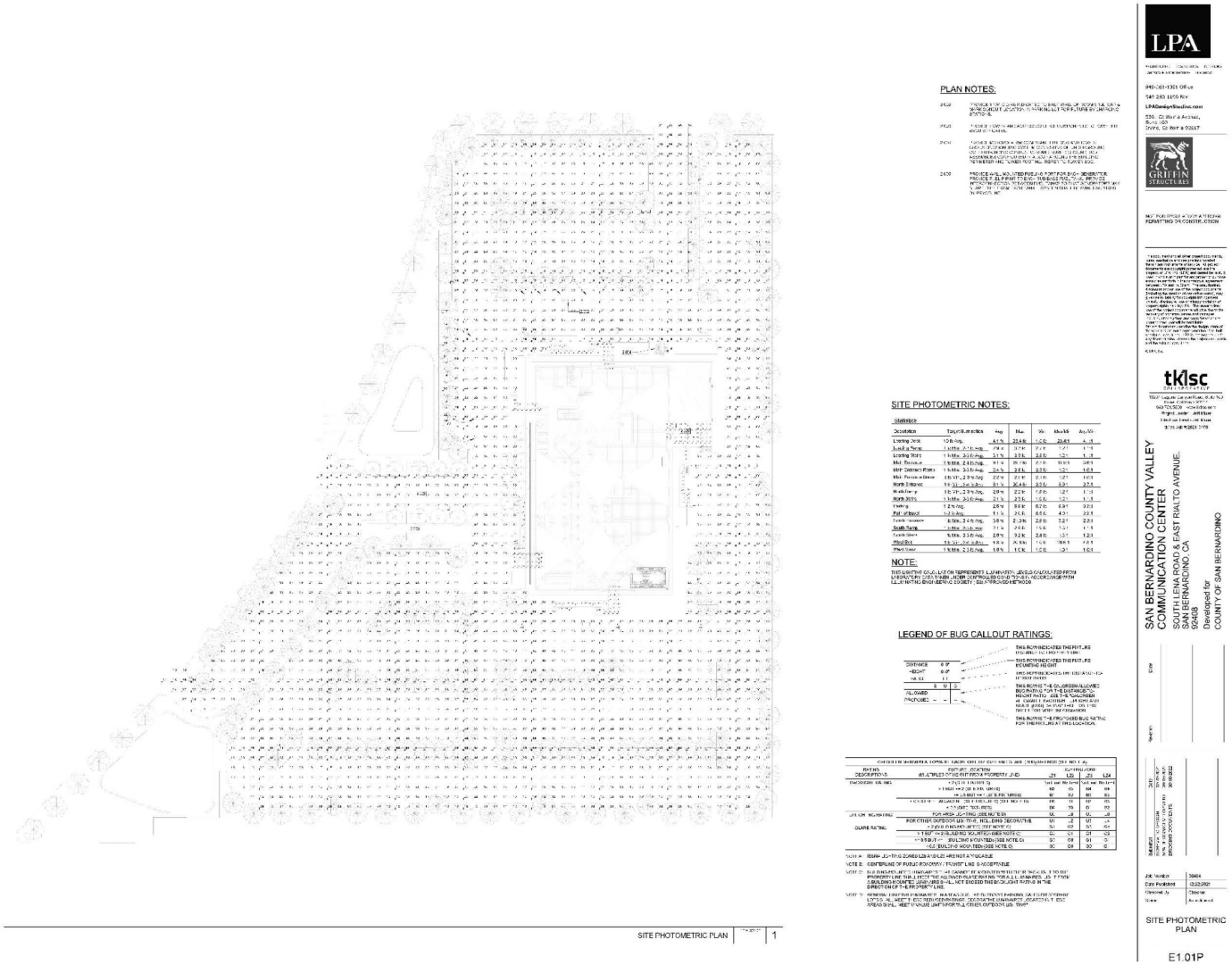


Figure 7B – Landscape Plan: S Lena Road and Southern Boundary

Source: *Griffin Structures*

Not to Scale



Not to Scale

Figure 8 – Photometric Plan

Source: *Griffin Structures*

4 ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

4.1.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized 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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

Discussion

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

Less Than Significant. The CEQA Guidelines do not provide a definition of what constitutes a "scenic vista" or "scenic resource" or a reference as to from what vantage point(s) the scenic vista and/or resource, if any, should be observed. Scenic resources are typically landscape patterns and features that are visually or aesthetically pleasing and that contribute affirmatively to the definition of a distinct community or region such as trees, rock outcroppings, and historic buildings.

A scenic vista is generally identified as a public vantage viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area.

The City of San Bernardino General Plan does not designate any scenic vistas or protected viewsheds. Views of the surrounding foothills of the San Bernardino Mountains to the north of the Project Site are available from public vantage points along S Lena Road and E Rialto Avenue. The Project site is currently vacant and generally undeveloped.

The Proposed Project would change the visual character of the Project Site, which is currently vacant and undeveloped, by adding a three-story building and landscaping. The Project would not impede views of the mountains along the public way because the Project would be located on the south side of S Lena Road and E Rialto Avenue.

The Project Site is not a scenic vista nor are there designated scenic vistas in the vicinity where the Project would interrupt the views from any scenic vista. Therefore, there is a less than significant impact, and no mitigation would be required.

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

No Impact. The Project Site is not within a state scenic highway. Therefore, no impacts associated with scenic resources within a state scenic highway would occur, and no mitigation would be required.

c) In nonurbanized 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 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?

Less than Significant Impact. Portions of the Project vicinity are zoned by the City's General Plan IL, and portions are zoned PF and contain other single-story San Bernardino County offices, primarily along S Lena Road to the south and west and along E Rialto Avenue, west of S Lena Road. The Site is bounded on the north by E Rialto Avenue with residences on the north side of E Rialto Avenue, on the south by vacant land and the San Bernardino County Coroner's office, on the east by a two-story sheet packaging plant owned by the Packaging Company of America, and on the west by S Lena Road and the San Bernardino Regional Parks and General Services offices. The single-family residences along the north side of E Rialto Avenue are non-conforming per the zoning.

The Project Site overlays two zoning designations per the City of San Bernardino zoning map (Figure 4); the north and eastern portion is within the IL zone, and the southwestern portion of the Project Site lies within the PF zone. The building would be physically located within the IL zoned portion of the Project Site, while the parking lot is located within both the IL and the PF zoned areas.

The design standards for the IL zoning per the City of San Bernardino Municipal Code Section 19.08.030 Table 08.02 limits the maximum allowable building height in the IL zone to 50 feet (two stories), unless the increased height is necessary for the proposed use. The City of San Bernardino Municipal Code does not identify a maximum allowable building height for a structure in the PF zone.

The Proposed Project would construct a three-story, 75,062 SF office building structure and an approximate 200-foot-tall communications tower within the portion of the site that is zoned IL. The building would be three stories, with a maximum height at the parapet of 51 feet, with a mesh screen of the rooftop equipment that would extend to 59 feet high (Figures 6A and 6B). Therefore, the Project conflicts with the City of San Bernardino municipal code for height limitations in the IL zone, but the City of San Bernardino municipal code Section 19.08.030 allows additional height in the IL zone if it is found to be necessary for the proposed use. The Project does not conflict with height limitations for the PF zone as height limitations are identified in the City's municipal Code. **Table 2 – *IL Development Standards and Proposed Project Comparison*** identifies the Industrial Zone Development Standards per Table 08.02 of City of San Bernardino Municipal Code Section 19.08.030 and indicates that the Project would be consistent with City of San Bernardino Municipal Code Section 19.08.030.

Table 2 – IL Development Standards and Proposed Project Comparison

	Industrial Light (IL) Development Standards	Proposed Project
Minimum Net Lot Area	20,000 SF	282,704 SF
Maximum Structure Size/Floor Area Ration (FAR)	0.75 FAR	0.27 FAR
Maximum Lot Coverage	75%	10.8%
Maximum Structure Height	50 feet (2 stories)[1]	59 feet (51 feet, three stories; 59 feet to equipment screen)
Minimum Front Yard Setback	10 feet	145 feet
Minimum Rear Yard Setback	10 feet	60 feet
Minimum Street Side Yard Setback	10 feet	224 feet

SF = square feet; ac. = acre

[1] Per footnote No. 4 in City of San Bernardino Municipal Code Section 19.08.030 Table 08.02 , "Unless the Commission finds that increased height is necessary for the proposed industrial use."

The perimeter of the Project Site would be surrounded by a 10-foot-high decorative concrete block wall with ornamental trees placed along the block wall adjacent to the public right of way along S Lena Road and E Rialto Avenue (Figure 7A and 7B). The landscaping is designed in a manner to reduce massing of the overall Project Site. The building is designed with modern colors and materials that would enhance the Project vicinity. An architectural rendering of the southwest corner of the Project Site is provided in **Figure 9 – *Architectural Rendering: Near Southwest Corner***.

Given that the Proposed Project is being undertaken by San Bernardino County, a public agency, CEQA Guidelines Section 15051, identifies that the public agency carrying out the project shall be the Lead Agency even if the project would be located within the jurisdiction of another public agency. San Bernardino County and the City of San Bernardino development staff have worked cooperatively on this Project given the nature of the Project as an emergency operations center that would benefit the entire San Bernardino Valley. San Bernardino County, as the Lead Agency having authority to approve the Proposed Project, has determined a need to increase the height for the proposed use, which is consistent with the findings in City of San Bernardino Municipal Code Section 19.08.030 Table 08.02. While there are no three-story buildings in the immediate

vicinity of the Project Site, the County has several three-story office buildings within the City of San Bernardino. Therefore, the Project would be consistent with the County's other buildings in the City, as well as City's General Plan Policy 5.4.2 which states: *Ensure that the design of all public facilities fits well into their surroundings and incorporates symbolic references to the City, including its past and/or present, as appropriate.*

With respect to the approximately 200-foot-high microwave tower, which would be located on northeastern portion of the Project Site, the Federal Aviation Administration (FAA) conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and Title 14 of the Code of Federal Regulations, part 77. The FAA concluded that the structure does not exceed obstruction standards and would not be a hazard to air navigation and that the County must file a FAA Form 7460-2, Notice of Actual Construction or Alteration, within 5 days after the construction reaches its greatest height (**Appendix E-2 - FAA Determination**).

As the proposed Project is consistent with the applicable regulations governing scenic quality, including the municipal code development standards, impacts would be less than significant.

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

Less than Significant Impact With Mitigation Incorporated. Impacts from light are typically associated with the use of artificial lighting at nighttime. Glare typically occurs during the day, generally caused by a reflection of sunlight on highly polished surfaces, such as windows, generally associated by mid- to high-rise buildings with exterior facades that are comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source light that contrasts with the surrounding ambient lighting.

The type of land uses typically sensitive to light and glare include residential uses, hospitals, senior housing, and other types of uses that may disrupt sleep. The closest sensitive receptors include the non-conforming residential uses that are located adjacent to the north.

The Project's parking lot comprises 73 percent of the Project Site and would be lit with 49 LED fixtures on 36 poles, that are pointed downward to reduce light spillage from the site (refer to Figure 8). Additionally, the site would be surrounded by an 8-foot-high block wall that would assist in containing light from spilling off-site. The Project's parking lot lighting would be operational 24 hours per day, 7 days per week. The photometric plan in Figure 8 identifies that at the Project entrances along S Lena Road and E Rialto Avenue, lighting would illuminate off the property into the roadways, at approximately 2.0 and 1.7 foot-candles. A foot-candle is a form of measurement that is commonly used to determine sufficient lighting levels for LED lighting projects. One foot-candle can stand for the amount of one lumen per square foot or about 10.764 lux. Therefore, it is estimated that lighting from the parking lot would also illuminate the driveways and approximately 1 to 2 feet of the roadway at the driveway entrances. This lighting spillage is minimal and considered necessary to ensure safety of those entering and exiting the building at night. The specified fixtures are 5000K white LED, which are a bright white light. Because the fixtures are pointed downward, it is assumed that the parking lot lighting would not become a nuisance to the residential land uses located along the north side of E Rialto Avenue.

During Project construction, temporary nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the nearby residences and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. However, this potential impact would be reduced to a less than significant level through implementation of **Mitigation Measure AES-1** which requires that the County specifically provide lighting that is downlit during construction, or site security to reduce the lighting impacts.

With respect to glare, the Project proposes to develop a three-story, 75,062 SF office building within approximately 6.49 gross acres of vacant land. The architectural rendering (Figure 9) identifies that the windows would be a darker glass, which would absorb light and reduce glare.

Therefore, overall impacts are less than significant with Mitigation Measure AES-1 incorporated.

4.1.2 Mitigation Measures:

MM AES-1: The County shall ensure that all construction temporary nighttime lighting installed for security purposes shall be downward facing and/or hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.

4.1.3 Conclusion

Implementation of **Mitigation Measure AES-1** would reduce potentially significant impacts of the Proposed Project associated with Aesthetics to less than significant.

Figure 9 – Architectural Rendering: Near Southwest Corner

Source: *Griffin Structures*

Not to Scale

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 (CARB). 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?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Discussion

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 nonagricultural use?

No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program, the Project site is identified as Urban Built-Up Land. Therefore, there would be no potential impacts associated with conversion of 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 nonagricultural use, and no mitigation would be required.

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

No Impact. No part of the Project site or its surroundings are designated as agricultural use nor is it subject to any Williamson Act contracts. No impacts would occur, and no mitigation is required.

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))?

No Impact. No part of the Project site or its surroundings are designated as timberland. No impacts would occur, and no mitigation is required.

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

No Impact. There is no designated forest land on the Project site, and the Proposed Project would therefore not affect forests during construction or operations. No impacts would occur, and no mitigation is required.

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

No Impact. The proposed Project includes the construction of a new emergency operations building consistent with the land use designation and zoning of the Project Site. As discussed under Thresholds II.2 (b) through II.2(d), the Proposed Project would not involve other changes in the existing environment that would result in conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest land. Therefore, there would not be potentially significant impacts associated with changes in the environment which could result in conversion of farmland to non-agricultural use, and no mitigation would be required.

4.2.2 Mitigation Measures

No mitigation measures associated with impacts to Agriculture and Forestry Resources apply to the Proposed Project.

4.2.3 Conclusion

No potentially significant impacts of the Proposed Project are associated with Agriculture and Forestry Services, and no mitigation would be required.

4.3 AIR QUALITY

This air quality analysis was prepared to evaluate whether the estimated criteria pollutants generated from the Project would cause a significant impact to the air resources in the Project area (**Appendix A – *Valley Communications Center Project, Air Quality, Greenhouse Gas, and Energy Impact Study,* MD Acoustics, July 8, 2022**).

4.3.1 Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level under the Clean Air Act (CAA) of 1970. The California Air Resources Board (CARB) regulates at the state level. The State is currently divided into 15 air basins, and each air basin is regulated on a regional level.

There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the CAA of 1970.

- Ozone (O_3)
- Nitrogen Dioxide (NO_2)
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO_2)

The EPA and the CARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

The Project site is in the City of San Bernardino which lies within the South Coast Air Basin (SCAB) and is regulated by the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the SCAB.

The SCAQMD's 2016 AQMP assesses the attainment status of the SCAB. The National Ambient Air Quality Standards (NAAQS) and California Air Quality Standards attainment status for the SCAB are listed in **Table 3 - *Attainment Status of SCAQMD***. The SCAQMD updates the AQMP every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017.

Table 3 - Attainment Status of SCAQMD

Pollutant	State Attainment Status	Federal Attainment Status
Ozone (O_3)	Nonattainment	Nonattainment (Extreme)
Respirable Particulate Matter (PM10)	Nonattainment	Attainment (Maintenance)
Fine Particulate Matter (PM2.5)	Nonattainment	Nonattainment (Serious)
Carbon Monoxide (CO)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO_2)	Attainment	Unclassifiable/Attainment
Lead (Pb)	Attainment	Nonattainment (Partial)
Visibility-Reducing Particles	Unclassifiable (Attainment)	N/A
Sulfates	Unclassifiable (Attainment)	N/A
Hydrogen Sulfide	Unclassifiable (Attainment)	N/A
Vinyl Chloride	Unclassifiable (Attainment)	N/A

Source: US EPA November 1, 2022; CARB October 2020.

Thresholds of Significance

The SCAQMD provides numerical thresholds to analyze the significance of a project's construction and operational emissions impacts on regional air quality. These thresholds are designed so a project that is consistent with the thresholds would not have an individually or cumulatively significant impact to the SCAB's air quality. The SCAQMD sets thresholds for more constituents than identified in Table 3.

Thresholds of Significance for Construction:

- 75 pounds per day of volatile organic compounds (VOC)
- 100 pounds per day of nitrogen oxides (NO_X, which includes NO_2)
- 550 pounds per day of CO
- 150 pounds per day of SO_2
- 150 pounds per day of PM10
- 55 pounds per day of PM2.5

Thresholds of Significance for Operations:

- 55 pounds per day of VOC
- 55 pounds per day of NO_X
- 550 pounds per day of CO
- 150 pounds per day of SO_2
- 150 pounds per day of PM10
- 55 pounds per day of PM2.5

Localized Significance Thresholds

In addition to the listed thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for nitrogen oxides (NO_X), CO, PM10, and PM2.5. LSTs only apply to emissions within a fixed location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008a). According to the SCAQMD (2008) Final Localized Significant Thresholds Methodology, the use of LSTs is voluntary, to be implemented at the discretion of local agencies.

The SCAQMD has divided the SCAB into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The Project site is located in SRA 35, East San Bernardino Valley and would include up to 1.0 acre of disturbance. LSTs have been developed for emissions within construction areas up to five acres in size. The SCAQMD provides lookup tables for sites that measure up to 1, 2, or 5 acres.

Sensitive Receptors

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc.).

The closest existing sensitive receptors (to the site area) are residential land uses located approximately 85 feet to the north, on the north side of E Rialto Avenue.

4.3.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Discussion

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

Less Than Significant Impact. The Proposed Project would not conflict with or obstruct implementation of the SCAQMD AQMP.

SCAQMD Air Quality Management Plan

The CEQA Guidelines requires a discussion of any inconsistencies between a Proposed Project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the Proposed Project includes the SCAQMD AQMP. This section discusses any potential inconsistencies of the Proposed Project with the AQMP. If the decision-makers determine that the Proposed Project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A Proposed Project would be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the forecasted growth assumptions incorporated within the AQMP or increments based on the year of project buildout and phase.

Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in Appendix A, neither short-term construction impacts, nor long-term operations would result in significant impacts based on the SCAQMD regional and local thresholds of significance. A summary of the analysis in Appendix A is discussed in more detail below in Section III(b).

Therefore, the Proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for Criterion 1.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The 2016- 2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2016, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the County of San Bernardino Land Use Map defines the assumptions that are represented in the AQMP.

The Proposed Project is consistent with its zoning and land use designations of IL and PF. Therefore, the Proposed Project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. The Proposed Project would not exceed the AQMP assumptions for the Project Site and is found to be consistent with the AQMP for the second criterion.

Therefore, potential impacts associated with an inconsistency with the SCAQMD AQMP would be less than significant, and no mitigation would be required.

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?

Less Than Significant Impact. The Project Site is in the SCAB, which is designated as a non-attainment area for PM10 under state standards, and for O_3 and PM2.5 under both state and

federal standards (Appendix A). The SCAQMD also has developed regulatory standards for criteria pollutants that are considered pre-cursers to O_3, PM10 and PM2.5 production. These include CO, NO_X, and SO_2.

Based on the analysis provided in Appendix A, the Proposed Project would result in short-term emissions from construction associated with site grading/preparation, utilities installation, construction of buildings, and paving. The Proposed Project would also generate operational emissions associated with new vehicle traffic and energy use.

Construction Impacts

Construction activities associated with the Proposed Project would result in emissions of CO, NO_X, VOCs SO_2, PM10, and PM2.5; however, none are above the SCAQMD Threshold Levels of Significance, as shown in **Table 4 - *Regional Significance – Construction Emissions pounds/day*.**

The Proposed Project is required to comply with all SCAQMD rules and regulations including but not limited to dust control, idling engines and architectural coatings.

Therefore, potential impacts associated with construction emissions would be less than significant, and no mitigation would be required.

Table 4 – Regional Significance – Construction Emissions (pounds/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	**NO_X**	**CO**	**SO_2**	**PM10**	**PM2.5**
Site Preparation						
On-Site[2]	1.00	10.47	5.82	0.01	3.06	1.78
Off-Site[3]	0.02	0.01	0.21	0.00	0.06	0.02
Total	**1.02**	**10.48**	**6.03**	**0.01**	**3.12**	**1.80**
Grading						
On-Site[2]	1.95	20.86	15.27	0.03	3.73	2.21
Off-Site[3]	0.34	10.69	3.26	0.05	1.58	0.50
Total	**2.29**	**31.54**	**18.54**	**0.08**	**5.31**	**2.71**
Building Construction						
On-Site[2]	1.71	15.62	16.36	0.03	0.81	0.76
Off-Site[3]	0.56	2.48	5.37	0.02	1.58	0.45
Total	**2.26**	**18.09**	**21.73**	**0.05**	**2.39**	**1.21**
Paving						
On-Site[2]	1.57	10.19	14.58	0.02	0.51	0.47
Off-Site[3]	0.06	0.04	0.57	0.00	0.17	0.05
Total	**1.62**	**10.23**	**15.15**	**0.02**	**0.68**	**0.51**
Architectural Coating						
On-Site[2]	37.90	1.30	1.81	0.00	0.07	0.07
Off-Site[3]	0.09	0.05	0.83	0.00	0.25	0.07
Total	**37.99**	**1.36**	**2.64**	**0.01**	**0.32**	**0.14**
Total of overlapping phases[4]	**41.87**	**29.68**	**39.52**	**0.08**	**3.39**	**1.86**
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds	No	No	No	No	No	No

Operational Impacts

Operational activities associated with the Proposed Project would result in emissions of VOC, NO_X, CO, SO_2, PM10, and PM2.5. The operations-related criteria air quality impacts created by the proposed Project were analyzed using CalEEMod model (Appendix A). The operating emissions were based on year 2024, which is the anticipated opening year for the Project per the trip generation analysis (Integrated Engineering Group). The summer and winter emissions created by the proposed Project's long-term operations were calculated and the highest emissions from either summer or winter are provided in Appendix A. As demonstrated in **Table 5 - *Regional Significance – Unmitigated Operational Emissions (lbs/day)***, none of the criteria pollutants are anticipated to be generated above the SCAQMD Threshold Levels of Significance.

Table 5 – Regional Significance – Unmitigated Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)[1]					
	VOC	**NO_X**	**CO**	**SO_2**	**PM10**	**PM2.5**
Area Sources[2]	0.70	0.02	1.82	0.00	0.10	0.01
Energy Usage[3]	0.01	0.12	0.05	0.00	0.01	0.01
Mobile Sources[4]	0.49	0.67	4.79	0.01	1.08	0.29
Total Emissions	**1.21**	**0.81**	**6.66**	**0.01**	**1.19**	**0.31**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2020.4.0
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

As a result, the project would result in a less than significant cumulative impact for operational emissions.

Mobile Source Emissions

Project operations would generate emissions of NO_X, VOC, CO, PM10, and PM2.5, which would not exceed the SCAQMD regional or local Threshold Levels of Significance (Table 5) and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. Since the Proposed Project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. No violations of the state and federal CO standards are projected to occur, based on the amount of traffic the Proposed Project is anticipated to generate, as identified in Appendix G-1 Operation of the Proposed Project would not result in a cumulatively considerable net increase for nonattainment of criteria pollutants or ozone precursors. Therefore, potential impacts associated with regional air quality would be less than significant, and no mitigation would be required.

As demonstrated above, the Project impacts would be less than significant and not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. As such, no mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A sensitive receptor is defined by SCAQMD as any residence including private homes, condominiums, apartments, and living quarters, schools as defined under paragraph (b)(57), preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. Also included are long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

The nearest sensitive receptors to the Project Site include the single-family residential land uses that are located approximately 85 feet to the north of the Project Site (across E Rialto Avenue). These single-family residential uses are non-conforming uses which are zoned for IL land uses in the City's General Plan and zoning map.

Construction

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the vicinity of the Project Site, even though these pollutant emissions would not be significant enough to create a regional impact to the SCAB. In order to assess local air quality impacts the SCAQMD has provided Final Localized Significant Threshold Methodology (LST Methodology) which details the methodology to analyze local air emission impacts based on the location of the receptor to the project site. The air quality analysis in Appendix A identified that the Localized Significant Threshold Methodology found that the primary emissions of concern are NO_X, CO, PM10, and PM2.5, however, none of these emissions of concern exceeded the LST Methodology thresholds. Construction emissions are also considered short-term.

Operations

Activities associated with the operations of Proposed Project would also result in localized emissions of NOx, CO, PM10, and PM2.5. For a worst-case scenario assessment, the emissions shown in **Table 6 - *Localized Significance – Unmitigated Operational Emissions*** include all on-site Project-related stationary sources, and per LST Methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the Project-related new mobile sources. This percentage is an estimate of the amount of Project-related new vehicles that will occur on-site.

Table 6 – Localized Significance – Unmitigated Operational Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOX	CO	PM10	PM2.5
Area Sources[2]	0.02	1.82	0.10	0.01
Energy Usage[3]	0.12	0.05	0.01	0.01
On-Site Vehicle Emissions[4]	0.07	0.48	0.11	0.03
Total Emissions	**0.20**	**2.35**	**0.22**	**0.05**
SCAQMD Localized Significance Threshold for 25 meters (82 feet)[5]	**170**	**1,174**	**2**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for two acres in East San Bernardino Valley Source Receptor Area (SRA 35). Project will disturb a maximum of 3.0 acres per day (see Table 9 of Appendix A).
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
[4] On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
[5] The nearest sensitive receptor is located approximately 85 feet to the north of the property line; therefore, the 25-meter threshold has been used.

Table 6 indicates that the local operational emissions would not exceed the LST thresholds at the nearest sensitive receptors, located north of the Project Site. Therefore, potential impacts associated with exposing sensitive receptors to substantial pollutant concentrations from operation would be less than significant, and no mitigation would be required.

Mobile Source/CO Hotspot Emissions

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts.

To determine if the Proposed Project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general vicinity of the Project Site. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service (LOS) E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment re-designation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in San Bernardino County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

A trip generation and Traffic Study for the Proposed Project (Appendix G-1) showed that the Project is forecast to generate approximately 440 daily vehicle trips, including 40 vehicle trips during the AM peak hour and 40 vehicle trips during the PM peak hour. The 1992 Federal Attainment Plan for CO showed that an intersection which has a daily traffic volume of

approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at Project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed, and no significant long-term air quality impact would occur, and no mitigation would be required.

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

Less Than Significant Impact. Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term and the odor emissions are expected cease upon the drying or hardening of the materials. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project.

The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the Project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code (HSC), and thus would constitute a public nuisance related to air quality.

Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from trash storage areas. Due to the distance of the nearest receptors from the Project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed Project.

4.3.3 Mitigation Measures

No mitigation measures associated with impacts to Air Quality apply to the Proposed Project.

4.3.4 Conclusion

No potentially significant impacts of the Proposed Project are associated with Air Quality, and no mitigation would be required.

4.4 BIOLOGICAL RESOURCES

A General Biological Assessment was completed to determine potential impacts to biological services associated with the development of the Proposed Project (**Appendix B - *Biological Resources Assessment and Jurisdictional Delineation for the Proposed Valley Communication Center Project in San Bernardino, California*, Jennings Environmental, LLC, June 2022***)*. The assessment included a literature review and field survey.

4.4.1 Regulatory Setting

Given the local environment, regulations governing biological resources for this Project include the following:

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C 703-711) provides protection for nesting birds that are both residents and migrants whether they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a take under federal law. The US Fish & Wildlife (USFWS), in coordination with the California Department of Fish and Wildlife (CDFW) administers the MBTA. CDFW's authoritative nexus to MBTA is provided in California Fish and Game Code (FGC) Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State.

Endangered Species Act - Federal

The purpose of the United States Endangered Species Act (ESA) that was established in 1973 provides protections for fish, wildlife, and plants that are listed as threatened or endangered; provides for adding species to and removing them from the list of threatened and endangered species, and for preparing and implementing plans for their recovery; provides for interagency cooperation to avoid take of listed species and for issuing permits for otherwise prohibited activities; provides for cooperation with States, including authorization of financial assistance; and implements the provisions of the Convention on International Trade in Endangered Species of Wild Flora and Fauna. The USFWS administers the federal ESA.

California Endangered Species Act

The California Endangered Species Act (CESA) is a California environmental law that conserves and protects plant and animal species at risk of extinction. Originally enacted in 1970, CESA was repealed and replaced by an updated version in 1984 and amended in 1997. Plant and animal species may be designated threatened or endangered under CESA after a formal listing process by the California Fish and Game Commission. Approximately 250 species are currently listed under CESA. A CESA-listed species, or any part or product of the plant or animal, may not be imported into the state, exported out of the state, "taken" (i.e., killed), possessed, purchased, or sold without proper authorization.

Implementation of CESA has reduced and avoided impacts to California's most imperiled plants and animals, has protected hundreds of thousands of acres of vital habitat, and has led to a greater scientific understanding of California's incredible biodiversity.

The CDFW works with agencies, organizations, and other interested persons to study, protect, and preserve CESA-listed species and their habitats. CDFW also conducts scientific reviews of species petitioned for listing under CESA, administers regulatory permitting programs to authorize take of listed species, maintains an extensive database of listed species occurrences, and conducts periodic reviews of listed species to determine if the conditions that led to original listing are still present.

4.4.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
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				X
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?		X		

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

Discussion

a) Have a substantial adverse effect, either directly or through habitat modification, 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 Game or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation Incorporated. According to the California Natural Diversity Database (CNDDB), 77 sensitive species, 42 of which are listed as threatened, endangered, or species of special concern, and 5 sensitive habitats have been documented in the *San Bernardino South* and *Redlands* quads which were studied as part of the biological resources study in Appendix B.

No special-status wildlife species were observed on-site during the habitat assessment. The Project Site consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances from on-site historic agricultural activities and development, grading, stockpiling activities, vehicle access, and routine weed abatement activities, and is surrounded by existing development. These disturbances have eliminated the natural plant communities that once occurred on-site which has greatly reduced potential foraging opportunities for wildlife species.

Sensitive Species

Burrowing Owl (BUOW). The BUOW is currently listed as a California Species of Special Concern. It is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with well-drained, level to gently sloping areas characterized by sparse vegetation and bare ground. The Project Site consists of flat open fields supporting exotic grassland/forbland vegetation, dominated by common weeds. No burrows of appropriate size, aspect, or shape were located and no BUOW pellets, feathers, or whitewash were found during the field survey conducted in June 2022. No burrowing owl individuals were observed. According to the CNDDB, there are two (2) documented occurrences of BUOW within the *San Bernardino South* and adjacent *Redlands* quads. The nearest documented BUOW occurrence (2006), is approximately 1.5 miles northwest of the Project site. Although no BUOW individuals were observed on the survey date, the Project site and adjacent area does contain some habitat that would be considered suitable for BUOW.

Therefore, implementation of **Mitigation Measure BIO-1** which consists of a preconstruction BUOW survey is required to avoid any potential Project-related impacts to this species.

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

No Impact. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. According to the Biological Report in Appendix B, the Project Site does not contain any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. There would be no impact, and no mitigation is required.

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?

No Impact. According to the Biological Report in Appendix B, the Project site is does not contain any federally protected wetlands. There are no impacts, and no mitigation is required.

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?

Less Than Significant Impact With Mitigation Incorporated. A wildlife corridor is typically defined as a linear landscape element which serves as a linkage between historically connected habitats/natural areas and is meant to facilitate movement between these natural areas.

In the City of San Bernardino, the City's General Plan *Natural Resources and Conservation Element* identifies opportunities for wildlife movement are limited in areas of the City where urban development has occurred. The Project Site is in an urban area that is rapidly developing with industrial uses and as such, does not contain any wildlife corridors or nursery sites.

Therefore, potential impacts associated with movement of native wildlife would be less than significant, and no mitigation would be required.

However, the vegetation on site and adjacent trees may attract birds that are protected by the MBTA. There are mature trees (tree of heaven) in the southwestern corner of the site that provide bird nesting habitat. There are also mature trees (eucalyptus and ornamental landscaping trees) and other non-natural refugia (telephone poles, light poles, and buildings) offsite that provide adequate nesting habitat for birds that may be impacted by Project development. As such, implementation of **Mitigation Measure BIO-2** to perform a pre-construction nesting bird survey are required to reduce potential impacts to nesting birds protected by the MBTA is required to reduce the Project's potential impacts.

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

Less Than Significant. The proposed Project would not conflict with any local policies or ordinances protecting biological resources. The San Bernardino Municipal Code Chapter 15.34 and 19.28.100 requires a tree removal permit for any project requesting to remove five or more trees within a 36-month period. As discussed in the Biological Assessment (Appendix B), the Project site contains ornamental vegetation along the border of the site. The site contains a small number of trees, less than five, that are predominately in poor health or remain as stumps from previous removal. If more than five trees are required to be removed onsite as part of Project construction, the Project would require a tree removal permit and replacement with 36-inch box trees on a 1:1 basis, if the trees removed are determined to be of significant value by the Community Development Director, as required by the Municipal Code. It is anticipated existing trees onsite would not be determined to be of significant value; however, the Project site and proposed landscape plans would be reviewed and updated as necessary in accordance with Municipal Code 19.28.100. As shown on the landscaping plans on Figures 7A and 7B, the Project would include multiple 36-inch box trees along the perimeter and within the parking area, including over 26 Chinese Elm trees, which is greater than the number of trees that would be removed from the Project site. Thus, the Proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant.

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?

No Impact. The Project Site is not located within an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan, or other approved local, regional, or state HCP. Therefore, impacts to any local, regional, or state HCPs are not expected to occur from development of the Proposed Project, and mitigation is not required.

4.4.3 Mitigation Measures

MM BIO-1: A pre-construction clearance survey shall be conducted prior to any ground disturbance or vegetation removal activities to ensure that burrowing owls remain absent, and impacts do not occur to occupied burrows on or within 500 feet of the project site. In accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012), two (2) pre-construction clearance surveys shall be conducted 14 to 30 days, and 24 hours, prior to any ground disturbance or vegetation removal activities.

MM BIO-2: Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys prior to project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the 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 disturbance. The nests and buffer zones shall be field checked weekly 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.

4.4.4 Conclusion

Implementation of **Mitigation Measures BIO-1** and **BIO-2** would reduce potentially significant impacts of the Proposed Project associated with Biological Resources to less than significant.

4.5 CULTURAL RESOURCES

A Cultural Resources Assessment for the Proposed Project was performed to determine potential impacts to historic and archaeological resources (**Appendix C-1 – *Historical/Archaeological Resources Survey Report, San Bernardino County Valley Communications Center Project,* CRM Tech, January 9, 2023**).

4.5.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion

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

Less Than Significant Impact. Public Resources Code Section 15064.5(a) defines historical resources, which includes: *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).*

The study in Appendix C included a records search at the South-Central Coastal Information Center (SCCIC), California State University, Fullerton, intensive-level pedestrian field survey, paleontological resources overview, and Sacred Lands File Search with the Native American Heritage Commission. The records search revealed that Project Site was previously included in two cultural resources studies completed in 1976. Since the 1976 studies are now more than 40 years old, they are considered out of date for CEQA-compliance purposes today. Within 1-mile of the Project Site, SCCIC records show approximately 44 studies carried out between 1973 and 2014, covering various tracts of land and linear features within a 1-mile radius of the Project Site. None of these previously recorded sites were found in the immediate vicinity of the project area, therefore, none of them require further consideration during this study.

During the field survey, the only feature of prehistoric or historical origin encountered on the Project Site was an abandoned and capped water well, an apparent remnant of the water-supply system for a residence that once occupied the northeastern portion of the property. As a minor, ubiquitous, and isolated infrastructure feature of standard configuration and nondescript character, the cultural resources report in Appendix C-1 identified that the well demonstrated little potential for historic significance under the criteria for the California Register of Historical Resources. Therefore, it does not constitute a "historical resource" for CEQA-compliance purposes.

Therefore, the Cultural Resources report in Appendix C-1 evaluated the resources against federal and State historic criteria and determined that there are no "historical resources" as defined by CEQA that exist within or adjacent to the Project site. Therefore, potential impacts associated with an adverse change to a historical resource would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact With Mitigation Incorporated. Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites).

The Cultural Report in Appendix C-1 identified that "Old Victory Village" (Site 36-002794), was of prehistoric—i.e., Native American—origin and located approximately one quarter-mile northwest of the Project Site. The historic site was described as an aboriginal settlement based on mortars and metates discovered in 1961 during construction activities. No potential markers of prehistoric human activities were found on the Project Site.

The County of San Bernardino consulted with tribal entities in accordance with AB52. The Yuhaaviatam of San Manuel Nation (YSMN, formerly known as the San Manuel Band of Mission Indians) identified that the Proposed Project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the Proposed Project and given the YSMN Cultural Resources Department's present state of knowledge, the YSMN indicated they had no concerns with the Project's implementation. However, the YSMN requested that the mitigation measures be included in the Project approvals to protect potential tribal archaeological resources. **Mitigation Measures CR-1** and **CR-2** are included per the YSMN request. Implementation of Mitigation Measure CR-1 and CR-2 would reduce potential impacts to unanticipated discoveries of archaeological resources.

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

Less than Significant Impact. Based on an analysis of records and surveys of the property, it has been determined that the Project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, mandate the process to be followed in the event of an accidental discovery of any human

remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that significant impacts to human remains would not occur.

During AB52 consultation, the YSMN requested that **Mitigation Measure CR-3** included in the Project approvals to protect potential tribal archaeological resources, specifically human remains and Native American burial sites. Mitigation Measure CR-3 is included per the YSMN request. Implementation of Mitigation Measure CR-3 would reduce potential impacts to unanticipated discoveries of archaeological resources.

4.5.2 Mitigation Measures

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

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

MM CR-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.

If human remains are encountered during the undertaking, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a MLD. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

4.5.3 Conclusion

Implementation of **Mitigation Measures CR-1, CR-2** and **CR-3** would reduce potentially significant impacts of the Proposed Project associated with Cultural Resources to less than significant.

4.6 ENERGY

This section describes the potential energy usage effects from implementation of the Proposed Project for both construction activities as well as long-term operations, and is based on information provided in Appendix A.

4.6.1 Regulatory Setting

A full list of energy regulations is provided in the Energy Analysis in Appendix A. The discussion below provides a summary of key standards relative to this Project.

Building Energy Efficiency Standards

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020. The 2019 Title 24 standards include efficiency improvements to the lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers.

The 2022 California Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Specifically, the code requires the following measures that are applicable to energy use:

- New buildings with tenant spaces that have 10 or more tenant-occupants to provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

- New buildings that require 10 or more parking spaces to provide a specific number of spaces to facilitate the future installation of electric vehicle supply equipment. The raceways are required to be installed at the time of construction.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the goal of the California RPS Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

4.6.2 Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2018). California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 million cubic feet of natural gas in 2017 (California Energy Commission [CEC] 2019; EIA 2018). In addition, Californians consume approximately 18.9 billion gallons of motor vehicle fuels per year (Federal Highway Administration 2019). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (EIA 2018).

Most of California's electricity is generated in-state with approximately 30 percent imported from the Northwest (Alberta, British Columbia, Idaho, Montana, Oregon, South Dakota, Washington, and Wyoming) and Southwest (Arizona, Baja California, Colorado, Mexico, Nevada, New Mexico, Texas, and Utah) in 2017. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources such as wind, solar photovoltaic, geothermal, and biomass (CEC 2018). Adopted on September 10, 2018, SB 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from refineries located in California. Gasoline is the most used transportation fuel in California with 15.5 billion gallons sold in 2017 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2018). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2016). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including CO_2 and NO_X. The transportation sector is the single largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2016 (CARB 2018).

4.6.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion

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

Less Than Significant Impact. The Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Information from the CalEEMod 2020.4.0 Daily and Annual Outputs contained in the air quality and greenhouse gas analyses (Appendix A) were utilized to determine the potential energy demand. The CalEEMod outputs detail Project related construction equipment, transportation energy demands, and facility energy demands. Electricity used for the Project during construction and operations would be provided by SCE, which serves more than 15 million customers. SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. Natural gas would be provided to the Project by SoCalGas. Project-related vehicle trip energy consumption will be predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

Construction Energy

The Project's estimated energy consumption during construction is provided in Appendix A (refer to Tables 16-20). In summary, the usage was estimated as follows:

- Table 16: Project Construction Power Cost and Electricity Usage: 44,328 kWh (kilowatt-hours).
- Table 17: Construction Equipment Fuel Consumption Estimates: 30,939 gallons of diesel fuel.
- Table 18: Construction Worker Fuel Consumption Estimates: 12,753 gallons.
- Table 19: Construction Vendor Fuel Consumption Estimates (Medium Heavy-Duty Trucks): 8,090 gallons.
- Table 20: Construction Hauling Fuel Consumption Estimates (Heavy Duty Trucks): 8,831 gallons.

Construction of the Proposed Project would require the typical use of energy resources. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Project construction is required to comply with applicable CARB regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction- related energy and would minimize or eliminate wasteful or unnecessary

consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints

Therefore, Project compliance with State regulations will reduce construction impacts to less than significant and no mitigation is required.

Operations

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The largest source of operational energy use would be vehicle operation of the Proposed Project's employees. To model the Proposed Project's energy usage, the vehicle fleet mix was used as determined in the CalEEMod output from the air quality and greenhouse gas analysis (Appendix A). The Proposed Project was modeled to generate approximately 440 trips per day as a worst-case scenario and includes both trucks and automobiles consistent with the traffic analysis in Appendix G-1.

Table 21 in Appendix A shows that an estimated 30,939 gallons of fuel would be consumed per year for the operation of the Proposed Project. Additionally, the Proposed Project is a consolidation of public services into one building. Existing employees would travel to the new facility, instead of traveling to their previously assigned building. Therefore, the Proposed Project represents a redistribution of resources. Therefore, the Proposed Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips, nor associated excess and wasteful vehicle energy consumption. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Energy standards for new buildings is identified by the State of California through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The County's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation, and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be

minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur.

Table 22 in Appendix A identifies that the Project's annual operational energy demand according to the CalEEMod 2020.4.0 model annual output would be as follows:

- Natural Gas – General Office Building: 257,462 kBTU/year (kilo British thermal units)
- Electricity – General Office Building: 689,820 kWh/year
- Electricity – Parking Lot: 35,000 kWh/year

In 2020, the non-residential sector of the County of San Bernardino consumed approximately 9,866 million kWh of electricity. In addition, the estimated natural gas consumption for the proposed project is approximately 26,742,100 kBTU per year. In 2020, the residential sector of the County of San Bernardino consumed approximately 7.2 million therms of gas.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Proposed Project is required to comply with Title 24 standards, which require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The Project would also comply with the CALGreen Code as it:

- Provides outdoor secure bicycle facilities.

- Allows for future electric vehicle charging parking spaces by installing raceways for the equipment.

- Provides photovoltaic panels on raised structures over portions of the north and south parking areas, which would provide approximately 700 kVA of solar power for the facility.

The site's current land use classification is IL and PF according to the City of San Bernardino General Plan Land Use Map and is consistent with the current land use classification. As such, the energy demands of the Project would be accommodated within the context of the planned availability of resources and energy delivery systems by City and Regional planning documents.

The Project therefore would not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California particularly because the Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. Therefore, there is a less than significant impact, and no mitigation is required.

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

Less Than Significant Impact. Regarding federal transportation regulations, the Project Site is located in an already developed area. Access to/from the Project Site would use existing roads. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the Intermodal Surface Transportation Efficiency Act because SCAG is not planning for intermodal facilities in the Project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the County is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and SoCalGas Company.

Regarding the State's Renewable Energy Portfolio Standards, the Project would be required to meet or exceed the energy standards established in CALGreen, Title 24, Part 11 . CALGreen requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

Through compliance with the Title 24 requirements, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Given the above, the Proposed Project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.4 Mitigation Measures

No mitigation measures associated with impacts to Energy apply to the Proposed Project.

4.6.5 Conclusion

No potentially significant impacts of the Proposed Project are associated with Energy, and no mitigation would be required.

4.7 GEOLOGY AND SOILS

4.7.1 Environmental Setting

A geotechnical investigation was prepared for the Proposed Project (**Appendix D - *Geotechnical Engineering Report, SBC Valley Communication Center, San Bernardino, San Bernardino County, California, Terracon, February 2022***).

A paleontological report was also prepared for the Proposed Project (**Appendix C-2 - *Due Diligence Paleontological Resources Study, San Bernardino County Valley Communications Center Project*, CRM Tech, January 9, 2023**).

4.7.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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:				
• 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.			X	
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?			X	
• Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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- site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating			X	

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
substantial 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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Discussion

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- *Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

  Less Than Significant Impact. The Project site is located in Southern California, a seismically active area and susceptible to the effects of seismic activity include rupture of earthquake faults. The Project Site is not included within any Earthquake Fault Zones as created by the Alquist-Priolo Earthquake Fault Zoning Act (Appendix D). The geotechnical investigation in Appendix D revealed that there are no known active or potentially active faults located within or immediately adjacent to the Project Site. The nearest fault to the Project Site is the San Jacinto fault zone, is located approximately 2.4 miles (3.9 kilometers) southwest of the site. Other nearby faults include the Rialto-Colton Fault, located approximately 3.9 miles southwest of the Site and the Cucamonga Fault, located approximately 12 miles northwest of the Project Site.

- *Strong seismic ground shaking?*

  Less Than Significant Impact. The site is situated in an area of high regional seismicity. The nearest fault to the Project Site is the San Jacinto fault zone, is located approximately 2.4 miles (3.9 kilometers) southwest of the site. Since no known faults are located within or near the Project Site, surface fault rupture is not anticipated. However, due to the close proximity of known active and potentially active faults, severe ground shaking should be expected during the life of the proposed structures. The Project is required to be constructed consistent with all applicable seismic design standards contained in the 2019 California Building Code (CBC), including Section 1613- Earthquake Loads, which will reduce impacts from ground shaking. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would

withstand the effects of strong ground shaking. The Project would be reviewed by the County's Civil Engineer during plan check for compliance with applicable CBC standards. Therefore, with CBC compliance, the proposed Project would not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking more than other developments in Southern California. Therefore, the impacts are less than significant, and no mitigation is required.

- *Seismic related ground failure, including liquefaction?*

  Less Than Significant Impact. Liquefaction is a mode of ground failure that results from the generation of high pore-water pressures during earthquake ground shaking, causing loss of shear strength, and is typically a hazard where loose sandy soils exist below groundwater. San Bernardino County has designated certain areas as potential liquefaction hazard zones. These are areas considered at a risk of liquefaction-related ground failure during a seismic event, based upon mapped surficial deposits and the presence of a relatively shallow water table. According to the County of San Bernardino and City of San Bernardino hazard maps (Appendix D), the site is located within an area identified as having a 'high' liquefaction potential. The geotechnical evaluation in Appendix D contains design and construction standards to reduce the potential impacts from liquefaction. Additionally, the County is required to comply with the most current version of the CBC that also outline geotechnical considerations in various soil conditions. Therefore, compliance with the geotechnical evaluation (Appendix D) and the most current version of the CBC would reduce impacts to less than significant, and no mitigation is required.

- *Landslides?*

  No Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. Elevations vary from approximately 1,045 mean sea level (msl) in the north to approximately 1,036 msl in the southwest (Appendix D). The Project Site and the adjacent parcels are flat with a gradient to the southwest and do not contain any hills or steep slopes, and no landslides on or adjacent to the Project site would occur. Therefore, there is no impact, and no mitigation is required.

Based on the above, the Project will have a less than significant impact regarding exposure to people or structures to potential substantial adverse effects of earthquakes, ground shaking, liquefaction and landsides, and no mitigation is required.

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

Less Than Significant Impact. The Natural Resource Conservation Service, US Dept of Agriculture (USDA) identifies the site soils as primarily Grangeville fine sandy loam (Gr), with some Hanford sandy loam, 0 to 2 percent slopes (HbA) in the northern portion of the site near E Rialto Avenue (**Figure 10 – *Site Soils***). The field investigation in Appendix D identified that the upper 5 to 10 feet of soil generally consists of Interbedded layers of well graded sand with gravel, silt with sand, poorly

graded sand with silt, silty sand with gravel and poorly graded gravel extending to the maximum depth of the borings approximately 51½ feet below ground surface, which was the maximum depth explored during the geotechnical investigation in Appendix D.

During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall.

The Project would be required to comply with the General Storm Water Permit for Construction Activity from the State Water Resources Control Board (SWRCB), which would include implementation of a SWPPP and associated BMPs. BMPs that may include a combination of erosion control measures to reduce, prevent, or minimize soil erosion from Project-related grading and construction activities, such as fiber rolls, fencing, and watering. Additionally, the Construction General Permit (CGP; Order No. 2009-0009-DWQ, or latest version) issued by the SWRCB, regulates construction activities to minimize water pollution, including sediment. With compliance with the Regional Water Quality Control Board (RWQCB) SWPPP requirements, and installation of BMPs construction impacts related to erosion and loss of topsoil would be less than significant.

The Project includes installation of landscaping adjacent to the proposed building and throughout the proposed parking lot. With this landscaping, areas of loose topsoil that could erode by wind or water would not exist during operation of the Project. In addition, as described in Section 4.10, *Hydrology and Water Quality*, the hydraulic features of the proposed Project have been designed to slow, filter, and retain stormwater within landscaping and the proposed detention basin, which would also reduce the potential for stormwater to erode topsoil. Therefore, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

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?*

Less Than Significant Impact. Refer to the above discussion regarding hazards associated with liquefaction and landslide hazards. As noted, there is no potential for landslide and low potential for liquefaction. Therefore, because no aspects of the Proposed Project could increase the likelihood of landslides, lateral spreading, subsidence, liquefaction, potential impacts would be less than significant, and no mitigation is required.

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?*

Less Than Significant Impact. Expansive soil is a soil/clay (such as montmorillonite or bentonite) that is prone to expansion or shrinkage due directly to variation in water volume. Expansive soils swell when exposed to large amounts of water and shrink when the water evaporates. This continuous cycle of wet to dry soil keeps the soil in perpetual motion causing structures built on this soil to sink or rise unevenly, often requiring foundation repair. Expansive soils are comprised primarily of

minerals (incredibly fine particles) with little to no organic material and are thus incredibly viscous, proving difficult to drain.

The onsite near surface soils that would underly the proposed facility are classified by the USDA as primarily sandy type soils, which have a low shrink-swell potential. Therefore, Project impacts regarding expansive soils would be less than significant, and no mitigation is required.

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?

No Impact. The Project does not propose to install septic tanks or alternative wastewater disposal systems. No impacts would occur, and no mitigation is required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. The Project Site is flat, and there are no rock outcroppings or unique geologic features within the Project Site.

The paleontological report in Appendix C-2 identified surface geology within the project area has been mapped by Rogers (1967) as Qal, namely recent alluvium. The paleontological report in Appendix C-2 concluded that existing geological and paleontological literature suggest that the paleontological sensitivity of the surface sediments on the Project Site is relatively low. Based on the Site's proximity to the Santa Ana River as well as Warm Springs Creek and City Creek, the Project area sits on a floodplain of Holocene alluvial deposition. However, excavations of significant depth at this location may reach paleontologically sensitive Pleistocene or earlier soils subsurface.

Project excavation will exceed 5 feet in some areas of the building footings and underground water storage tanks to achieve adequate engineered compaction. Due to the variability and unknown paleontological sensitivity of the Project Site, **Mitigation Measure GEO-1,** is required to manage unanticipated discoveries of paleontological resources. Implementation of Mitigation Measure GEO-1 would reduce potential impacts to unanticipated discoveries of paleontological resources to less than significant.

4.7.3 Mitigation Measures

MM GEO-1 **Provision for Unanticipated Buried Paleontological Resources**: A qualified cultural resource specialist or paleontologist will spot check construction excavations that would impact Late Pleistocene to Holocene units, which are generally below 10 feet in the Project area. The frequency will be determined with the cultural resource specialist and the construction contractor based on the work schedule. If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the County of San Bernardino Planning Director.

With direction from the Planning Director, a paleontologist certified by the County of San Bernardino shall evaluate the find prior to resuming ground disturbing activities in the immediate vicinity. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

4.7.4 Conclusion

Implementation of **Mitigation Measure GEO-1** would reduce potentially significant impacts of the Proposed Project associated with Geology and Soils to less than significant.

Terracon COMPASS Consulting Enterprises, Inc.

San Bernardino County Valley Communication Center
Project No. 10.10.0181

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Gr	Grangeville fine sandy loam, warm MAAT, MLRA 19	6.2	94.7%
HbA	Hanford sandy loam, 0 to 2 percent slopes	0.3	5.3%
Totals for Area of Interest		**6.5**	**100.0%**

Not to Scale

Figure 10 – Site Soils
Source: *USDA Soil Web*

4.8 GREENHOUSE GAS EMISSIONS

A Greenhouse Gas Analysis was prepared for the Project in as part of the Air Quality Assessment (Appendix A).

4.8.1 Regulatory Setting

Since 1988, many countries around the world have tried to reduce GHG emissions since climate change is a global issue. Over the past 30 years, the United States, and the State of California, have enacted a myriad of regulations that have evolved over time aimed at reducing GHG emissions in transportation, building and manufacturing sectors.

South Coast Air Quality Management District

The Project Site is within the SCAB, which is under the jurisdiction of SCAQMD. SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration. SCAQMD has published a five-tiered draft GHG threshold which identifies 10,000 metric tons of CO_2e per year for industrial projects and two options for non-industrial projects. Tier 3 is anticipated to be the primary tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90-precent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to CEQA analysis. The 90-percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the SCAQMD's annual Emissions Reporting Program.

The current draft thresholds consist of the following tiered approach:

Tier 1	consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
Tier 2	consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
Tier 3	consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant: – Industrial projects: 10,000 $MTCO_2e$ per year – Based on land use types: residential is 3,500 $MTCO_2e$ per year; commercial is 1,400 $MTCO_2e$ per year; and mixed use is 3,000 $MTCO_2e$ per year or – All non-industrial land use types: 3,000 MTCO2e per year
Tier 4	has the following options: – Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined – Option 2: Early implementation of applicable AB 32 (Assembly Bill 32) Scoping Plan measures – Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans; – Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans
Tier 5	involves mitigation offsets to achieve target significance threshold.

Source: SCAQMD. 2022

In addition, SCAQMD methodology for project's construction are to average them over 30-years and then add them to the Project's operational emissions to determine if the Project would exceed the screening values listed above.

4.8.2 Environmental Setting

Constituent gases of the Earth's atmosphere, called atmospheric GHG, play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), O_3, water vapor, nitrous oxide (NO_2), and chlorofluorocarbons. This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO_2 and NO_2 are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. Table 6 in Appendix A provides a description of each of the greenhouse gases and their global warming potential.

For the purposes of Greenhouse Gas Analysis (Appendix A), the focus was on emissions of CO_2, CH_4, and NO_2 because these gasses are the primary contributors to Global Climate Change (GCC) from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

4.8.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

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

Less Than Significant Impact. The Proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. GHG emissions have been calculated with the CalEEMod model based on construction and operational parameters (Appendix A).

The greenhouse gas emissions from Project construction equipment and worker vehicles were evaluated in Appendix A and identified that the Project's construction emissions, amortized over a period of 30 years, are estimated at 19 metric tons of CO_2e per year.

Operational emissions occur over the life of the Project. The operational emissions for the Project are 742.60 metric tons of CO2e per year (see Table 15 in Appendix A). Furthermore, as shown in Appendix A, the Project's total emissions (with incorporation of construction related GHG emissions) would be 762.06 metric tons of CO2e per year. These emissions do not exceed the County of San Bernardino CAP and SCAQMD screening threshold for commercial projects of 3,000 metric tons of CO2e per year. Therefore, the Project's GHG emissions are considered to be less than significant.

Therefore, potential impacts associated the generation of greenhouse gas emissions would be less than significant, and no mitigation would be required.

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As stated previously, the applicable plan for the Proposed Project is the San Bernardino County CAP and the SCAQMD's tier 3 thresholds. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006 that establishes a limit on GHG emissions for the state of California to reduce state-wide emissions to 1990 levels by 2020. As a response to the 2006 AB 32 law, a partnership led by the San Bernardino Council of Governments (SBCOG) compiled an inventory of GHG emissions and developed reduction measures that were adopted by the 21 Partnership Cities of San Bernardino County. The regional GHG reduction plan serves as the basis for cities in San Bernardino County to develop more detailed community level climate action plans. The City of San Bernardino was a participant in the San Bernardino County Regional Greenhouse Gas Reduction Plan, which identifies the County's vision and goals on reducing GHG emissions in the different cities, local government facilities, and communities. In response to these initiatives, an informal project partnership, led by the SBCOG, compiled a GHG emissions inventory and an evaluation of reduction measures that could be adopted by the 25 Partnership Cities of San Bernardino County. The City of San Bernardino does not have a Climate Action Plan and as of August 2020, there are no plans to create one

Therefore, as the Proposed Project's emissions meet the threshold for compliance with Executive Order S-3-05, the Proposed Project's emissions also comply with the goals of AB 32 and the San Bernardino County CAP. Additionally, as the Proposed Project meets the current interim emissions targets/thresholds established by SCAQMD, the Proposed Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, all of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Proposed Project will be required to comply with these regulations as they come into effect. Therefore, potential impacts associated with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant, and no mitigation would be required.

4.8.4 Mitigation Measures

No mitigation measures associated with impacts to Greenhouse Gas apply to the Proposed Project.

4.8.5 Conclusion

No potentially significant impacts of the Proposed Project are associated with Greenhouse Gas, and no mitigation would be required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

A Phase 1 Environmental Site Assessment was prepared for the Project to determine the potential for hazardous materials to exist on site (**Appendix E-1 – *Phase 1 Environmental Site Assessment, Proposed Valley Communication Center,* Terracon, February 2022**). The Phase I ESA included a search for recorded environmental cleanup liens; review of federal, tribal, State, and local government records; visual inspection of the property and of adjoining properties; and interviews with current owners, operators, and occupants.

4.9.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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 or excessive noise to the public or the environment?				X
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 for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

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

Less than Significant Impact. A hazardous material is a substance that is toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bioaccumulative properties, persistence in the environment, or that are water reactive. Improper use, storage, transport, and disposal of hazardous materials and waste may result in harm to humans, surface and groundwater degradation, air pollution, fire, and explosion.

Construction of the Proposed Project would involve the use of construction-related chemicals. These include but are not limited to hydraulic fluids, motor oil, grease, runoff, and other related fluids and lubricants. The construction activities would involve the disposal and recycling of materials, trash, and debris. With mandatory regulatory compliance with federal, State, and local laws, potential hazardous materials impacts associated with construction of the Project would be less than significant, and no mitigation is required.

Given that the operation of the Proposed Project is as an office type building, the need for transportation and/or storage of hazardous materials is considered to be low. In any event, operations would be required to comply with all federal, State and local laws pertaining to hazardous materials handling, transport, use and disposal. Therefore, with mandatory regulatory compliance with federal, State, and local laws, potential hazardous materials impacts associated with operations of the Project would be less than significant, and no mitigation is required.

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?

Less than Significant Impact. Construction and operation of the Project would involve the routine transport, use, or disposal of hazardous materials on- and off-site.

Construction

Construction activities would require the temporary use of hazardous substances, such as fuel, lubricants, and other petroleum-based products for operation of construction equipment as well as oil, solvents, or paints. As a result, the Proposed Project could result in the exposure of persons and/or the environment to an adverse environmental impact due to the accidental release of a hazardous material. However, the transportation, use, and handling of hazardous materials would be temporary and would coincide with the short-term Project construction activities. Further, these materials would be handled and stored in compliance with all with applicable federal, state, and local requirements, any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable

regulations, and all hazardous materials would be securely stored in a construction staging area or similar designated location within the Project site. In addition, the handling, transport, use, and disposal of hazardous materials must comply with all applicable federal, state, and local agencies and regulations, including the Department of Toxic Substances Control (DTSC); Occupational Health and Safety Administration; Caltrans; and the County Health Department - Hazardous Materials Management Services.

With the compliance with local, state, and federal regulations short-term construction impacts associated with the handling, transport, use, and disposal of hazardous materials would be less than significant.

Therefore, because the County and its contractors are required to comply with federal, State, and local regulations, impacts associated with the handling, transport, use, and disposal of hazardous materials and the release of hazardous materials into the environment would be less than significant, and no mitigation would be required.

Operations

The operation of the Proposed Project may involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). However, with required compliance with federal, State, and City regulations, standards, and guidelines pertaining to hazardous materials management, there would be a less than significant hazard to the public or the environment through routine use, storage, or disposal of hazardous materials, and no mitigation would be required.

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

Less Than Significant. The closest school to the Project Site is the Ballington Academy for the Arts and Sciences, a charter elementary school, located approximately 200 feet to the west, on the southwest corner of S Lena Road and E Rialto Avenue. The Project, being operated as an office type use, would not emit hazardous emissions or handle hazardous or acutely hazardous materials or substances. Any urban materials that are labeled hazardous would be handled in compliance with federal, State, and City materials. Therefore, the Proposed Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. As such, impacts would be less than significant, and no mitigation is required.

d) Would the project 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?

No Impact. Government Code Section 65962.5(a)(1) requires that DTSC "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental

Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (HSC)." The hazardous waste facilities identified in HSC § 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. This is known as the "Cortese List." This is a very small and specific subgroup of facilities, and they are not separately posted on the DTSC or Cal/EPA's website. The following databases that meet the "Cortese List" requirements were reviewed for this Project.

- Envirostore Database. There are no sites listed in the Envirostore Database within 1,000 feet of the Project site.

- Geotracker Database. Geotracker is the SWRCB's database that manages potential hazardous sites to groundwater. There are no sites listed in the Geotracker Database within 1,000 feet of the Project site.

Based on the result of the database review the Project site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code.

Additionally, a Phase 1 Environmental Site Assessment was performed for the Project in accordance with ASTM Standard Practice CFR Part E152 13 and the EPA Standards and Practices located in Appendix E-1.

The Phase I Environmental Site Assessment (Appendix E-1) identified that the Project Site consisted of undeveloped or agricultural land, from as early as 1896. By 1938, two structures (residential listings addressed as 833 and 837 East Rialto Avenue in the city directories) were visible on the northeastern portion of the site, and a possible irrigation (east-west) line was visible across the northern portion of the site. A small round feature (possible domestic water well, as observed during the visual reconnaissance) was visible on the northeastern portion of the site, in the 1959 aerial photograph. By 2002, additional structures (apparent trucks, trailers, or containers) were visible on the northeastern portion of the site. At the time of the visual reconnaissance, the structures had been demolished and removed from the site, with the inactive production well remaining.

The surrounding properties consisted of undeveloped or agricultural land, from as early as 1896. By 1930, a road (E Rialto Avenue) was visible on the adjacent north, and rectangular structures were visible on the adjacent northeast of the site (possibly Dairy Country Store, identified in the city directories). By 1949, the land to the north and northeast of the site appeared developed with residential houses, the land to the northwest had rectangular structures visible, and the land to the east had additional commercial structures visible. The commercial structures on the land to the northwest appeared to have been removed by 1959, and the land appeared vacant until the development of the existing San Bernardino County fleet management facility, by 1966. The land to the west appeared to have an oval dirt track (that was visible on the adjacent west by 1966), followed by the development of a road (South Lena Road), by 1975. By 1985, some structures appeared to have been removed from the adjacent east, and by 1989, the land to the adjacent south and west appeared developed with San Bernardino County facilities (San

Bernardino County Coroner, San Bernardino County Public Administrator, 175 South Lena Road; San Bernardino County Office building, DOHS, GSA, Agricultural Department, and Public Health Laboratory, 777-799 East Rialto Avenue). By 2009, the commercial logistics center appeared to have been developed adjacent to the east. The adjacent properties have since remained consistent through the present.

The Phase I Environmental Site Assessment also reviewed Federal, State and local environmental databases provided by Environmental Risk Information Service (ERIS) for information pertaining to documented and/or suspected releases of regulated hazardous substances and/or petroleum products within specified search distances, as well as reviewed unmappable sites listed in the environmental database report by cross-referencing addresses and site names. The Project Site is not listed on any of the standard ASTM databases reviewed in the ERIS database report.

Therefore, there are no impacts because the Project Site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code, therefore, no mitigation would be required.

e) *For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 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?*

Less Than Significant. The Project site is located approximately 1 mile northwesterly of the San Bernardino International Airport (SBIA), an FAA Part-139 Certified Public Airport. San Bernardino County identifies the Project Site as being within Airport Safety Review Area 3. San Bernardino County Municipal Code Section 82.09.060(b) identifies that proposed structures and the normal mature height of any vegetation shall not exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless Form 7460-1 (Notice of Proposed Construction or Alteration) has been filed with and approved by the FAA before the issuance of a Building Permit. Further, all mitigation measures recommended by the FAA shall be incorporated into the project conditions of approval. Existing topographic elevations, as compared to the elevation of the centerline of the runway, shall be considered in determining the permitted height of an affected structure. The County filed Form 7460-1 with the FAA which determined there would be no hazard to aviation for either the three-story building or the approximately 200-foot-tall microwave tower (**Appendix E-2 – FAA Determinations**). The FAA requires the County to efile FAA Form 7460-2 *Notice of Actual Construction* within 5 days of the construction reaching its greatest height (refer to Appendix E-2).

With respect to noise, the San Bernardino County Municipal Code Section 82.09.060(e) identifies that within all areas within Airport Safety Review Area 3, the noise level reduction shall be designed and constructed in all structures to maintain maximum interior noise level of 45 dba for residential uses, and 55 dba for commercial and industrial uses. Based on the noise analysis in Appendix F, the interior noise for the building would be less than 45 dba. San Bernardino County Municipal Code Section 82.09.060(f) and (e) also identify that an Avigation Easement must be recorded.

Therefore, while the Proposed Project is located within 2 miles of a public airport, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area because the Proposed Project would be compliant with San Bernardino County Development Standards for a Project within Airport Safety Review Area 3, and interior noise levels are below standard thresholds.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Development of the Project site would not interfere with any of the daily operations of the City or County of San Bernardino emergency response plan. Access to the Proposed Project is via one driveway on S Lena Road and one driveway on E Rialto Avenue with adequate spacing as to not block access to either roadway. The Project's fire lane encircles the building. Emergency response and evacuation for the City are based on numerous access routes. The Project would not interfere with the City's emergency operations plan or impede roadway access through removal or closure of any streets. All construction activities would be required to be performed according to the standards and regulations of the City and county fire and sheriff's departments. For example, the County and its construction contractor would be required to provide on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases.

The Proposed Project would also be required to undergo the County's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations of San Bernardino County Fire Department to ensure that the Project does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants).

Overall, the Proposed Project would not impair implementation of or physically interfere with the City of San Bernardino or San Bernardino County emergency operations plan or evacuation plan. Project-related impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The California Public Utility Commission's Fire Threat Map includes three Tiers/Levels of fire threat risk. Tier 1 consists of areas that have the lowest hazards and risks, Tier 2 consists of areas where there is an elevated risk for destructive electric line-ignited wildfires, and Tier 3 consists of areas where there is an extreme risk for destructive electric line-ignited wildfires. The Project Site is not located within an area of elevated fire risk. Additionally, the Project would be required to comply with the County's current building and planning codes including but not limited to fire access, building sprinklers, fire wall separations, and property weed abatement. Therefore, Project's potential exposure of people or structures to wildfire is less than significant because the Project would be required to comply with County requirements relative to fire prevention, and no mitigation is required.

4.9.2 Mitigation Measures

No mitigation measures associated with impacts to Hazards and Hazardous Materials apply to the Proposed Project.

4.9.3 Conclusion

No potentially significant impacts of the Proposed Project are associated with Hazards and Hazardous Materials, and no mitigation would be required.

4.10 HYDROLOGY AND WATER QUALITY

A WQMP for the Project to address post-construction drainage management would be prepared as part of the Proposed Project's final design.

4.10.1 Regulatory Setting

The Santa Ana Regional Water Quality Control Board requires that dischargers whose construction projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity CGP Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The CGP requires the development of a SWPPP by a certified Qualified SWPPP Developer.

The State's Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a storm water management plan/program with the goal of reducing the discharge of pollutants to the "maximum extent practicable," which is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify which BMPs will be used to address certain program areas. The program areas include public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations.

The County of San Bernardino and other incorporated cities (co-permittees) discharge pollutants from their MS4s. Stormwater and non-stormwater enter and are conveyed through the MS4 and discharged to surface water bodies of the San Bernardino region. These discharges are regulated under countywide waste discharge requirements per Order No. R8-2010-0036. The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects. The primary objectives of the municipal stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges, and 2) reduce the discharge of pollutants from stormwater conveyance systems to the "maximum extent practicable" statutory standard.

4.10.2 Environmental Setting

Groundwater from the Bunker Hill Basin is the primary source of water supply for the City of San Bernardino and is supplied by the City of San Bernardino Municipal Water Department (SBMWD), which services the Project Site. Groundwater recharge occurs by water conducting through precipitation and by stream flow from rain and snowmelt from the San Bernardino Mountains. The average annual rainfall for the City is 16 inches a year. The Bunker Hill Basin has the capacity to provide 70,000 acre-foot per year of water from groundwater and surface water sources. While groundwater is the principal source of supply in the planning area, other sources of water supply include: the State Water Project, the Santa Ana River, Mill Creek, and Lytle Creek (City of San Bernardino, General Plan).

4.10.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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:				
• result in substantial erosion or siltation onsite or offsite;			X	
• substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;			X	
• create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
• impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion

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

Less Than Significant Impact.

Construction

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). Construction projects that disturb 1 acre or more of soil, including the Proposed Project, are regulated under the CGP (2009-0009-DWQ - Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity) and its subsequent revisions (Order No. 2012-0006-DWQ) issued by the SWRCB. Projects obtain coverage under the CGP by developing and implementing a SWPPP, estimating sediment risk from construction activities to receiving waters, and specifying best management practices that would be implemented as a part of the project's construction phase to minimize pollution of stormwater prior to and during grading and construction. Therefore, the Proposed Project is required to obtain coverage of the CGP.

Additionally, the County would prepare a WQMP as part of the final construction plans. The WQMP would be approved by the County's Building and Safety Department prior to site grading.

Adherence to the BMPs in the Project's WQMP, which would be prepared prior to construction, would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters; reduce or avoid contamination of urban runoff with sediment; and reduce or avoid contamination with other pollutants such as trash and debris, oil, grease, fuels, and other toxic chemicals.

Therefore, with implementation of the BMPs in the required SWPPP, water quality or waste-discharge impacts from Project-related grading and construction activities would be less than significant, and no mitigation is required.

Operations

The County would prepare WQMP that would identify stormwater management for the building operations/post construction. Stormwater runoff generated by this project would be conveyed to two detention basins via a system of catch basins, underground pipes, and concrete gutters. The existing soil condition is characterized by high infiltration capacity so infiltration BMPs are selected. All runoff generated by the Proposed Project is proposed to infiltrate in the ground, except for flows which flow through the emergency basin spillways. The excess water would flow within the S Lena Road street gutter, south to be conveyed to the Timber Creek, a concrete-lined storm drain.

Overall, implementation of the BMPs in the WQMP and compliance with NPDES MS4 permit requirements would reduce water quality and waste-discharge impacts from operational activities to less than significant, and no mitigation is required.

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

Less Than Significant Impact. The Project is served by SBMWD. SBMWD's water supply is comprised entirely of groundwater from the Bunker Hill Basin (part of the San Bernardino Basin Area). Groundwater currently supplies 100 percent of SBMWD's total supply, and SBMWD will continue to rely on groundwater as its preferred source of supply. SBMWD has water exchange and transfer agreements with several of the surrounding agencies on an as-needed basis. Exchanges occur when SBMWD pumps water for another agency and in turn receives water from that agency at a future time and at a specified ratio to account for pumping and delivery costs. Exchanges in the past have occurred during periods of lowered groundwater levels, loss of water by other agencies due to groundwater contamination, and to facilitate increased pumping in SBMWD's artesian pressure zone to lower groundwater levels that had infiltrated underground utilities. Exchanges are on an as-needed basis and only occur when adequate supplies are available within SBMWD's service area.

The SBMWD also operates Water Reclamation Plant and Rapid Infiltration and Extraction Facility reclaims 30,000 million gallons of water each day that are used for landscaping, commercial, and agricultural purposes.

The Project Site's stormwater runoff will be directed to two stormwater basins that would infiltrate into the ground. Therefore, the Project would not interfere with groundwater recharge and would beneficially retain water to ensure more groundwater recharge. Thus, impacts to groundwater recharge and groundwater supplies would be less than significant.

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:

- *result in substantial erosion or siltation onsite or offsite;*

Less Than Significant Impact. Grading activities during construction of the Proposed Project may result in wind driven soil erosion and loss of topsoil. All construction and grading activities would comply with County's grading ordinance using BMPs, including the use storm drain inlet protection, efficient irrigation systems and landscape design, and common area litter control. Upon completion, the Project Site would be developed with one 75,062 SF office building within approximately 6.49 gross acres that would include paved surfaces and landscaping that would prevent substantial erosion from occurring. Therefore, potential impacts associated with erosion would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. The WQMP that would be prepared for the Project would identify the runoff patterns and inlets to be installed throughout the site Stormwater runoff generated by this project to be conveyed to two detention basins via a system of catch basins, underground pipes, and concrete gutters. The existing soil condition is characterized by high infiltration capacity so infiltration BMP's are selected. All runoff generated by the Proposed Project is proposed to infiltrate in the ground, except for flows which flow through the emergency basin spillways. The excess water would flow within the S Lena Road street gutter, south to be conveyed to the Timber Creek, a concrete-lined storm drain. Therefore, the Project would not substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite. The impact would be less than significant, and no mitigation is required.

- *create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

Less Than Significant Impact. Refer to the answers above.

- *impede or redirect flood flows?*

No Impact. The Project site does not contain any natural drainages or waterways, according to the biological resources report in Appendix B. The FEMA (Federal Emergency Management Agency) Flood Insurance Rate Maps indicates that the Project site is not located within any flood hazard areas. Therefore, the Project would not impede or redirect flood flows. There would be no impact, and no mitigation is required.

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

Less Than Significant Impact. The FEMA Flood Insurance Rate Maps indicates that the Project site is not located within any flood hazard areas. The Project Site is inland, more than 70 miles northeast of the Pacific Ocean, and is not subject to tsunami hazards. Seiches are surface waves created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to development near large water bodies and water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest body of water to the Project site is Secombe Lake Recreation Area, approximately 1 mile to the northwest. The Project site is not adjacent to any impounded bodies of water; therefore, the Project Site is not at risk of a seiche. Therefore, there would be a less than significant impact with respect to the risk of release of pollutants due to project inundation, and no mitigation is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Proposed Project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during

grading and construction. The SWPPP would specify BMPs that would be implemented for the Proposed Project to protect the water quality of receiving waters (Santa Ana River). Therefore, the Proposed Project would not interfere with the implementation of a water quality control plan. The SBMWD plans for future water supply. The City's General Plan, finalized in 2005, was therefore considered as part of the need for the City of San Bernardino in the SBMWD's most recent UWMP (WSC, June 30, 2021). Therefore, the Proposed Project would not conflict or obstruct a sustainable groundwater management plan. No aspect of the Proposed Project involves groundwater wells or groundwater pumping. Therefore, potential impacts associated with the implementation of a water quality control plan or sustainable groundwater management plan would be less than significant, and no mitigation would be required.

4.10.4 Mitigation Measures

No mitigation measures associated with impacts to Hydrology and Water Quality apply to the Proposed Project.

4.10.5 Conclusion

No potentially significant impacts of the Proposed Project are associated with Hydrology and Water Quality, and no mitigation would be required.

4.11 LAND USE PLANNING

4.11.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?				X
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?			X	

Discussion

a) Would the project physically divide an established community?

No Impact. The County proposes to consolidate emergency services by developing a three-story, 75,062 SF office building within approximately 6.49 gross acres of vacant land within five parcels located on the southeast corner of S Lena Road and E Rialto Avenue in the City of San Bernardino.

The Project Site is vacant, and the immediate Project vicinity contains residences on the north side of E Rialto Avenue, vacant land and the San Bernardino County Coroner's office on the south side, an industrial building on the east side and San Bernardino Regional Parks and General Services offices to the west. The residential land uses are currently non-conforming as the City's zoning for the existing residential parcels is IL. The planned land uses in the vicinity of the Proposed Project site have similar zoning and land use designations of IL and PF. Therefore, the Proposed Project is consistent with the surrounding land uses and there are no impacts with regard to the division of an established community.

b) Would the project 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?

Less Than Significant Impact. Although the Project would be overseen and approved by the County of San Bernardino on property owned by the County, land use is guided by the City of San Bernadino General Plan, the jurisdiction in which the County's Project Site is situated. **Table 7 – *City of San Bernardino General Plan Consistency*** provides an evaluation of the Proposed Project's consistency with City of San Bernardino General Plan goals and policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

The General Plan identifies "Goals" as representing a synthesis of input from those who live and work in the City of San Bernardino and define desired General Plan outcomes. "Policies" provide the overall direction for choosing among alternative courses of action necessary to achieve the Goals while also providing a measure of flexibility needed to adapt the action to changes over the life of the General Plan.

The County proposes to consolidate emergency services by developing a three-story, 75,062 SF office building within approximately 6.49 gross acres of vacant land owned by the County within five parcels located on the southeast corner of S Lena Road and E Rialto Avenue in the City of San Bernardino. The Project Site encompasses APNs: 0279-271-19 and 0279-271-20 and portions of 0279-261-17, 0279-271-16, and 0279-271-17.

The City of San Bernardino designates zoning for APN 0279-261-17 as PF and the remainder of the Project Site parcels are zoned IL, therefore, the Project Site is considered "split-zoned" (Figure 4 – Site Zoning). The building and microwave tower are proposed for the parcels that are zoned IL, while the parking lot is within both the IL and PF zones.

The City of San Bernardino's IL designation is intended to retain, enhance, and intensify existing and provide for the new development of lighter industrial uses along major vehicular, rail, and air transportation routes serving the City. The Proposed Project is similar to Offices/Services which are permitted in the IL zone.

The City's PF Zone provides for the continuation of existing and development of new schools, government administrative, police, fire, libraries, social service, and other public facilities. For the purposes of Table 7, only those Goals and Policies that are applicable to the Proposed Project approvals are identified for consistency evaluation.

Table 7 – City of San Bernardino General Plan Consistency

Topic, Goal, Policy	Project Consistency Analysis
CHAPTER 2 - LAND USE	
GOAL 2.1: Preserve and enhance San Bernardino's unique neighborhoods.	
Policy 2.1.1: *Actively enforce development standards, design guidelines, and policies to preserve and enhance the character of San Bernardino's neighborhoods. (LU-1)*	*Consistent*. The Proposed Project is consistent with the PF zoning designation and similar to an office use which is allowed within the IL zone.
Policy 2.1.2: *Require that new development with potentially adverse impacts on existing neighborhoods or residents such as noise, traffic, emissions, and storm water runoff, be located and designed so that quality of life and safety in existing neighborhoods are preserved. (LU-1)*	*Consistent.* San Bernardino County, the Lead Agency and Project applicant, has prepared environmental documentation related to noise, traffic, emissions, and storm water runoff, and ensuring that the Project is located and designed so that quality of life and safety in existing neighborhoods in the City of San Bernardino are preserved. This Initial Study contains the results of the related studies.

Topic, Goal, Policy	Project Consistency Analysis
GOAL 2.2: Promote development that integrates with and minimizes impacts on surrounding land uses.	
Policy 2.2.6: *Establish and maintain an ongoing liaison with the County of San Bernardino to conform development projects within the City's sphere of influence to the City's General Plan. (LU-2)*	*Consistent.* The San Bernardino County staff have worked cooperatively with the City of San Bernardino staff on this Project to ensure that the Project conforms to the City's General Plan, including the areas of traffic and road improvements.
Policy 2.2.10: *The protection of the quality of life shall take precedence during the review of new projects. Accordingly, the City shall utilize its discretion to deny or require mitigation of projects that result in impacts that outweigh benefits to the public. (LU-1)*	*Consistent.* San Bernardino County is the CEQA Lead Agency that would be approving the Project. Implementation of mitigation measures that result from this Initial Study would be the responsibility of San Bernardino County. The Project is located on a group of parcels that are either zoned IL or PF and located in a vicinity where other San Bernardino County offices are located. The Proposed Project is a public-benefit Project that is designed for the protection and quality of life for all residents of San Bernardino County, including the City of San Bernardino for major incidents.
GOAL 2.3: Create and enhance dynamic, recognizable places for San Bernardino's residents, employees, and visitors.	
Policy 2.3.2: *Promote development that is compact, pedestrian-friendly, and served by a variety of transportation options long major corridors and in key activity areas. (LU-1)*	*Consistent.* The Project would be consistent with the development standards for IL designation, as currently zoned. Additionally, the Project area is served by Omnitrans and Route 15 bus stops, approximately 0.2-mile from the Project area. The Project would include development of a sidewalk along S Lena Road and E Rialto Avenue, which would connect to existing adjacent pedestrian paths.
GOAL 2.5: **Enhance the aesthetic quality of land uses and structures in San Bernardino.**	
Policy 2.5.4: *Require that all new structures achieve a high level of architectural design and provide a careful attention to detail. (LU-1)*	*Consistent*. As identified on Figures 6A and 6B and Figure 9, the Project is designed with a combination of light and dark accent colors and design elements reflective of a modern office building, as well as significant landscaping throughout the Project Site.
Policy 2.5.6: *Require that new developments be designed to complement and not devalue the physical characteristics of the surrounding environment, including consideration of:* *a. The site's natural topography and vegetation;* *b. Surrounding exemplary architectural design styles;* *c. Linkages to pedestrian, bicycle, and equestrian paths;* *d. The use of consistent fencing and signage;*	*Consistent.* The Project would include construction of a new three-story office-style building. The Project would be consistent with the surrounding flat topography, as discussed under Section 4.7, Geology and Soils. As discussed in the Project Description, the Project would provide a sidewalk along S Lena Road and E Rialto Avenue, which would connect to other pedestrian paths. The Proposed Project would be consistent with the development standards for the PF designation, which is one of the zoning designations of

Topic, Goal, Policy	Project Consistency Analysis
e. The provision of interconnecting greenbelts and community amenities, such as clubhouses, health clubs, tennis courts, and swimming pools; *f. The use of building materials, colors, and forms that contribute to a "neighborhood" character;* *g. The use of extensive site landscaping;* *h. The use of consistent and well designed street signage, building signage, and entry monumentation;* *i. A variation in the setbacks of structures;* *j. The inclusion of extensive landscape throughout the site and along street frontages;* *k. The articulation of building facades to provide interest and variation by the use of offset planes and cubic volumes, building details, balconies, arcades, or recessed or projecting windows, and other techniques which avoid "box"-like structures;* *l. The integration of exterior stairways into the architectural design;* *m. The screening of rooftop mechanical equipment;* *n. The use of a consistent design through the use of unifying architectural design elements, signage, lighting, and pedestrian areas;* *o. The provision of art and other visual amenities;* *p. The inclusion of awnings, overhangs, arcades, and other architectural elements to provide protection from sun, rain, and wind; and* *q. The location of parking at the rear, above, or below the ground floor of non-residential buildings to enhance pedestrian connectivity. (LU-1)*	the Project Site. As shown in Figures 6A and 6 B (Elevations), the Project would incorporate consistent fencing and utilize window glazing and design elements, which would be consistent with an office building design that is typically found throughout the City of San Bernardino and other County offices. The Project meets all setbacks and would install an 10-foot-high block wall around the perimeter of the building, along with landscaping along the site boundaries. The parking lot comprises approximately 73 percent of the Project Site, and trees would be dispersed throughout the parking lot to provide shade. The building would be landscaped with trees and a variety of shrubs and ground covers. Additionally, the layering of landscaping between the proposed building and the surrounding roadways would provide visual depth and distance between the roadways and proposed structure. Landscaping would be complimentary to the surrounding community character.
GOAL 2.6: Control development and the use of land to minimize adverse impacts on significant natural, historic, cultural, habitat, and hillside resources.	
Policy 2.6.2: *Balance the preservation of plant and wildlife habitats with the need for new development through site plan review and enforcement of the California Environmental Quality Act (CEQA). (LU-1)*	*Consistent.* San Bernardino County is the Lead Agency pursuant to CEQA Guidelines Section 15051 which states that if a project would be carried out by a public agency, that agency shall be the Lead Agency even if the project would be located within the jurisdiction of another public agency. San Bernardino County has prepared biological which resulted in no significant impacts on plant and wildlife habitats.
GOAL 2.7: Provide for the development and maintenance of public infrastructure and services to support existing and future residents, businesses, recreation, and other uses.	
Policy 2.7.1: *Enhance and expand drainage, sewer, and water supply/storage facilities to serve new development and intensification of existing lands. (U-1)*	*Consistent.* As discussed in Section 4.19, Utilities and Service Systems, the Project proposes connection to existing utilities, which would have capacity to serve the proposed Project.

Topic, Goal, Policy	Project Consistency Analysis
Policy 2.7.5: *Require that development be contingent upon the ability of public infrastructure to provide sufficient capacity to accommodate its demands and mitigate its impacts.*	*Consistent.* As discussed in Section 4.19, Utilities and Service Systems, the Project proposes connection to existing utilities, which would have capacity to serve the proposed Project.
GOAL 2.8: Protect the life and property of residents, businesses, and visitors to the City of San Bernardino from crime and the hazards of flood, fire, seismic risk, and liquefaction.	
Policy 2.8.1: *Ensure that all structures comply with seismic safety provisions and building codes. (LU-1)*	*Consistent.* As San Bernardino County is the Lead Agency pursuant to CEQA Guidelines Section 15051, San Bernardino County's Building Dept would review and approve the design plans with respect to seismic safety.
Policy 2.8.2**:** *Ensure that design and development standards appropriately address the hazards posed by wildfires and wind, with particular focus on the varying degrees of these threats in the foothills, valleys, ridges, and the southern and western flanks of the San Bernardino Mountains. (LU-1 and A-1)*	*Consistent.* As discussed in Section 4.20, Wildfires, the Project would not significantly exacerbate wildfire risk, exposing employees and surrounding areas to threats associated with wildfire.
Policy 2.8.3: *Encourage projects to incorporate the Crime Prevention Through Environmental Design (CPTED) and defensible space techniques to help improve safety. (LU-1)*	*Consistent.* The Project would incorporate multiple crime prevention strategies. As shown on Figure 5, the Project would provide security gates to limit access to the facility and temporary nighttime lighting throughout the site and along the S Lean Road and E Rialto Avenue frontage. Furthermore, the County's Project plans have included input from the San Bernardino County Sheriff and San Bernardino County Fire for site safety.
GOAL 2.9: Protect the airspace of the San Bernardino International Airport and minimize related noise and safety impacts on our citizens and businesses.	
Policy 2.9.5: *Ensure that the height of structures do not impact navigable airspace, as defined in the Comprehensive Land Use Plan for the SBIA. (LU-1)*	*Consistent.* The County filed Form 7460-1 with the FAA which determined there would be no hazard to aviation for either the three-story building or the approximately 200-foot-tall microwave tower.
CHAPTER 5 - COMMUNITY DESIGN	
GOAL 5.3: Recognize unique features in individual districts and neighborhoods and develop a program to create unifying design themes to identify areas throughout the City.	
Policy 5.3.2: *Distinct neighborhood identities should be achieved by applying streetscape and landscape design, entry treatments, and architectural detailing standards, which are tailored to each particular area and also incorporate citywide design features. (CD-3)*	*Consistent.* As discussed in Section 3.2, Project Characteristics, the proposed Project would install a 10-foot-high block wall along the perimeter with landscaping along the inside of the perimeter of the block wall. The Project vicinity contains various County

Topic, Goal, Policy	Project Consistency Analysis
	offices, and this office building would have architectural detailing that is consistent with a modern office building similar to other, recently constructed County offices located in the City. The Project would be complimentary to the surrounding community character.
GOAL 5.4: Ensure individual projects are well designed and maintained.	
Policy 5.4.2: *Ensure that the design of all public facilities fits well into their surroundings and incorporates symbolic references to the City, including its past and/or present, as appropriate. (LU-1)*	*Consistent.* As discussed, the architecture of the Proposed Project resembles a modern office building with contrasting light and dark features. The three-story facility would be located in an area of existing County offices which are single story. However, there are several County offices in other areas of the City that are three stories, therefore, the facility would be consistent with other County facilities located in other areas of the City.
GOAL 5.7: Develop attractive and safe commercial, office, and industrial projects that are creatively designed and intelligently sited.	
Policy 5.7.9: *Ensure that the scale and massing of office, commercial, and industrial uses are sensitive to the context of surrounding residential development. (LU-1)*	*Consistent.* The Project Site and its vicinity is zoned PF and IL. The residential land uses to the north of the Project Site are also zoned IL, and therefore are considered non-conforming residential uses. The Project is therefore consistent with the context of the surrounding residential development.
CHAPTER 6 - CIRCULATION	
GOAL 6.2 Maintain efficient traffic operations on City streets.	
Policy 6.2.1. *Maintain a peak hour level of service D or better at street intersections*	*Consistent.* The Traffic Study in Appendix G-1 identifies that the intersection of E Rialto Avenue and S Lena Road currently operates at a level of service B and would continue to do so with the Project. Therefore, the Project is consistent with Policy 6.2.1.
Policy 6.2.2. Design each roadway with sufficient capacity to accommodate anticipated traffic based on intensity of projected and planned land use in the City and the region while maintaining a peak hour level of service (LOS) "C" or better.	*Consistent.* The Traffic Study in Appendix G-1 identifies that the intersection currently operates at a level of service B and would continue to do so after the Project implementation. Therefore, the Project is consistent with Policy 6.2.2.
Policy 6.2.3. *Keep traffic in balance with roadway capacity by requiring traffic studies to identify local roadway and intersection improvements necessary to mitigate the traffic impacts of new developments and land use changes. (LU-1).*	*Consistent.* The County has prepared a Traffic Impact Analysis in conjunction with the City of San Bernardino. Refer to Section 4.17 of this document for more information.

Topic, Goal, Policy	Project Consistency Analysis
Policy 6.2.6. *Improve intersection operations by modifying signal timing at intersections and coordinating with other signals, as appropriate.*	*Consistent.* The Traffic Study in Appendix G-1 identified that the Project intersection of E Rialto Avenue and S Lena Road, which is an unsignalized intersection, operates at a level of service B, and would continue to do so after Project implementation. No signal is warranted.
GOAL 6.3 Provide a safe circulation system.	
Policy 6.3.4: *Require appropriate right-of-way dedications of all new developments to facilitate construction of roadways shown on the Circulation Plan. (LU-1)*	*Consistent*. The County worked with the City of San Bernardino to dedicate right-of-way along E Rialto Avenue.
Policy 6.3.7: *Require that adequate access be provided to all developments in the City including secondary access to facilitate emergency access and egress (LU-1).*	*Consistent.* The County is proposing two access driveways – one on E Rialto Avenue and one on S Lena Road.
GOAL 6.9 Achieve a balance between parking supply and demand.	
Policy 6.9.1: *Ensure that developments provide an adequate supply of parking to meet its needs either on-site or within close proximity. (LU-1)*	*Consistent*. The Project proposes 424 parking spaces, which is more than required as there would be approximately 75 persons in the building at all times. The additional parking is planned to accommodate additional personnel who would need to access the building in the event of a major local or regional emergency where personnel from multiple jurisdictions and departments would stage for emergency operations management.
Policy 6.3.7: *Require that adequate access be provided to all developments in the City including secondary access to facilitate emergency access and egress (LU-1).*	*Consistent.* The County is proposing two access driveways – one on E Rialto Avenue and one on S Lena Road.
CHAPTER 9 - UTILITIES	
GOAL 9.1 Provide a system of wastewater collection and treatment facilities that will adequately convey and treat wastewater generated by existing and future development in the City's service area.	
Policy 9.1.3. *Require new development to connect to a master planned sanitary sewer system in accordance with the Department of Public Works' "Sewer Policy and Procedures". Where construction of master planned facilities is not feasible, the Mayor and Common Council may permit the construction of interim facilities sufficient to serve the present and short-term future needs.*	*Consistent.* The sanitary sewer system will be made on S Lena Road and permitted by SBMWD. The offsite sewer connection can be made into the 8-inch sewer and over the existing 78-inch SBMWD water line. Sanitary sewer pipes would be PVC installed with slopes equal or greater than 1 percent minimum, and sewer manholes would be spaced at 300 feet maximum with cleanouts located at intermediate horizontal grades.

Topic, Goal, Policy	Project Consistency Analysis
GOAL 9.4 Provide appropriate storm drain and flood control facilities where necessary.	
Policy 9.4.11: *Implement an urban runoff reduction program consistent with regional and federal requirements, which includes requiring and encouraging the following examples of Best Management Practices (BMPs) in all developments:* *• Increase permeable areas, utilize pervious materials, install filtration controls (including grass lined swales and gravel beds), and divert flow to these permeable areas to allow more percolation of runoff into the ground;* *• Replanting and hydroseeding of native vegetation to reduce slope erosion, filter runoff, and provide habitat;* *• Use of porous pavement systems with an underlying stone reservoir in parking areas;* *• Use natural drainage, detention ponds, or infiltration pits to collect and filter runoff;* *• Prevent rainfall from entering material and waste storage areas and pollution-laden surfaces; and* *• Require new development and significant redevelopment to utilize site preparation, grading, and other BMPs that provide erosion and sediment control to prevent construction-related contaminants from leaving the site and polluting waterways. (LU-1)*	*Consistent*. As discussed in Section 4.10, *Hydrology and Water Quality*, the Project would comply with applicable NPDES permit requirements, and development of a SWPPP, to ensure Project construction would not result in impacts related to stormwater runoff. The Project would be required to incorporate a WQMP with post-construction (or permanent), source control, and treatment control BMPs. The Low-impact-development site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.
GOAL 9.5 Provide an adequate and orderly system for the collection and disposal of solid waste to meet the demands of new and existing developments in the City.	
Policy 9.5.3 *Continue to reduce the amount of solid waste that must be disposed of in area landfills, to conserve energy resources, and be consistent with the County Solid Waste Management Plan and State law.*	*Consistent.* The County has an active recycling and waste reduction program it implements for its employees in all of its facilities, which would be applied to this facility, by requiring the on-site separation of recyclables from waste and encouraging the reduction of printed materials by use of electronic delivery.
GOAL 9.6 Ensure an adequate, safe, and orderly supply of electrical energy is available to support existing and future land uses within the City on a project level.	
Policy 9.6.5: *Encourage and promote the use of energy-efficient (U.S. Department of Energy "Energy Star" or equivalent) lighting fixtures, light bulbs, and compact fluorescent bulbs in residences, commercial, and public buildings, a well as in traffic signals and signs where feasible. (LU-1)*	*Consistent*. The Project has been designed consistent with Title 24 that promotes energy efficiency. The County Building Dept would review the final plans for consistency Title 24.
CHAPTER 10 - SAFETY	
GOAL 10.7 Protect life, essential lifelines, and property from damage resulting from seismic activity.	*Consistent.* The Project is consistent with Policies 10.7.1 through 10.7.5, Policies 10.8.1 through 10.8.3 and Policies 10.9.1 and 10.9.2 in that it has prepared a

Topic, Goal, Policy	Project Consistency Analysis
GOAL 10.8 Prevent the loss of life, serious injuries, and major disruption caused by the collapse of or severe damage to vulnerable buildings in an earthquake. **GOAL 10.9 Minimize exposure to and risks from geologic activities.**	Geotechnical Evaluation that evaluated seismic concerns, the proximity to Alquist-Priolo fault zones, liquefaction and subsidence. The Project is not located in an Alquist-Priolo Zone. The County would follow geotechnical recommendations relative to liquefaction, subsidence and seismic activity in the final design and construction of the facility, as discussed in Section 4.7 *Geology and Soils.*
GOAL 10.12 Ensure the availability and effective response of emergency services in the event of a disaster.	
Policy 10.12.6: *Maintain mutual aid agreements with neighboring cities and the County of San Bernardino and develop partnerships to respond to disaster with other emergency relief organizations.*	*Consistent*. The Proposed Project is a consolidated emergency operations center designed to house the 9-1-1 service and other County emergency services. In the event of a regional disaster where County and City resources are required, this facility is designed to serve as a regional operations center.
CHAPTER 13 – ENERGY AND WATER CONSERVATION	
GOAL 13.1 Conserve scarce energy resources.	
Policy 13.1.9: *Encourage increased use of passive and active solar and wind design in existing and new development (e.g., orienting buildings to maximize exposure to cooling effects of prevailing winds, daylighting design, natural ventilation, space planning, thermal massing and locating landscaping and landscape structures to shade buildings). (LU-1)*	*Consistent.* The Project includes photovoltaic panels on raised structures over portions of the north and south parking areas, which would provide approximately 700 kVA of solar power for the facility.
GOAL 13.2 Manage and protect the quality of the City's surface waters and ground water basins.	
Policy 13.2.8: *Require that Best Management Practices (BMPs) are implemented for each project to control the discharge of point source and non-point source pollutants both during construction and for the life of the projects to protect the City's water quality. (LU-1)* *And* ***Policy 13.2.9:*** *Require that new construction on a site that is at least one acre comply with the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit 99-08-DWQ)). (LU-1)*	*Consistent.* The County Building and Safety Dept will be responsible for reviewing and approving final construction plans and conducting routine inspections. BMPs would be developed with the Project's SWPPP that would be developed and required by the County Building and Safety Dept. The County is also required to comply with State regulations to obtain a General Permit for Discharges of Stormwater Associated with Construction Activity.
CHAPTER 14 – NOISE	
GOAL 14.1 Ensure that residents are protected from excessive noise through careful land planning.	
Policy 14.1.4: *Prohibit the development of new or expansion of existing industrial, commercial, or other*	*Consistent.* As discussed in Section 4.13 *Noise*, the Project would not generate noise above 65 dBA to

Topic, Goal, Policy	Project Consistency Analysis
uses that generate noise impacts on housing, schools, health care facilities or other sensitive uses above a Ldn of 65 dB(A). (LU-1)	housing, schools, health care facilities or other sensitive uses because none of these uses exist adjacent to the Project Site.

Therefore, even though the Proposed Project would be carried out by the County of San Bernardino, the Proposed Project is generally consistent with the Goals and Policies within the City of San Bernardino General Plan. As such, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The impact is less than significant, and no mitigation is required.

4.11.2 Mitigation Measures

No mitigation measures associated with impacts to Land Use and Planning apply to the Proposed Project.

4.11.3 Conclusion

Potential impacts of the Proposed Project associated with Land Use and Planning would be less than significant, and no mitigation would be required.

4.12 MINERAL RESOURCES

4.12.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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?				X

Discussion

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. In 1975, the California legislature enacted the Surface Mining and Reclamation Act. This act provides for the reclamation of mined lands and directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the state to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. The classification of these mineral resources is a joint effort of the state and local governments and based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four mineral resource zones, as a scientific resource zone, or as an identified resource area.

The Project Site is designated by the California Department of Conservation, Division of Mines and Geology as Mineral Resource Zone (MRZ) -2, which are areas that indicate the existence of a construction aggregate deposit that meets certain State criteria for value and marketability based solely on geologic factors (GP, Figure NRC-3).

However, the General Plan accounted for the fact that areas already developed are “unsuitable for mineral production”. The Project site has a land use designation of IL and PF and is planned for the use as zoned. The Project site is currently vacant and undeveloped and has not recently been used for mineral extractions. Therefore, no impacts associated with any known mineral resource that would be of value to the region and the residents of the state would occur, and no mitigation would be required.

b) Would the project 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?

No Impact. See response to Threshold Question XII a), above. Thus, the Project would have no impact on the availability of locally important mineral resource recovery sites.

4.12.2 Mitigation Measures

No mitigation measures associated with impacts to Mineral Resources apply to the Proposed Project.

4.12.3 Conclusion

No potentially significant impacts of the Proposed Project are associated with Mineral Resources, and no mitigation would be required.

4.13 NOISE

A Noise Impact Analysis was prepared to determine potential impacts from noise associated with the development of the Proposed Project (**Appendix F** – ***Valley Communications Center Noise Impact Study,* MD Acoustics, July 21, 2022)**.

Environmental noise is commonly measured in A-weighted decibels (dBA). A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called a "sound level") measured in dB. An A-weighted decibel (dBA) is a db corrected for the variation in frequency response that duplicates the sensitivity of human ears. Decibels are measured on a logarithmic scale. Generally, a three dBA increase in ambient noise levels represents the threshold at which most people can detect a change in the noise environment; an increase of 10 dBA is perceived as a doubling of loudness.

Generally, noise is perceptible at an increase of 3 dBA as illustrated below:

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

Source: https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

Noise Descriptors

The noise descriptors utilized in the noise study for this Project include but are not limited to the following:

- Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

- Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24- hour day, obtained after addition of five (5) dB to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) dB to sound levels in the night before 7:00 AM and after 10:00 PM.

- Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Vibration

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at

extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Table 8 - *Vibration Source Levels for Construction Equipment* identifies typical construction sources of vibration as identified by the Federal Transit Administration.

Table 8 - Vibration Source Levels for Construction Equipment

	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 (upper range)	105
	0.170 (typical)	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory roller	0.21	94
Hoe ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

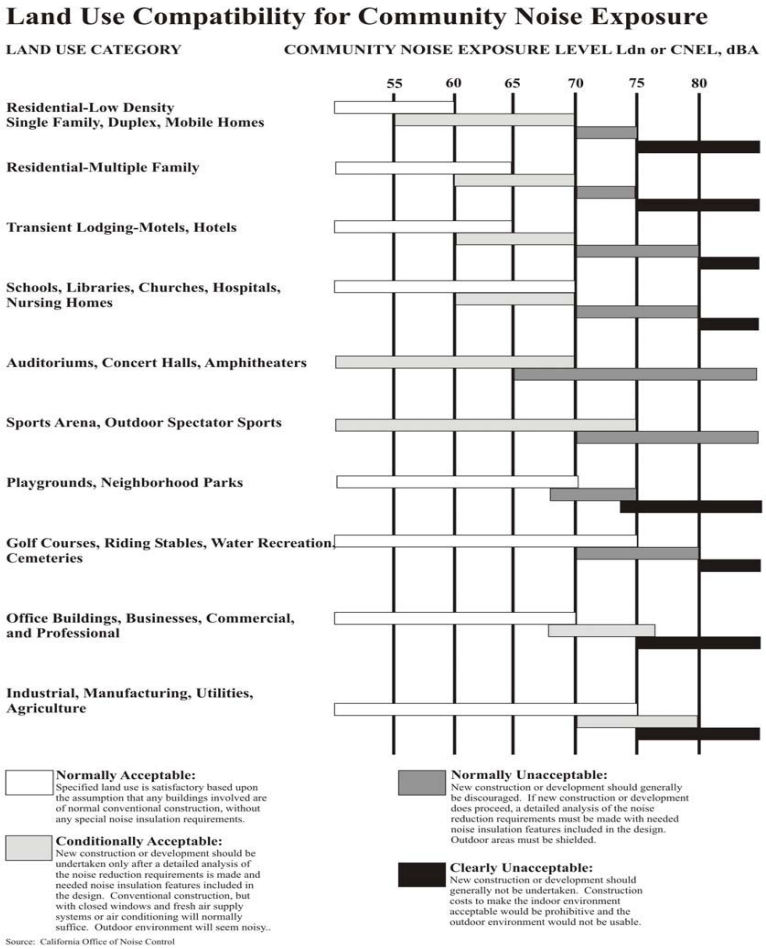
Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

4.13.1 Regulatory Setting

State Regulations

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold. The State Department of Health Services has published guidelines that rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable as illustrated in **Table 9 - *Land Use Compatibility Guidelines***, as identified in the City's General Plan Noise Element.

Table 9 - Land Use Compatibility Guidelines



City of San Bernardino

Applicable policies and standards governing environmental noise in the City are set forth in the General Plan Noise Element (GP, Chapter 14) and Section 8.54 of the San Bernardino City Municipal Code as follows:

City of San Bernardino General Plan – Chapter 14 Noise Element

> Policy 14.1.4 Prohibit the development of new or expansion of existing industrial, commercial, or other uses that generate noise impacts on housing, schools, health care facilities or other sensitive uses above a Ldn of 65 dB(A).

City of San Bernardino Municipal Code Section 8.54 Noise Control

> *8.54.020 Prohibited Acts*
>
> *It shall be unlawful for any person to engage in the following activities:*

L. The operation or use between the hours of 10:00 p.m. and 8:00 a.m. of any pile driver, steam shovel, pneumatic hammers, derrick, steam or electric hoist, power driven saw, or any other tool or apparatus, the use of which is attended by loud and excessive noise, except with the approval of the City.

8.54.070 Disturbance from Construction Activity

No person shall be engaged or employed, or cause any other person to be engaged or employed, in any work of construction, erection, alteration, repair, addition, movement, demolition, or improvement to any building or structure except within the hours of 7:00 a.m. and 8:00 p.m.

Section 8.54.060 Exemptions

The following activities and noise sources shall be exempt from the provisions of this chapter:

B. Such noises as are an accompaniment and effect of a lawful business, commercial or industrial enterprise carried on in an area zoned for that purpose, except where there is evidence that such noise is a nuisance and that such a nuisance is a result of the employment of unnecessary and injurious methods of operation.

F. Any mechanical devices, apparatus, or equipment used, related to, or connected with emergency machinery, vehicle, or work.

4.13.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?				X

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

Less Than Significant Impact.

Construction

Construction is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City's Municipal Code. Construction is anticipated to occur during the permissible hours according to the City's Municipal Code.

The Project Site is located in vicinity that has IL and PF land use areas as designated by the General Plan, and there are no residentially zoned areas near the Project Site. However, several non-conforming residential uses exist approximately 85 feet to the north to the Project boundary on the north side of E Rialto Avenue. These residential land uses are also zoned IL but have not yet converted.

Operations

Due to the location of the proposed facilities, receptors that may be affected by project operational noise include the residential land uses to the west and north. The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. The model utilizes SoundPLAN's sound level data for the parking. Loading activity constitutes the Project's maximum operational noise levels. A total of four receptor locations were modeled in Appendix G to evaluate the Proposed Project's operational noise impact to adjacent land uses located on the north and east property lines. **Figure 11 – *Operational Noise*** identifies the Project's proposed operational noise level. The Project plus ambient noise levels are represented in **Table 10 – *Worst-Case Predicted Operational Noise Levels (dBA)*** and are anticipated to be approximately 65 dBA Leq at the receptors R1 – R4 which do not exceed the City's noise limit given by City's Municipal Code.

Table 10 – Worst-Case Predicted Operational Noise Levels (dBA)

Receptor[1]	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	Noise Ordinance (dBA, Leq)[4]	Maximum Change in Noise Level as Result of Project
1	65	47	65	N/A	0
2	65	44	65	65	0
3	65	47	65	N/A	0
4	65	44	65	N/A	0

Notes:
[1.] Receptors 1, 3, and 4 represent industrial and public land uses. Receptor 2 represents residential receptors
[2.] See Appendix A for the ambient noise measurements
[3.] See Exhibit F for the operational noise level projections at said receptors.
[4.] Per section 19.20.030.15 of the municipal code.

Project-Generated Traffic

A worst-case project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated 60 feet from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference in with and without project conditions. In addition, the noise contours for 60, 65 and 70 dBA CNEL were calculated. The potential off-site noise impacts caused by an increase of traffic from operation of the proposed project on the nearby roadways were calculated for the following scenarios:

- Existing Year (without Project): This scenario refers to existing year traffic noise conditions.

- Existing Year (Plus Project): This scenario refers to existing year + project traffic noise conditions.

The noise analysis in Appendix F compared the projected noise generated both without the Project and with the Project scenario to determine any changes in traffic noise levels as a result of the Proposed Project. The noise analysis in Appendix F concluded that the Project is anticipated to change the noise by 0.2 dBA in the worst-case scenario. It takes a change of 3 dB or more to hear a perceptible difference. Since there is a small increase in traffic noise levels, the impact is considered less than significant as the noise levels at or near any existing proposed sensitive receptor would be 62.7 dBA CNEL or less and the change in noise level is 0.2 dBA or less.

b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. A large bulldozer typically yields a worst-case 0.027 PPV (in/sec) which may be perceptible for short periods of time during grading along the western property line of the Project site but is below any threshold of damage. Any grading activity will take place during the construction phase of the Project and will be temporary in nature. The Proposed Project, once operational, is not likely to cause any groundboure vibration due to the nature of the operation being more of an office-like operation. Therefore, the Project's generation of excessive groundborne vibration or groundborne noise levels is less than significant, and no mitigation is required.

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?

Less Than Significant. The nearest airport is the SBIA, located approximately 1 mile to the southeast of the Project Site. The Project site is located outside of the 60 dBA CNEL noise contours of SBIA (Coffman Associates, September 22, 2010). Therefore, the proposed Project

would not expose people working in the Project area to excessive noise levels from airports. Impacts would be less than significant.

4.13.3 Mitigation Measures

No mitigation measures associated with impacts to Noise apply to the Proposed Project.

4.13.4 Conclusion

No potentially significant impacts of the Proposed Project are associated with Noise, and no mitigation would be required.

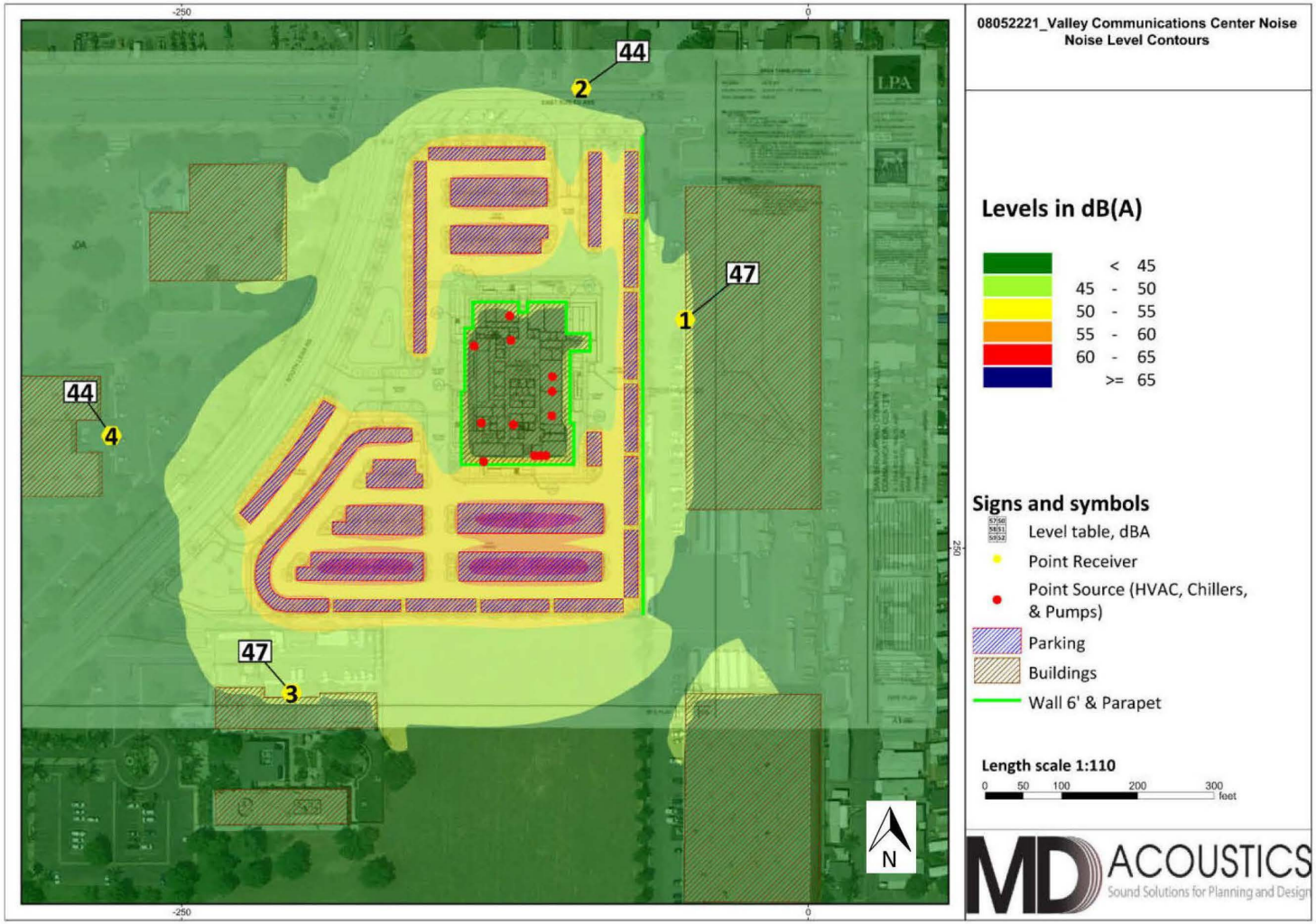


Figure 11 – Operational Noise

Not to Scale

Source: *Valley Communications Center Noise Impact Study, MD Acoustics, July 21, 2022*

4.14 POPULATION AND HOUSING

4.14.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

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

Less Than Significant Impact. The Proposed Project is a consolidation of County emergency operations services that are being served in other areas of the County. No habitable structures are being constructed as part of the Project. Although the Proposed Project will include some expansion of infrastructure, this new infrastructure will all be constructed to specifically serve the Proposed Project's needs and will not cause additional unplanned growth.

Therefore, construction and operation of the Proposed Project would not significantly induce substantial unplanned population growth either directly or indirectly. Therefore, impacts would be less than significant, and no mitigation is required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently vacant and does not contain any structures. Therefore, the Project will not displace any existing housing and will not necessitate construction of replacement housing elsewhere. Thus, no impact is anticipated.

4.14.2 Mitigation Measures:

No mitigation measures associated with impacts to Population and Housing apply to the Proposed Project.

4.14.3 Conclusion

No potentially significant impacts of the Proposed Project are associated with Population and Housing, and no mitigation would be required.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

Fire and police services are provided by the City of San Bernardino. The San Bernardino City Unified School District (SBCUSD) provides the school services within the Project vicinity. Recreation services are provided by the City of San Bernardino.

4.15.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?			X	
Police protection?			X	
Schools?			X	
Recreation/Parks?			X	
Other public facilities?			X	

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

Less Than Significant Impact. The closest fire station to the Project site is Fire Station 1 at 200 E 3rd Street, approximately 0.84 mile northwest of the Project site. This station would be the first to respond to calls for service from the site.

Development of the Proposed Project consists of a 75,062 SF office building with a minimum of 75 employees at all times, day and night, seven days per week. The remaining Project site would be paved parking and landscaping. The facility may increase the number of fire or emergency services calls. However, considering the proposed use, concrete building type and existing firefighting resources available at the Fire Station 1, adverse impacts on Fire Department services are not expected to occur. The increase in fire service demand generated by the

Proposed Project would not require the construction of a new fire station or improvements to the fire stations serving the City of San Bernardino and the Project area.

Additionally, the Proposed Project is required to comply with the most current adopted fire, building, and electrical codes and nationally recognized fire and life safety standards of the City's municipal code. Compliance with these codes and standards would be enforced through the City's development review and building plan check process.

Therefore, potential impacts associated with fire protection would be less than significant, and no mitigation would be required.

Police Protection

Less Than Significant Impact. The closest police station to the Project Site is the City of San Bernardino Police Station located at 334 W. Baseline, approximately 2 miles northwest of the Project Site. Typically, impacts on police services are analyzed based on increases in permanent residents from projects involving residential developments. Although the Project does not involve an increase in residential development, the Proposed Project could generate a typical range of police service calls, such as vehicular burglaries or thefts and disturbances.

The site will have perimeter fences/walls and will be secured at all times. The Project Site is within the City of San Bernardino's Central District service area; therefore, the Project would not require an expansion of the City police service area.

Development of the Project Site would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection would be less than significant, and no mitigation would be required.

Schools

Less Than Significant Impact. The Proposed Project is located within the SBCUSD service boundaries. The Project will not directly increase the City's population as it does not increase residential land use designations nor construct any housing. Therefore, it would not generate the need for new or altered school facilities. Additionally, County employees that would be assigned to this facility would be coming from other areas of the County. Since the Proposed Project does not include any new housing, the Proposed Project will not result in substantial adverse physical impacts related to schools. Therefore, potential impacts associated with schools would be less than significant, and no mitigation would be required.

Recreational/Parks

Less Than Significant Impact. The Proposed Project will not directly require the construction or expansion of public recreational facilities as it does not propose new residential uses. Therefore, impacts would be less than significant.

Other public facilities

Less Than Significant Impact. The City of San Bernardino contains a variety of civic institutions, including City and County government offices, the County Courthouse, two public colleges and the public library system. Cultural facilities include theaters, libraries, art galleries, and a museum. The Proposed Project is to consolidate the County's existing emergency services that are being provided elsewhere in the County.

Since the Proposed Project does not include new housing, impacts related to public services are less than significant, and no mitigation is required.

4.15.3 Mitigation Measures:

No mitigation measures associated with impacts to Public Services apply to the Proposed Project.

4.15.4 Conclusion

No potentially significant impacts of the Proposed Project are associated with Public Services, and no mitigation would be required.

4.16 RECREATION

4.16.1 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 would occur or be accelerated?			X	
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?				X

Discussion

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 would occur or be accelerated?

Less Than Significant Impact. Impacts on parks and recreational facilities are typically analyzed based on increases in permanent residents from projects involving residential developments. The Project proposes to construct a 75,062 SF office building in an existing IL and PF land use area of the City of San Bernardino, and therefore, it does not include any residential development or permanent residents.

The Proposed Project may indirectly affect recreational facilities by an increased use in existing parks in the area. The closest park to the Project Site is Seccombe Lake Park, located approximately 1 mile northwest of the Project Site. Some of the 75 employees who would be at the new building during each shift could potentially use this park for recreation, its use would be considered nominal and in line with the existing park plans for the City. Therefore, impacts to parks and other public recreational facilities would be less than significant and no mitigation is required.

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?

No Impact. The Proposed Project does not propose development of any recreational facilities. Therefore, no impacts are anticipated.

4.16.2 Mitigation Measures

No mitigation measures associated with impacts to Recreation apply to the Proposed Project.

4.16.3 Conclusion

No potentially significant impacts of the Proposed Project are associated with Recreation, and no mitigation would be required.

4.17 TRANSPORTATION

A traffic impact analysis for the Proposed Project was prepared to determine potential impacts from transportation associated with development of the Project (**Appendix G-1 - *Valley Communication Center Traffic Study,* Integrated Engineering Group, January 2023 and Appendix G-2 - *Valley Communication Center Project Vehicle Miles Traveled Screening Assessment*, Integrated Engineering Group, January 2023)**.

4.17.1 Regulatory Setting

Senate Bill 743

Senate Bill 743, adopted in 2013, added section 21099 to the Public Resources Code, which states that automobile delay, as described by LOS or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment. The law also directed the Office of Planning and Research (OPR) to amend the CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects. The California Natural Resources Agency certified and adopted the amended CEQA Guidelines in December 2018. In the amended CEQA Guidelines, OPR selected vehicle miles traveled (VMT) as the preferred transportation impact metric and applied its discretion to require use of VMT statewide, beginning in July 2020. Accordingly, jurisdictions must now use the VMT methodology as the metric for evaluating the environmental impacts on transportation under CEQA instead of the traditional LOS methodology. Essentially a project's environmental impacts can no longer focus on vehicle delay at street intersections or on roadway segments but must use the miles a vehicle must travel between a dwelling and commerce, recreation and/or work. The intent of this shift in methodology is to encourage different land use and transportation decisions to reduce greenhouse gas emission, support in-fill development and improve public health through active transportation.

Regional Transportation Plan

SCAG is a council of governments representing the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Every four years SCAG updates the Regional Transportation Plan (RTP) for the six-county region. On April 7, 2016, the SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS). The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding goods movement).

City of San Bernardino

The City of San Bernardino's Circulation Element for its General Plan was established to provide for a safe, convenient and efficient transportation system for the City. To meet this objective, the Circulation Element was designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The City's Circulation Element and the Final General Plan sets forth actions and policies pertaining to accident and traffic safety, transit and public transportation, ensuring easy and convenient access to the regional facilities, bicycle routes and pedestrian facilities, among other things.

4.17.2 Traffic Projection and Impact Analysis Methodology

Several methods are utilized to determine the traffic a potential project would generate and the potential impacts of that new traffic.

Level of Service Evaluation Method

The LOS method is defined in the Highway Capacity Manual 6 and assigns a qualitative letter grade that represents the operations of the intersection, ranging from LOS A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in **Table 11 - *Level of Service Descriptors***. The City of San Bernardino's General Plan Circulation Element identifies an acceptable minimum LOS "C" for roadways and LOS "D" for intersections. (refer to Circulation Element, Policies 6.2.1 and 6.2.2).

Table 11 - Level of Service Descriptors

LOS	Description	Intersection Control Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable progression and/or shortcycle length.	≤10	≤10
B	Operations with low delay occurring with good progression and/or short cyclelengths.	>10 and <20	>10 and <15
C	Operations with average delays resulting from fair progression and/or longer cyclelengths. Individual cycle failures begin to appear.	>20 and <35	>15 and <25
D	Operations with longer delays due to a combination of unfavorable progression,long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	>35 and <55	>25 and <35
E	Operations with high delay values indicating poor progression, long cycle lengths,and high V/C ratios. Individual cycle failures are frequent occurrences.	>55 and <80	>35 and <50
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	>80	>50

Vehicle Miles Traveled Evaluation Method

City of San Bernardino recently completed a SB 743 Implementation Study in partnership with San Bernardino County Transportation Authority (SBCTA) in support of agencies throughout the county. This regional approach focuses on important implementation questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis.

The State OPR also set forth guidance for agencies to use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study (refer to CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G-2). The types of projects that are exempt from preparing a detailed VMT analysis are based on the project being located in a transit

priority area, a residential or office project located within a low VMT generating area, and other project types that are community or "local serving" type projects.

4.17.3 Environmental Setting

The Project proposes to consolidate emergency services by developing a three-story, 75,062 SF office building within approximately 6.49 gross acres of vacant land within five parcels located on the southeast corner of S Lena Road and E Rialto Avenue in the City of San Bernardino (Figure 1 and Figure 2). The purpose of the Project is to consolidate existing emergency operations being served at other locations throughout the County to this building. Employees at the facility would work in shifts so that an estimated 75 employees are in the building at all times – 365 days per year, 24 hours per day with Primary access to the site is provided via two driveways, one on S Lena Road and one on E Rialto Avenue.

Roadways adjacent to the Project site are as follows:

- S. Lena Road. This is a four-lane roadway with a striped center median. The City General Plan classifies S Lena Road as a Major Arterial. Major Arterials typically carry high traffic volumes and are the primary thoroughfares linking San Bernardino with adjacent cities and the regional highway system. Driveway access to Major Arterials is typically limited to provide efficient high volume traffic flow.

- E Rialto Avenue. From the intersection of S Lena Road, west to Waterman Avenue, the roadway is four lanes with a striped median, and striped turn lanes for traffic turning south onto S Lena Road. However, east of the intersection with S Lena Road, the roadway is only two lanes to S Tippecanoe Avenue to the east. The City General Plan classifies E Rialto Avenue as a Secondary Arterial. The City defines a Secondary Arterials as typically four-lane streets, providing two lanes in each direction. Secondary arterials carry traffic along the perimeters of major developments, provide support to the major arterials, and are also through streets enabling traffic to travel uninterrupted for longer distances through the City.

Planned transportation-related improvements include new curb and gutter along E Rialto Avenue, including a new 35-foot radius at the southeast corner of E Rialto Avenue and S Lena Road, new sidewalks and landscaping along E Rialto Avenue and S Lena Road, and street paving to create a continuous roadway width based on San Bernardino City standards.

Additional work may also include roadway rehab to half-width of both E Rialto Avenue and S Lena Road, undergrounding of communications lines along E Rialto Avenue, and/or relocation of an SCE transmission pole on E Rialto Avenue at the northeast corner of the Project Site.

4.17.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less Than Significant Impact. The City of San Bernardino's Circulation Element for its General Plan was established to provide for a safe, convenient and efficient transportation system for the city. In order to meet this objective, the Circulation Element was designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region.

The City of San Bernardino General Plan Circulation Element, 6.2.1 and 6.2.2 have established a minimum LOS "C" for roadways and LOS "D" for intersections.

The Traffic Study in Appendix G-1 identified that the intersection of E Rialto Avenue and S Lena Road operated at a LOS "B." The Project is anticipated to generate 440 total daily trips, which include 97 AM peak hour trips and 97 PM peak hour trips. The Traffic Study in Appendix G-1 also identified that the intersection of E Rialto Avenue and S Lena Road would continue to operate at LOS "B" once the Project becomes operational in 2025.

Therefore, the Project would not be inconsistent with the LOS as identified in the City's General Plan. The impact would be less than significant and no mitigation is required.

Public/Mass Transit

Bus service in the City of San Bernardino is provided by Omnitrans, the regional Public Transit operator for San Bernardino County. Omnitrans functions as a joint powers agency supported by the County of San Bernardino and all the cities in the east and west San Bernardino Valley.

Within the joint powers area, Omnitrans operates 21 local fixed routes, of which 14 are within the City of San Bernardino. General service hours are between 6:00 a.m. and 8:00 p.m., Monday through Saturday.

The Southern California Rapid Transit District provides express bus service between San Bernardino-Riverside and Los Angeles (Lin 496) under contract with Omnitrans and the Riverside Transit Agency. Service is provided Sunday through Saturday.

Omnitrans currently has no bus stops along either S Lena Road or E Rialto Avenue. The closet bus stop is route 15 that travels along 3rd Street, approximately 0.2 mile to the north of the Project Site. Pedestrian accessibility and connectivity from the Project Site to these bus stops is provided along the west side of N Lena Road from E Rialto Avenue to E 2nd Street and along both sides of N Lena Road, north of E 2nd Street.

Construction activities along S Lena Road and E Rialto Avenue would not result in service delays due to traffic control procedures during construction because there are no bus routes along these roadways.

Trails and Bikeways

The General Plan, Figure PRT-2 *Conceptual Trail System* identifies trails and bicycle routes in the City of San Bernardino. No bike lanes are identified on S Lena Road or E Rialto Avenue. The Project does not propose to install bike lanes as part of the Project improvements. Therefore, there would be no impact to trails and bikeways.

Overall, the project is compliant with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities, potential impacts associated with the circulation system would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the Project's VMT. Automobile delay (often called LOS) will no longer be considered to be an environmental impact under CEQA, except in terms of consistency with the City's General Plan where an LOS is identified.

Appendix G-2 contains a VMT analysis for the Proposed Project. It determined that for VMT purposes, the Proposed Project, which is a public emergency communication center, meets the screening definition for "project type" as a "Community Institution." Therefore, the Proposed Project would be screened out as a Community Institution Project Type and presumed to have a less than significant VMT impact.

Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts are less than significant, and no mitigation is required.

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

Less Than Significant Impact. The Proposed Project does not include the construction or widening of any road facilities, other than the potential dedication to the City of 10 feet of right-of-way along S Lena Road and 10 feet of right-of-way along E Rialto Avenue. The County is coordinating with the City to determine whether such a dedication is required. The Project would also increase the radius at the southeast corner of E Rialto Avenue and S Lena Road, which improves the intersection geometry. Thus, the Project does not entail any design features that would increase traffic hazards due to geometric design. The County staff have reviewed the Project traffic, driveway locations and roadway configurations with City staff to ensure that adequate sight distance is provided at the driveway locations. Therefore, the impact is less than significant, and no mitigation is required.

Therefore, the Project does not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. The impact is less than significant, and no mitigation is required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The Proposed Project is required to comply with the City's development review process including review by the City Fire Department for compliance with all applicable fire code requirements for construction and access to the site. The access and circulation features within the site would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the Project site using the driveway entrance on either S Lena Road or E Rialto Avenue. These driveway entrances are locked and gated, but either County personnel would allow entry of emergency vehicles or the City fire and police departments would be given codes to override the gate security for entry. The internal circulation includes ample area that can accommodate vehicle delivery trucks as well as fire trucks. The roadway paving and design as well as the final design plans for the Project site's ingress and egress will be reviewed by the County Building and Safety for appropriate width and lanes. All access lanes would meet City requirements pursuant to the Uniform Building and Fire Code to ensure adequate emergency access throughout the Project site.

Therefore, impacts are less than significant, and no mitigation is required.

4.17.5 Mitigation Measures

No mitigation measures associated with impacts to Transportation apply to the Proposed Project.

4.17.6 Conclusion

No potentially significant impacts of the Proposed Project are associated with Transportation, and no mitigation would be required.

4.18 TRIBAL CULTURAL RESOURCES

A Cultural Resources Assessment for the Proposed Project was prepared by CRM Tech in January 2023 (Appendix C-1). The assessment addressed the ethnographic and archaeology of the Native American occupation in the City of San Bernardino.

City of San Bernardino AB 52 Tribal Consultation

On August 26, 2022, the San Bernardino County notified the following tribal entity representatives of the Project and that the 30-day timeframe in which to request consultation would end September 26, 2022, in accordance with AB52. The following summarizes the results of the AB52 consultation.

- Ms. Amanda Barrera, Tribal Secretary, Colorado River Indian Tribes. Result: No comments provided, and consultation was closed.
- Mr. Andrew Salas, Chairman, Gabrieleno Band of Mission Indians – Kizh Nation. Result: No comments provided, and consultation was closed.
- Ms. Ann Brierty, THPO, Morongo Band of Mission Indians. Result: No comments provided, and consultation was closed.
- Mr. Anthony Madrigal, Jr., Tribal Grants Administrator/Tribal Historic Preservation Officer, Twenty-Nine Palms Band of Mission Indians. Result: No comments provided, and consultation was closed.
- Mr. Anthony Morales, Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians. Result: No comments provided, and consultation was closed.
- Mr. Darrell Mike, Tribal Chairman Twenty-Nine Palms Band of Mission Indians. Result: No comments provided, and consultation was closed.
- Ms. Jessica Mauck, Cultural Resources Management Department, Yuhaaviatam of San Manuel Nation (YSMN, formerly known as the San Manuel Band of Mission Indians). Result: Response sent via email on September 26, 2022, stating that YSMN did not have any concerns with the project's implementation, as planned, but requested various mitigation measures be included to accommodate for unanticipated finds. The consultation was closed.
- Mr. Joseph Ontiveros, Cultural Resources Director Soboba Band of Luiseno Indians. Result: No comments provided, and consultation was closed.
- Mr. Raymond Huaute, Cultural Resources Specialist, Morongo Band of Mission Indians. Result: No comments provided, and consultation was closed.
- Ms. Rebecca A Loudbear, Attorney General, Colorado River Indian Tribes. Result: No comments provided, and consultation was closed.

4.18.1 Environmental Setting

The Cultural Report in Appendix C-1 identified that "Old Victory Village" (Site 36-002794), was of prehistoric—i.e., Native American—origin and located approximately one quarter-mile northwest of the Project Site. The historic site was described as an aboriginal settlement based on mortars and metates

discovered in 1961 during construction activities. No potential markers of prehistoric human activities were found on the Project Site.

4.18.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: 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:				
a) 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		X		
b) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Discussion

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 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)?*

Less Than Significant Impact With Mitigation Incorporated. According to PRC Chapter 2.5, Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

California AB 52 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.

Between August 26, 2022 and September 26, 2022, the County consulted with 10 tribes who have expressed interest in being notified of projects in the San Bernardino area. Of the 10 tribes notified only the YSMN notified the County on September 26, 2022 that the Proposed Project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the YSMN's present state of knowledge, YSMN did not have any concerns with the project's implementation, as planned, at this time. However, the YSMN requested that **Mitigation Measures TCR-1** and **TCR-**2 be made a part of the project/permit/plan conditions. With the implementation of TRC-1 and TRC-2, the Project's impacts would be less than significant, and no mitigation is required.

b) 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 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact With Mitigation Incorporated. The Project site is previously disturbed land and are no resources that have been identified as significant within or near the Project site. Although ground-disturbing activities would occur on previously disturbed land, there is the potential to uncover unanticipated tribal cultural resources.

There are no resources that have been identified as eligible for listing to the California Register of Historic Places within or near the Project site. As discussed above, the Mitigation Measures TCR-1 and TCR-2 would be implemented to require monitoring during any ground disturbing activities on the Project site and to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. Mitigation Measure CR-3 would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

4.18.3 Mitigation Measures:

MM TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN), and/or other tribes as applicable, shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era 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, or other tribes as applicable, for the remainder of the project, should YSMN elect to place a monitor on-site.

MM 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, and other tribes as applicable. The Lead Agency and/or applicant shall, in good faith, consult with YSMN, and other tribes as applicable throughout the life of the project.

4.18.4 Conclusion

Implementation of **Mitigation Measures TCR-1, TCR-2** and **Mitigation Measure CR-3** (Section 4.5) would reduce potentially significant impacts of the Proposed Project associated with Tribal Cultural Resources to less than significant.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

Water is supplied to the Project site by SBMWD. Electricity is provided by SCE, and natural gas is provided by SoCalGas. Public sewer service is served by the City of San Bernardino.

4.19.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion

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

Less than Significant Impact. The Proposed Project site would be serviced by the existing electric lines, gas lines, wastewater and water lines within the vicinity of the Project site.

Water and Wastewater

The water service and meter would be installed and permitted by SBMWD. From the meter, the project proposes a backflow preventer assembly and service extension to the plumbing point of connection. Domestic and fire water service will be provided for the new building through the proposed underground water tanks, as indicated on the Project's plumbing plans, which are on file at the County.

The fire water for the onsite fire hydrants will be connected to the existing 12-inch water line in Lena Road. Additional water appurtenances may include backflow preventer assembly, fire hydrants, post indicator valve (PIV), swing check valve, and fire department connection (FDC) for the fire sprinkler water system.

The sanitary sewer connection will also be made on Lena Road and permitted by SBMWD. Because the City plans water and wastewater services by the zoning, it is assumed that this existing sewer has the capacity to receive sewer flow generated from the Proposed Project. It is also assumed the sewer connection can be made into the existing 8-inch sewer and over the existing 78-inch San Bernardino Valley Municipal Water District (SBVMWD) water line. Sanitary sewer pipes would be PVC (SDR 35), installed with slopes equal to or greater than 1 percent minimum (unless otherwise required by City of San Bernardino). Sewer manholes shall be spaced at 300 feet maximum with cleanouts located at intermediate horizontal grade breaks.

Therefore, the Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. The impacts are less than significant, and no mitigation is required.

Electric Power Facilities

Electrical energy is accessed by transmission and distribution lines from substations owned by SCE. At full buildout, the Project's operational phase would require electricity for building operation (appliances, lighting, etc.). In addition, the Project would be required to comply with the most recent Title 24 standards at the time of building permit issuance. The energy-using fixtures within the Project would likely be newer technologies, using less electrical power. The Project area is fully developed with existing distribution facilities. Implementation of the Project would not require new or expanded SCE facilities. Therefore, impacts associated with electrical power facilities would be less than significant.

Natural Gas Facilities

Natural gas is provided to the City by SoCalGas, Pacific Region. Although the Project would require natural gas for building heating, the Project would comply with the most up to date Title 24 building energy efficiency standards to reduce energy used in the state. Based on compliance with Title 24, the Project would generate a need for natural gas that is consistent with industrial

uses. The Project area is fully developed with existing distribution facilities. Implementation of the Project would not require new or expanded SoCalGas Company facilities. Therefore, impacts to natural gas facilities would be less than significant

Telecommunications Facilities

The City is served by various telecommunication companies. Since the Project site is in an urbanized area and is largely surrounded by industrial uses, there are existing telecommunication facilities that would be able to serve the project site. Once the Project is completed, future employees of the Project would be able to connect to existing telecommunication services without the need for expansion or construction of new facilities. Therefore, impacts associated with telecommunications facilities would be less than significant.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. As discussed in Section 4.10, the Project would be served by the SBMWD whose water supplies consist entirely of groundwater from the Bunker Hill Basin (part of the San Bernardino Basin Area). Groundwater currently supplies 100 percent of SBMWD's total supply, and SBMWD will continue to rely on groundwater as its preferred source of supply. SBMWD also has water exchange and transfer agreements with several of the surrounding agencies on an as-needed basis.

The SBMWD plans for its service needs annually, using a variety of land use and population calculations, and participates in regional water supply planning. The Project's water usage is anticipated to be approximately 870,600 gallons per year for irrigation, and 547,500 gallons per year for domestic use for the office building. Based on the City's water supply and exchange program, the existing water supplies are anticipated to be sufficient to supply the Project's needs. Therefore, impacts to water supply as a result of the Project would be less than significant.

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

Less than Significant Impact. The City Public Works Department is responsible for the design and construction of wastewater collection facilities in the City. Collected wastewater from the City of San Bernardino service area, as well as from the County of San Bernardino, City of Loma Linda, and East Valley Water District (EVWD) is treated at the San Bernardino Water Reclamation Plant to a secondary treatment level. Following treatment at the San Bernardino Water Reclamation Plant, effluent is conveyed to the Rapid Infiltration and Extraction (RIX) facility in the City of Colton for tertiary treatment. This facility is jointly owned by SBMWD and the City of Colton and is operated under contract solely by the SBMWD. At the RIX facility, tertiary treatment to Title 22 standards consists of a native soil filtration process followed by ultraviolet (UV) disinfection prior to discharge to the Santa Ana River.

Operation and maintenance of wastewater collection facilities is the responsibility of the Public Services Department. Given that the Project would operate as a typical office building, where usage is anticipated to be nominal, the City's existing wastewater infrastructure is anticipated to be sufficient to supply the Project's needs. The County staff and City staff are working cooperatively regarding Project needs. As such, the Project would result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Therefore, the Project has a less than significant impact on wastewater treatment capacity, and no mitigation is required.

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?

Less than Significant Impact. Burrtec Waste provides residential waste collection for the City, including the Project Site, and non-hazardous solid and liquid waste generated in the City is currently deposited in various landfills located within the region, which are operated by the County of San Bernardino Public Works Department, Solid Waste Management Division. Landfills include:

- San Timoteo Landfill, San Timoteo Canyon Road, Redlands, CA. Maximum daily throughput: 2,000 tons; remaining capacity as of 2019: 12.3 million tons; permitted capacity: 23.6 million tons.

- Mid Valley Landfill: 2390 N. Alder Avenue, Rialto, CA. Daily throughput: Maximum daily throughput: 7,500 tons; remaining capacity as of 2019: 61.2 million tons; permitted capacity: 101.3 million tons.

Construction

Project construction is not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. As indicated above, the landfills that would service the Project have adequate capacity to accommodate such solid waste disposal needs over the short-term. Further, all construction activities would be subject to conformance with relevant federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with the 2019 (or most recent) Green Building Code, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure the project's construction-related solid waste impacts would be less than significant, and no mitigation is required.

Operations

Based on CalRecycle's *Estimated Solid Waste Generation Rates*[1], a variety of baseline rates have been used to determine the potential waste stream for office operations. Based on one methodology which assumes 6 lbs/1,000 SF/day, the 75,062 SF Project could potentially generate approximately 450 lbs of refuse per day. As described above, the regional landfills have ample capacity to service the Project. The impact would be less than significant, and no mitigation is required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. All collection, transportation, and disposal of solid waste generated by the Project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. In addition, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill and AB 1826 is a mandatory organic recycling bill. The County adopted its Integrated Waste Management Plan in 1998, which includes the Countywide Summary Plan, Source Reduction and Recycling Elements, and Non-Disposal Facility Elements for the County and each city in the County. Waste generated by the project would enter the City's waste stream but would not adversely affect the City's ability to meet the requirements of AB 939, AB 341, or AB 1826, since the Project's waste generation would represent a nominal percentage of the waste created within the City. The Project would comply with all regulatory requirements regarding solid waste, and impacts associated with solid waste disposal regulations would be less than significant.

4.19.3 Mitigation Measures

No mitigation measures associated with impacts to Utilities and Service Systems apply to the Proposed Project.

4.19.4 Conclusion

No potentially significant impacts of the Proposed Project are associated with Utilities and Service Systems, and no mitigation would be required.

[1] https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

4.20 WILDFIRE

4.20.1 Environmental Setting

The City's General Plan, Figure S-9 *Fire Hazard Areas,* identifies that the vicinity of the Project Site is located in the City with a no risk of wildfire. The City's high fire areas are located in the foothills, which are approximately 5 miles north of the Project Site.

4.20.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
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?				X

Discussion

Section XX (*a-d*)

No Impact. The Proposed Project site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps. Therefore, no impacts associated with wildfire would occur and no mitigation is required.

4.20.3 Mitigation Measures

No mitigation measures associated with impacts to Wildfire apply to the Proposed Project.

4.20.4 Conclusion

No potentially significant impacts of the Proposed Project are associated with Wildfire, and no mitigation would be required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?		X		
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)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion

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?

Less Than Significant With Mitigation Incorporated. The Project Site is vacant, contains no drainages, does not contain suitable habitat for any sensitive species, and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, other approved local, regional, or state habitat conservation plan. **Mitigation Measures BIO-1** and **BIO-2** to reduce potential impacts to burrowing owl and nesting birds were identified to reduce potential impacts to less than significant levels.

According to the Phase I Cultural Resources Assessment (Appendix C), no cultural resources have been recorded within the Project Site, and the Project Site does not contain any resources that are important to major periods of California history or prehistory. However, the **Mitigation Measures CR-1** and **CR-2** to manage unanticipated discoveries of cultural and Native American

resources, and **CR-3** manage unanticipated discoveries of human remains were determined to be necessary to reduce impacts to less than significant. The Project Site is within Area 1 "High Potential" for potential paleontological resources according to the Cultural Resources study performed for the Project, although the level of knowledge of the area is not specifically known. **Mitigation Measure GEO-1** to manage unanticipated discoveries of paleontological resources is required to reduce impacts to less than significant.

Implementation of these measures will ensure that Project-specific impacts would be less than significant.

With the implementation of **Mitigation Measures BIO-1, BIO-2,** and **CR-1, CR-2, CR-3** and **GEO-1,** the Proposed Project would not 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, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project 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)?

Less Than Significant Impact. The Proposed Project is being developed as an allowed use under the IL and PF City zoning on property owned by the County.

However, as demonstrated by the analysis in this IS, the Proposed Project would not result in any significant and unavoidable environmental impacts in any environmental category with implementation of Project-specific mitigation measures. Implementation of mitigation measures at the project-level would reduce the potential for incremental environmental effects of the Proposed Project when viewed in conjunction with the effects of past projects, current projects, or planned future projects. Project impacts would be less than significant with mitigation incorporated.

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

Less Than Significant With Mitigation Incorporated. The Project is required to comply with **Mitigation Measures AES-1** that would reduce impacts on human beings, either directly or indirectly, Implementation of these measures will ensure that Project-specific impacts will be less than significant.

Therefore, with mitigation incorporated, the Proposed Project would not directly or indirectly cause substantial adverse effects on human beings.

5 LIST OF PREPARERS

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6 REFERENCES

The following reports and/or studies are applicable to development of the Project site and are hereby incorporated by reference:

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Water Systems Consulting, Inc (WSC), June 30, 2021. *Upper Santa Ana River Watershed, Integrated Regional Water Management Plan, City of San Bernardino, SBMWD 2020 Urban Water Management Plan.*

Appendix A

Valley Communications Center Project, Air Quality, Greenhouse Gas, and Energy Impact Study,

MD Acoustics,

July 8, 2022

Appendix B

Biological Resources Assessment and Jurisdictional Delineation for the Proposed Valley Communication Center Project in San Bernardino, California,

Jennings Environmental, LLC

June 2022

Appendix C-1

Historical/Archaeological Resources Survey Report, San Bernardino County Valley Communications Center Project

CRM Tech

January 9, 2023

Appendix C-2

Due Diligence Paleontological Resources Study, San Bernardino County Valley Communications Center Project

CRM Tech

January 9, 2023

Appendix D

Geotechnical Engineering Report, SBC Valley Communication Center, San Bernardino, San Bernardino County, California

Terracon

February 2022

Appendix E-1

Phase 1 Environmental Site Assessment, Proposed Valley Communication Center

Terracon

February 2022

Appendix E-2

Determination of No Hazard to Air Navigation, Commercial Building and Antenna Tower

Federal Aviation Commission,

April 22, 2022

Appendix F

Valley Communications Center Noise Impact Study

MD Acoustics

July 21, 2022

Appendix G-1

Valley Communication Center Traffic Study

Integrated Engineering

January 2023

Appendix H-2

Valley Communication Center Project Vehicle Miles Traveled Screening Assessment

Integrated Engineering

January 2023