Site 21. SAN BERNARDINO TERMINAL

Environmental Checklist

ENVIRONMENTAL CHECKLIST

1. Facility Title:
Level 3 Communications Infrastructure Project, San Bernardino Terminal

2. Lead Agency Name and Address:
California Public Utilities Commission
505 Van Ness Avenue, San Francisco, CA 94102
(415) 703-2782

3. Contact Person and Phone Number
Gary Finni, Level 3 Communications, LLC
6689 Owens Drive, Suite A, Pleasanton, CA 94588
(925) 398-3000

4. Facility Location:
The terminal facility will be located on two 5.0-acre parcels on North Industrial Parkway, in the City of San Bernardino, California. The site is northeast of the Burlington Northern Santa Fe Railroad (BNSFRR) Right-of-Way (ROW), in which the fiber optic running line is located. Figure 21-1 provides a site vicinity map; Figure 21-2 provides a site plot plan. Additional maps and detail are available in the PEA (PEA, 2000, following page 21-42)

5. Proponent's Name and Address:
Level 3 Communications, LLC ("Level 3")
1450 Infinite Drive, Louisville, CO 80027
(303) 926-3000

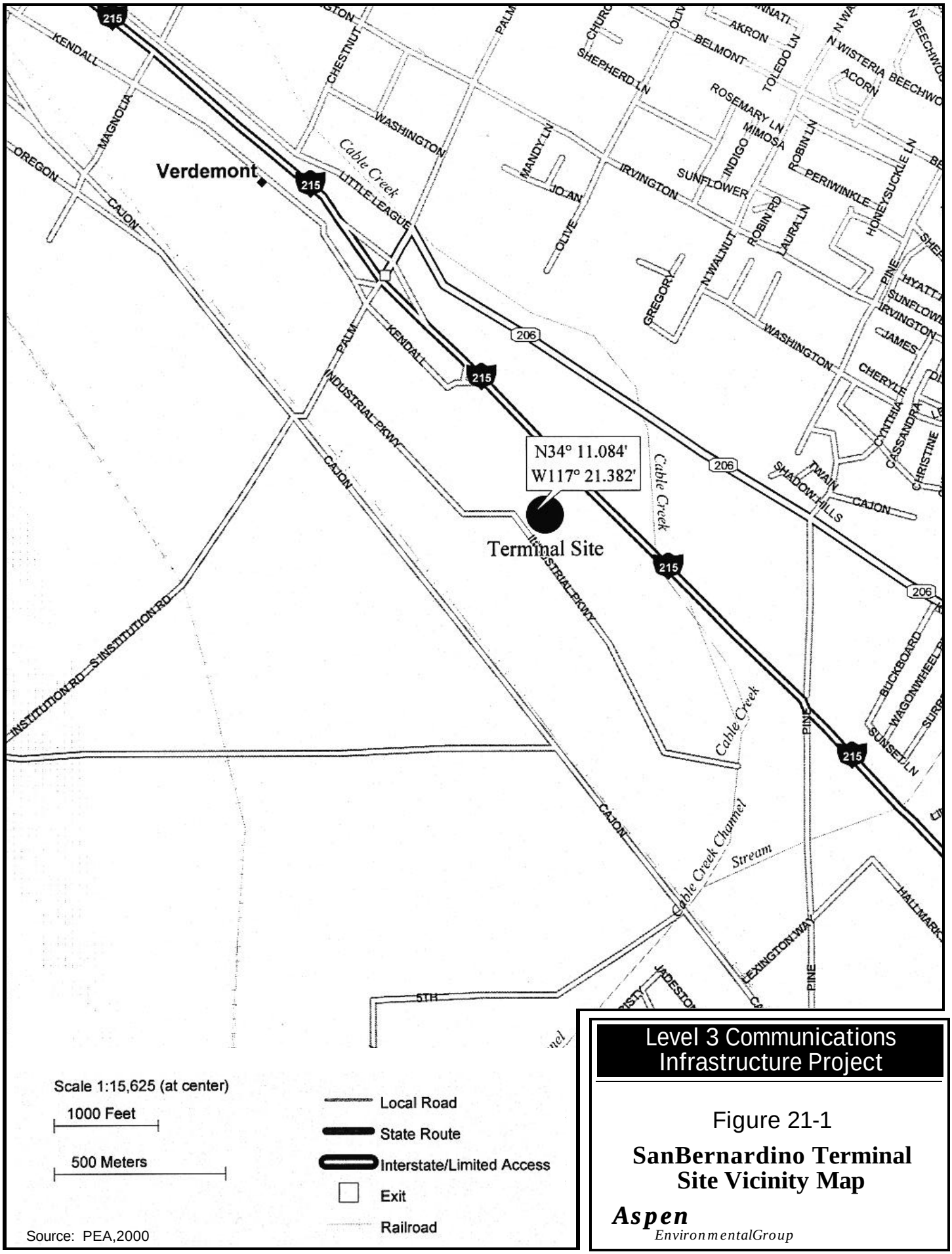
6. General Plan Designation: Industrial Heavy District

7. Zoning: Industrial Heavy District

8. Description of Facility:
This checklist evaluates the design, construction, and operation of the San Bernardino Terminal, which would be constructed on vacant land outside of existing utility corridors.

The long-haul fiber optic network is connected to local communication systems through terminals. The facility also provides signal amplification capabilities similar to those of an In-Line Amplification Facility (ILA).

The terminal will consist of tilt-up concrete-wall structures, which will contain fiber optic equipment, parking, and storage for the emergency power generator and fuel. The main terminal building will occupy approximately 20,000 square feet, and an additional 20,000 square feet will be needed for the generator building, property access, parking, and other ancillary needs. Maximum building height will be 15 feet. The terminal hardware needed to connect the fiber optic network to the local communication systems will be located in the terminal building.



Scale 1:15,625 (at center)
1000 Feet
500 Meters

Local Road
State Route
Interstate/Limited Access
Exit
Railroad

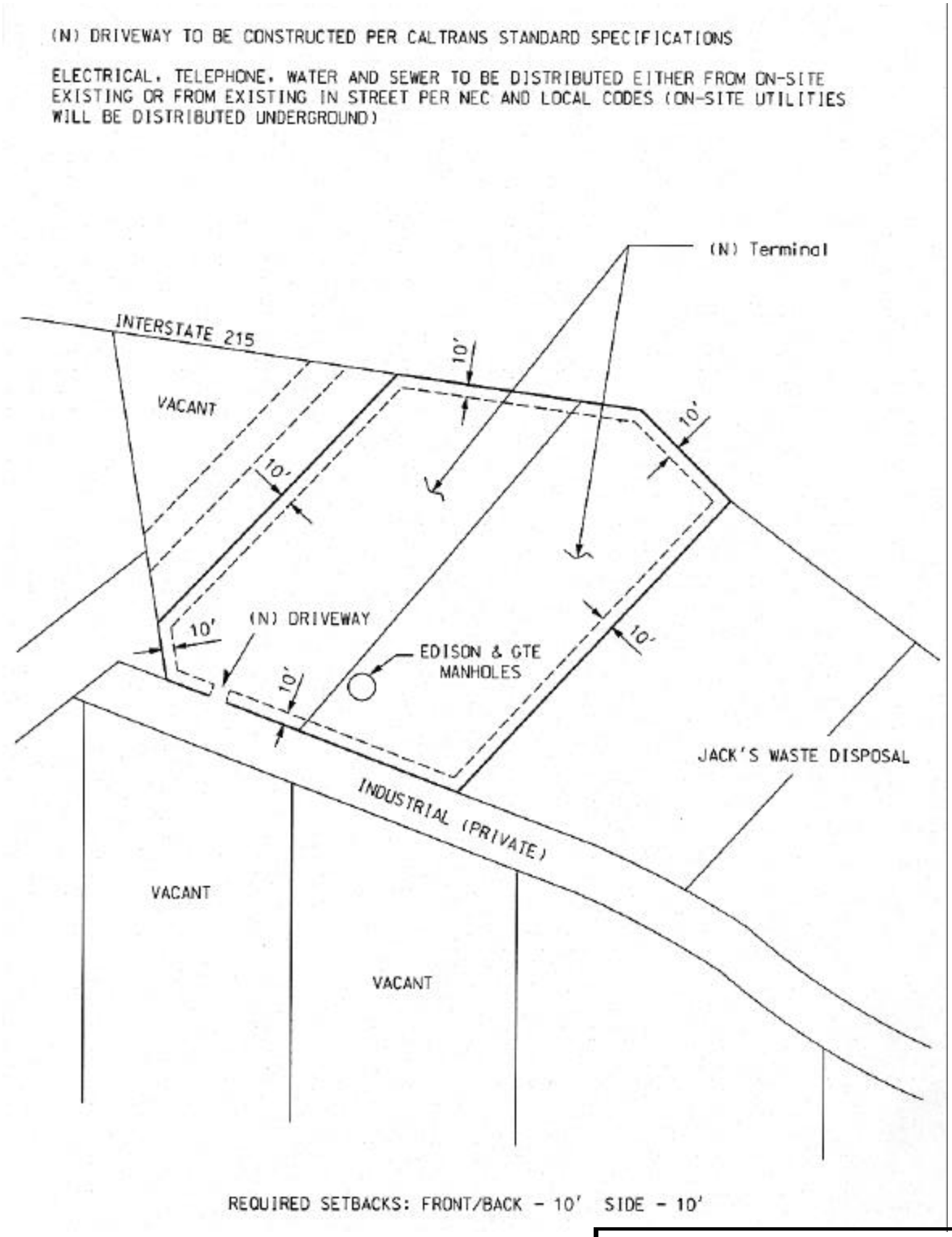
Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 21-1

SanBernardino Terminal Site Vicinity Map

Aspen
EnvironmentalGroup



Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 21-2

SanBernardino Terminal Conceptual Plot Plan

Aspen *EnvironmentalGroup*

One 2,200-kilowatt diesel-powered generator will provide emergency power to the building. The size of the pre-cast concrete generator enclosure will be based on local noise restrictions but will be approximately 13 feet wide and 38 feet long and 14 feet high. The generator shelter will be assembled at the site and installed on a concrete foundation. This generator will be sufficient to handle the standby power requirements of the terminal facility. The generator will be mounted on a 2,400-gallon, double-walled, above-ground belly storage tank that is approximately 13 feet long by 8 feet wide by 3 foot 8 inches high. The double-walled storage tank on which the engine/generator set is mounted is designed to support the weight of the engine/generator set and this mounting is a common design for emergency engine/generators. For engine/generator sets that are operated more frequently, the fuel tank is mounted separate from the engine/generator sets that are operated more frequently, the fuel tank is mounted separate from the engine/generator since greater fuel storage capability is required and the storage tank would be too large to be located beneath the engine/generator (PEA, 2000, p.21-2). Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote).

Each generator will be equipped with a spill tray beneath the filling port and a spill emergency response kit. The kit will consist of a 55-gallon drum containing oil-absorbing booms and pads, tarps, duct tape, and shovels. These materials will be placed near the filling port for immediate access should a release occur. A laminated placard listing the number of an emergency response contractor and appropriate spill-reporting procedures will be contained in the drum and will also be displayed near the filling port. Should a release occur that cannot be managed by Level 3 personnel, a contractor will be called to respond.

Technical staff will be trained in safety and spill-response procedures that should be implemented during diesel oil deliveries. These written procedures will define the necessary steps for use and disposal of spill containment equipment located at the site. A Level 3 technician will accompany any third party contractor delivering fuel. Because the facilities are kept locked, a Level 3 technician will unlock/lock the security gate during ingress and egress. The technician will advise the contractor as to the location of the filling port(s) for the generator tank(s), describe the site safety requirements, observe the fueling process, and listen for the high fuel alarm. Should a release occur, the Level 3 technician will immediately initiate containment and cleanup procedures.

The Terminal site will be permanently staffed by three employees. A driveway providing access from North Industrial Parkway and limited parking will be provided for site staff. No additional buildings will be constructed. Control and maintenance functions will occur within the proposed facilities. Fencing around the Terminal facility will be of chain link construction and will be nine feet tall. The San Bernardino Terminal will require electricity, telephone, sewer, and water hookups. Utility lines supporting these capabilities are located underground in Industrial Way. Telephone service would be provided at the site by either hard-wired, cellular, or satellite-link service. Normal electrical power will be provided, consisting of 2000-amp, 480-volt, three-phase service. All onsite utility lines will run underground. Water and sewer connections to municipal systems would be provided per local code. Stormwater drainage and fire protection equipment would be installed per local codes.

Site development would include clearing buffer strips and removal of trash, grading to level the site and to provide an access driveway and parking area, pouring of a foundation, on-site construction of the tilt-up buildings, utility connections, and fencing. The fiber optic cable, to which the facility will be connected, is located in the BNSFRR ROW. The connection to the facility from the running line will utilize existing utility corridors including public streets. The

connection to the Terminal facility will be installed at a depth of approximately 42 inches either by plowing in the conduit (which does not require a trench) or by digging a trench, laying the conduit, and then back-filling the trench. Two two-lane paved roads in the City of San Bernardino (Institution Road and Industrial Boulevard) would be encroached in these trenching activities. Estimates of average daily traffic for these roads are not available.

Current and potential cumulative projects in the vicinity of the proposed San Bernardino Terminal site are shown in Table 21-1 of the PEA (PEA, 2000, follows p.21-42). Criteria for inclusion of a project in the cumulative impacts assessment are as follows:

- Projects that are within two miles of the site. In some cases these projects are in more than one jurisdiction.

- Projects that are scheduled for construction from one year before to one year after the "construction -related facilities, or between March 1999 to March 2003.

- Current projects that include those which have been approved by the lead agency and have had their environmental document signed, approved, and/or certified.

- Potential projects that have been formally submitted to the lead agency and which are defined well enough to discern where they are, what they are (type of land use), and how big they are (acres, dwelling units, square footage, etc.). Although these submitted, but not approved projects are considered "speculative" under CEQA, they give an indication of potential future development around the facility site.

One currently approved project falls within a two mile radius of the project site; it involves expansion of the Villa Care Facility. This project is approximately one mile from the Terminal site. Table 21-1 of the PEA indicated that no future projects are currently known within a two mile radius of the Terminal site.

9. Surrounding Land Uses and Environmental Setting:

The surrounding properties are mostly vacant parcels planned for industrial development. The site is north of Jack's Waste Disposal and Interstate 215 runs along the eastern edge of the property. There is vacant land north of the site and to the west across North Industrial Parkway. The Cable Creek channel runs southwest of the property. Resource-specific baseline settings are provided in Sections I – XVI of this checklist.

10. Other Agencies Whose Approval is Required:

The site is located within the jurisdiction of the City of San Bernardino. The site is also located within the South Coast Air Quality Management District. Specific local policies relevant to each of the sixteen environmental impact issue areas are provided in Table 21-2 of the PEA (PEA, 2000, follows p.21-42). When there are no relevant and applicable policies, this fact is stated with an explanation. Sources for the policies are provided at the end of the listing.

The facility is permitted by right as a "public utility use, distribution or transmission substation or communication equipment structure" under the site's current zoning and land use designations of t." Aside from conforming with County design and building codes and landscaping standards, an administrative-level review or approval is required by the local agency (PEA, 2000, p.21-3). The facility will require an application for a building permit prior to construction of the site, to be approved by City of San Bernardino Planning Department.

11. Determination:

On the basis of the analysis of this Initial Study, the proposed facility would not have a significant effect on the environment because the Environmental Commitments described below would be incorporated into design and construction of the facility.

The proposed facility is an element of the project addressed in an Application for Modification of an existing Certificate of Public Convenience and Necessity (CPCN) (Decision No. 98-03-066). That CPCN was supported by a Mitigated Negative Declaration that included mitigation measures to be implemented in the design, construction and operation of the previously approved telecommunications facilities within existing utility ROW. The project will incorporate all of mitigation measures outlined in the previous Decision, as well as those of this environmental review, into its design and construction of the project. Therefore, the actions previously imposed as mitigation measures in the CPCN Decision are now Environmental Commitments for the facility addressed herein. In summary, these Environmental Commitments include:

- Measures to mitigate potential impacts to various resources
- All required local, regional, state and federal approvals and permits required for construction and operation of the project
- Coordination with local and resource management agencies
- Notifications of adjacent property owners
- Coordination with other utility projects in the area
- Documentation and reporting of compliance.

A complete list of mitigation measures from the previous Negative Declaration is provided in Appendix B of the PEA (PEA, 2000, Volume 3).

I. AESTHETICS

Setting

The site is located in a rural to urban transition landscape comprised of built structures and vacant land. Existing visual quality and viewer sensitivity are rated low, while viewer exposure is rated moderate. Visual absorption capability is rated low to moderate given the absence of screening potential and moderate reclamation potential (see the Visual Analysis Data Sheet at the end of this site Initial Study). A low degree of project-induced visual contrast is expected, which is based on the moderate degree of contrast that will be created by the forms of the new structures when viewed in the context of the existing terrain and landscape characteristics. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, less than significant visual impacts are anticipated and no mitigation measures are recommended. Figure 21-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 21-I-2 shows the view from the Key Viewpoint. These figures are at the end of this site Initial Study. Also, see PEA Photos 21-A through D for additional views.

Evaluation

a)	Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. Although panoramic views of the San Bernardino Mountains are available from various locations in the project vicinity, the project site is not located within the viewshed of a scenic vista. Furthermore, the proposed facility would replicate the general visual characteristics of similar structures in the immediate project vicinity.

b)	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The site is not located on, or in close proximity to, scenic resources such as trees or rock outcroppings. The project is not visible from a scenic highway. See also a) above.

c)	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

c) Less Than Significant Impact. Existing views of the site encompass a rural to urban transition visual setting composed of industrial development; paved surfaces and infrastructure; and vacant land. The proposed project would contribute to the ongoing trend of urbanization by introducing another built structure of geometric form into a landscape that is predominantly characterized by natural forms and level terrain. While the project will contribute some level of visual change, it would not substantially degrade the existing visual character or quality of the site or surroundings.

d)	Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. Additional exterior lighting of the ILA facility will include a light at the entrance of each structure. However, given the presence of exterior lighting in the immediate vicinity of the site (associated with street lighting, other industrial and commercial lighting, and motor vehicle headlights), project facility lighting would not adversely affect day or nighttime views in the area or create glare.

II. AGRICULTURAL RESOURCES

Setting

The site is located in a rural to urban transition area. The General Plan and Zoning designations for the site are "Industrial Heavy District." Much of the vicinity has been prepared (including site grading and installation of infrastructure) for future industrial development. The site has not recently been used for agriculture and does not hold any special agricultural designations. Based on a field study of the site

and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no agricultural impacts are anticipated as a result of project implementation.

Evaluation

a)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The site is not located on land designated as Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. Therefore, the proposed project would not result in the conversion of such farmland to non-agricultural uses.

b)	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact**.** The site is not zoned for agricultural use nor is the site under a Williamson Act contract.

c)	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The site is zoned for industrial development and has been graded and fenced for the future construction of industrial facilities. The site does not retain properties of significant agricultural value (see a and b above). Project construction would not result in the new conversion of farmland or significant agricultural potential to a non-agricultural use.

III. AIR QUALITY

Setting

The site is located within the South Coast Air Basin, which also includes Orange County, most of Los Angeles County, and the western portion of Riverside County. The closest sensitive receptor occupies a residence located approximately 1,800 feet from the site.

The South Coast Air Basin is currently designated as nonattainment of the California and National Ambient Air Quality Standards for ozone and PM10. The Los Angeles urban portion of the South Coast Air Basin is also a nonattainment area for the national CO standard and a "maintenance" area for the national nitrogen dioxide (NO_2) standard, which denotes that it had once been a nonattainment area for that standard.

SCAQMD has permit authority over most types of stationary sources in the South Coast Air Basin. SCAQMD exercises permit authority through its Rules and Regulations, which have evolved to reflect

State and federal requirements for extreme ozone nonattainment areas. Under SCAQMD's Rules and Regulations, new stationary sources must secure a permit to construct (Rule 201) and a permit to operate (Rule 203) and must comply with NSR requirements (Regulation XIII). NSR contains pre-construction review requirements for new, modified, or relocated facilities to assure that the operation of such facilities does not interfere with progress in attainment of California and National Ambient Air Quality Standards, and that future economic growth within the South Coast Air Basin is not unnecessarily restricted. The specific air quality goal of NSR is to achieve no net increases from new or modified permitted sources of nonattainment pollutants or their precursors.

Construction projects are subject to SCAQMD Rule 403 (Fugitive Dust). Rule 403 does not require a permit for construction activities, per se, but rather, sets forth general and specific requirements for all construction sites and other fugitive dust sources in the South Coast Air Basin. The general requirement prohibits a person from allowing visible fugitive dust to cross over the facility's property line.

Under SCAQMD Regulation II, those wishing to install and operate stationary internal combustion engines are required to obtain permits to construct and operate. In addition, all new stationary sources covered under Regulation II are subject to Regulation XIII (NSR), which requires that new stationary sources be constructed with BACT to minimize emissions of CO, ROG, NO_x, and PM10. No permit is required for above-ground diesel storage tanks pursuant to Rule 219 (Equipment not Requiring a Written Permit Pursuant to Regulation II).

In addition to BACT, NSR typically requires offsets if a new source would emit greater than specified quantities of pollutants after implementation of BACT; however, offsets are not required under Rule 1304 (Exemptions) for equipment used exclusively as emergency standby equipment for non-utility electrical power generation provided that the equipment does not operate more the 200 hours per year.

Evaluation

a)	Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less Than Significant Impact. Site construction parameters affecting emissions and the resulting emissions are estimated in Table 21-III-1 (PEA, 2000, San Bernardino Terminal, Table 21-3). Also included in Table 21-III-1 are the emissions-based significance criteria provided by SCAQMD in the *CEQA Air Quality Handbook* to determine whether a project would be likely to result in a violation of an air quality standard or contribute substantially to an existing or projected violation. As described in Table 21-III-1, construction emissions are below regulatory thresholds, and therefore, are less than significant and comply with the applicable air quality plan.

With regard to operations, weekly testing of the emergency generator is the main source of operational emissions shown in Table 21-III-1. Operation of the generator would be consistent with existing air quality plans because it would comply with SCAQMD's *Rules and Regulations*. A permit to construct (Rule 201) and permit to operate (Rule 203) would be obtained to comply with Regulation II. Pre-construction review and use of BACT on the generator would satisfy the NSR requirements of Regulation XIII. Level 3 would obtain an exemption from offset requirements under Rule 1304

(Exemptions), comply with the annual run time limit, and provide required documentation. Operation of the standby generator would be in compliance with these exemption requirements because it would be operated less than 200 hours per year (conservatively assumed to be 30 hours per year for analysis purposes) and would not be used in conjunction with any utility voluntary demand reduction program.

In addition to the emissions from the generator testing, emissions would also be created from employees commuting to and from the site. However, operational emissions from three daily worker commutes would also be minor (Table 21-III-1).

Level 3 will develop and implement a dust abatement program as required by Rule 403 (Fugitive Dust) in connection with project construction and use of the proposed gravel access road. SCAQMD Rule 403 provides specific requirements that minimize emission of fugitive dust for any active operation, open storage pile or disturbed area.

Level 3 will also comply with SCAQMD permit requirements and rules related to the emergency standby generators, as follows:

- Level 3 will submit an application to the SCAQMD for a permit to construct and permit to operate for the proposed emergency standby engine. This engine should be manufactured (or modified to include emissions abatement devices) to achieve applicable BACT standards for such equipment: 8.5 grams of carbon monoxide per hp-hr, 1.0 gram of ROG per hp-hr, 6.9 grams of NO_x per hp-hr, and 0.38 grams of PM10 per hp-hr (Knut Beruldsen, SCAQMD, 3/30/00).

- Level 3 will use the standby engine for emergency, non-utility electrical power generation purposes only (or for related testing and maintenance purposes) for an aggregate period not to exceed 200 hours per year as documented by an engine-hour meter or equivalent method.

- Level 3 will use diesel fuel with a sulfur content not to exceed 0.05 percent by weight.

- Level 3 will implement measures required under SCAQMD Rule 403 (as described above) for high wind and normal wind conditions to reduce PM10 emissions (from the various fugitive dust sources associated with construction and with use of the proposed graveled access road) and maintenance of the necessary documentation that demonstrates compliance with the rule.

The contractor is restricted to constructing only one phase (i.e., Site Grading, Pad Construction, Trenching and Utility Installation, Access Road Construction, Shelter Placement) of the project at any one time. The Applicant assumed this limitation in the air quality calculations listed in the Proponents Environmental Assessment (PEA) prepared for this site.

b)	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

b) Less Than Significant Impact. The project site is in an area designated as nonattainment of state and national ozone and PM10 standards. SCAQMD recommends the use of threshold criteria for regulation of airborne pollutants associated with individual development projects. As applied to this project, these emission thresholds apply to emissions during construction. The relevant criteria for NO_x, ROG, PM10, SO_x, and CO are all expressed on a daily and quarterly basis (see Table 21-III-1). As listed in Table 21-III-1, construction emissions fall below the SCAQMD significance threshold, and therefore, are less than significant and would not contribute to an existing or projected air quality violation.

TABLE 21-III-1 AIR QUALITY CALCULATIONS

Construction Engine Emissions

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (hrs or trips) [1]	DAYS OF ACTIVITY	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (g/hr) [2]	NO_x Daily (lbs/day)	NO_x Total (tons)	ROG EF (g/hr) [2]	ROG Daily (lbs/day)	ROG Total (tons)	PM_{10} EF (g/hr) [2]	PM_{10} Daily (lbs/day)	PM_{10} Total (tons)	SO_x EF (g/hr) [2]	SO_x Daily (lbs/day)	SO_x Total (tons)	CO EF (g/hr) [2]	CO Daily (lbs/day)	CO Total (tons)	NOTES
Site Grading (2,258 cy)																					
Grader	200	4	4	1	-	2370	21	0.042	180	1.6	0.0032	15	0.13	0.0003	135	1.2	0.0024	205	1.8	0.0036	6
Dozer	153	8	4	1	-	1660	29	0.059	110	1.9	0.0039	15	0.3	0.0005	105	1.9	0.0037	110	1.9	0.0039	6
Integrated Tool Carrier	117	6	3	1	-	780	10	0.015	72	1.0	0.0014	44	0.6	0.0009	85	1.1	0.0017	105	1.4	0.0021	6
Dump Truck (end dump)	10 cu yd	8	29	1	10	11	4.0	0.0575	2.2	0.78	0.0113	0.59	0.21	0.0030	0.31	0.11	0.00159	14	5.0	0.0718	7
Water Truck	175	3	4	1	10	18	2.4	0.0049	4.4	0.58	0.0012	0.84	0.111	0.00022	0.31	0.041	0.00008	35	4.6	0.0091	6
Equipment Delivery Truck	Low boy	3	2	-	10	11	1.5	0.0015	2.2	0.3	0.0003	0.59	0.08	0.0001	0.31	0.04	0.00004	14	1.9	0.0019	7
Worker Light Truck	Light	2	40	-	10	1.0	0.09	0.0018	0.35	0.03	0.0006	0	0	0	0.06	0.01	0.00011	7.2	0.6	0.0127	7
Subtotal (Site Grading)							37	0.18		3.6	0.022		1.0	0.005		2.0	0.010		14.0	0.105	
Pad Construction (270cy)																					
Cement Truck	10 yd3	12	3	-	15	11	8.9	0.013	2.2	1.7	0.0026	0.59	0.5	0.0007	0.31	0.2	0.0004	14	11	0.0167	7
Gravel Truck	10 yd3	7	2.5	-	15	11	5.2	0.0065	2.2	1.0	0.0013	0.59	0.3	0.0003	0.31	0.14	0.0002	14	6.5	0.0081	7
Worker Light Truck	Light	4	3	-	15	1.0	0.3	0.0004	0.35	0.1	0.0001	0	0	0	0.06	0.02	0.0000	7.2	1.9	0.0029	7
Subtotal (Pad Construction)							14	0.020		2.9	0.004		0.7	0.001		0.4	0.0006		20	0.028	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	17	1	-	774	14	0.116	64	1.1	0.010	13	0.2	0.002	58	1.0	0.009	79	1.4	0.012	6
Equipment Delivery Truck	Low boy	1	2	-	10	11	0.5	0.0005	2.2	0.10	0.0001	0.59	0.03	0.00003	0.31	0.014	0.000	14	0.6	0.001	7
Worker Light Truck	Light	4	17	-	10	1.0	0.2	0.001	0.35	0.06	0.001	0	0	0	0.06	0.011	0.0001	7.2	1.3	0.011	7
Subtotal (Utility Installation)							14	0.12		1.3	0.010		0.26	0.002		1.0	0.009		3.3	0.023	
Access Road Construction (75cy)																					
Grader	200	4	3	1	-	2370	21	0.031	180	1.6	0.002	15	0.13	0.0002	135	1.2	0.002	205	1.8	0.003	6
Dozer	153	4	3	1	-	1660	15	0.022	110	1.0	0.001	15	0.13	0.0002	105	0.9	0.001	110	1.0	0.001	6
Gravel Truck	10 yd3	4	2	-	15	11	3.0	0.0030	2.2	0.6	0.0006	0.59	0.2	0.0002	0.31	0.08	0.0001	14	3.7	0.0037	7
Compactor	-	4	2	1	-	940	8.3	0.008	25	0.2	0.0002	15	0.13	0.0001	80	0.7	0.001	50	0.4	0.0004	8
Equipment Delivery Truck	Low boy	1	2	-	15	11	0.7	0.001	2.2	0.15	0.0001	0.59	0.04	0.00004	0.31	0.02	0.00002	14	0.9	0.001	7
Worker Light Truck	Light	2	8	-	25	1.0	0.2	0.001	0.35	0.08	0.0003	0	0	0	0.06	0.01	0.0001	7.2	1.6	0.006	7
Subtotal (Access Road Construction)							25	0.07		2.4	0.005		0.33	0.001		1.3	0.004		6.9	0.016	
Shelter Placement																					
Crane	30 ton	6	8	1	-	1.3	0.02	0.0001	0.1	0.002	0.00001	0.1	0.001	0.00001	0.1	0.002	0.00001	0.4	0.005	0.00002	8
Equipment Delivery Truck	Low boy	16	4	-	50	11	40	0.079	2.2	7.8	0.016	0.59	2.1	0.004	0.31	1.1	0.002	14	50	0.099	7,15
Integrated Tool Carrier	84	5	50	1	-	780	8.6	0.2150	72	0.8	0.020	44	0.5	0.0121	85	0.9	0.0234	105	1.2	0.029	6
Worker Light Truck	Light	15	50	-	15	1.0	1.0	0.025	0.35	0.3	0.009	0	0	0	0.06	0.1	0.001	7.2	7.2	0.18	7
Subtotal (Shelter Placement)							49	0.3		8.9	0.04		2.6	0.02		2.1	0.03		58	0.3	
General Construction Operations																					
Compactor	<25 hp	6	16	1	-	8.2	0.11	0.0009	227	3.0	0.024	1.4	0.02	0.00014	0	0	0	6350	84	0.67	8
Equipment Delivery Truck	Low boy	1	2	-	10	11.3	0.5	0.0005	2.2	0.10	0.0001	0.6	0.03	0.00003	0.3	0.014	0.000014	14.0	0.6	0.001	7
Construction Generator	<50 hp	8	30	1	-	408	7.2	0.11	45	0.8	0.012	23	0.4	0.006	45	0.8	0.012	249	4.4	0.066	8
Water Truck	4500 gal.	1	6	-	15	11.3	0.7	0.002	2.2	0.15	0.0004	0.59	0.04	0.0001	0.31	0.02	0.00006	14.0	0.9	0.003	6
Worker Light Truck	Light	5	118	-	15	1.0	0.3	0.020	0.4	0.12	0.007	0.0	0	0	0.1	0.02	0.0012	7.2	2.4	0.14	7
Subtotal (General Construction)							8.8	0.131		3.4	0.043		0.5	0.0063		0.9	0.0132		88	0.88	
Subtotal, Construction Engine Emissions [3]							49	0.72		8.9	0.12		2.6	0.03		2.1	0.05		88	1.3	
Total Construction Emissions (Fugitive plus exhaust)								0.72			0.12		27	1.18			0.05			1.3	
Construction Thresholds							100 lbs/day	2.5 tpq		75 lbs/day	2.5 tons ROG/qtr		150 lbs/day	6.75 tpq		150 lbs/day	6.75 tpq		550 lbs/day	24.75 tpq	
Insignifigant Impact [9]							Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	

Construction Fugitive Dust Emissions

SOURCE	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	AREA OF GRADING / TRENCHING	PM10 EMISSIONS EF	PM10 EMISSIONS (daily lbs)	PM10 EMISSIONS (total tons)	NOTES
Site Grading	8	93	0.46 acres	39.4 lb/acre-day	18	0.84	12
Access Road Construction and Use	8	8	0.46 acres	39.4 lb/acre-day	18	0.072	13
Trenching - Cable Installation	8	17	-	0.51 lb/hr	4	0.034	16
Wind Erosion	24	65	0.94 acres	6.6 lb/acre-day	6.2	0.20	11
Subtotal, Construction Fugitive Emissions [3]					24	1.15	
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) [3]						1.18	

(Continued)

Operation Emissions [4]

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (g/hr) [2]	NO_x Daily (lbs/day)	NO_x Annual (tons/year)	ROG EF (g/hr) [2]	ROG Daily (lbs/day)	ROG Annual (tons/year)	PM_{10} EF (g/hr) [2]	PM_{10} Daily (lbs/day)	PM_{10} Annual (tons/year)	SO_x EF (g/hr) [2]	SO_x Daily (lbs/day)	SO_x Annual (tons/year)	CO EF (g/hr) [2]	CO Daily (lbs/day)	CO Annual (tons/year)	NOTES
Emergency Generator	2136	0.5	60	1		24,308	26.8	0.80	445	0.5	0.015	227	0.3	0.008	392	0.43	0.013	1,175	1	0.04	4
	(2000kW)																				
Worker Light Truck	Light	-	260	3	15	1.00	0.20	0.026	0.35	0.07	0.009	0	0	0	0.06	0.01	0.002	7.2	1.4	0.19	7
Total Operation Emissions [5]							27.0	0.83		0.6	0.024		0.3	0.008		0.44	0.015		3	0.23	
Operation Thresholds							Exempt			Exempt			Exempt			Exempt			Exempt		
Insignifigant Impact [10]							Yes			Yes			Yes			Yes			Yes		

'-' = Not applicable

Unit abbreviations: g/hr = grams per hour, lb/day = pounds per day, tpy = tons per year, tpq = tons per quarter

(1) Daily amount is measured in hours for off-road construction equipment (e.g., grader), and in number of trips for on-road vehicles (e.g., worker light-truck).
(2) Emission factors are in grams per hour for off-road equipment, and in grams per mile for on-road vehicles.
(3) Construction emission subtotals are for the complete project. Major pieces of construction off-road equipment (e.g., grader, dozer) are used consecutively, not concurrently.
(4) Operation and construction will not occur simultaneously, and hence, the emissions are not additive.
(5) Operational emission totals are for the project. Only one generator will be tested on a single day.
(6) Emission factors are from Caterpillar Corp.
(7) EMFAC7G Emission Factors (1998, 15mph, 75°F)
(8) SCAQMD CEQA Handbook, Table A9-8-B
(9) Construction emissions have insignifigant impact when no emission of a major piece of off-road equipment exceeds threshold (i.e., major pieces are used consequently, not concurrently).
(10) Operation emissions have an insignificant impact if emergency generators are exempt from regulatory limits or if no regulations apply.
(11) Number of days subject to wind erosion equal to days for trenching.
(12) Area to be graded is 15,000 square foot building plus 10-foot wide perimeter band.
(13) Access road assumed to be 1000 ft long and 10 ft wide.
(14) The 25-minute test cycle will be conducted mostly at 50 percent load. To be conservative, the emissions are calculated at 75 percent load.
(15) The one-way distance for the equipment deliver truck is the distance from the east border of the SouthCoast Air Basin to the site for shelters that are coming from out-of-state.
(16) Fiber optic cable line installed in two one-foot wide trenches excavated between ROW and building on site.

With regard to operations, emissions from the generator testing (one day per week) are shown in Table 21-III-1. This generator will comply with the limits set by the SCAQMD. Because each standby generator would operate for less than 200 hours annually, and would not be used in connection with any utility voluntary demand reduction program, its emissions are exempt from compliance with the numerical thresholds established by SCAQMD to evaluate operational phase impacts and determine offset requirements (Table 21-III-1).

As described above, emissions would also be created from the employees commuting to and from the site. However, operation emissions from the weekly site maintenance visit of one vehicle would also be minor (Table 21-III-1).

c)	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal and state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

c) Less Than Significant Impact. The San Bernardino Terminal Site is one of two PEA sites in the South Coast Air Basin under the jurisdiction of the SCAQMD (the other being the Corona ILA Site). Potential total district construction emissions were analyzed for the possibility of simultaneous construction at these two sites. The same thresholds apply to assessment of cumulative construction-related emissions as were used to evaluate construction-related emissions from individual project sites. Combined emissions at the two sites would not exceed SCAQMD thresholds of significance.

Since project construction would affect less than one acre within the larger 10 acre site, surrounding uses would be buffered from the effects of project construction. This buffer would help minimize the possibility that the project would cause a cumulatively significant short-term PM10 impact from simultaneous and unrelated construction projects taking place within the same general area.

Total project emissions from testing and maintaining the generators at the two sites are exempt because emissions from the emergency generator at each site are exempt according to SCAQMD rules. Emissions that are exempt from regulatory requirements are considered to have impacts that are less than significant.

Haul trips to remove grading debris will be restricted as indicated in Table 21-III-1.

d)	Would the project expose sensitive eceptors to substantial pollutant concentrations?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. As described above the closest sensitive receptors are residences located approximately 1,800 feet from the site boundary. Project construction would affect an area of approximately one acre within the larger 10-acre site. Therefore, receptors associated with surrounding uses would be buffered even further from the effects of project construction. This combination of this buffer zone, the 1,800-foot distance, and the low levels of construction emissions, assures that the project would not expose sensitive receptors to substantial pollutant concentrations. The application of the control measures in Rule 403 will keep generation of fugitive dust below levels that could impact receptors beyond the property line.

During construction, site access would be easy and direct. Construction vehicles would not block traffic on Industrial Way, a private road, or public streets in the area for any significant period of time. Thus, emissions from idling vehicles in the vicinity of the sensitive receptors will be minimal.

With regard to operations, the weekly test of the emergency generator would not expose sensitive receptors to substantial pollutant concentrations because the test is short (approximately 30 minutes) and the distance to the nearest sensitive receptor is approximately 1,800 feet away.

e)	Would the project create objectionable odors affecting a substantial number of people?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The project would not include activities that create objectionable odors

IV. BIOLOGICAL RESOURCES

Setting

The two parcels comprising the proposed site are highly disturbed. The site has been graded and terraced. The southern parcel has been recently disked and is predominated by invasive/ruderal species which include red-stemmed filaree (*Erodium cicutarium*), mustard (*Brassica niger*), deerweed (*Lotus scoparius)*, red brome (*Bromus rubens*), and slender wild oats (*Avena barbata*). Where the parcels have been terraced from south to north, a small strip (approximately 10 feet wide by 150 feet extending between the parcels from the west boundary) of vestigal chaparral exists. In addition to invasive species, the remainder of the site supports California buckwheat (*Eriogonum fasiculatum*) and chamise (*Adenostoma fasiculatum*). The northern parcel has not been disked but has been recently mowed. This parcel supports the same species but is more strongly dominated by red brome.

Evaluation

a)	Would the project 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 Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. An inclusive database search was performed to identify all sensitive species and habitats within the project vicinity (California Natural Diversity Database, San Bernardino North Quadrangle, California Department of Fish and Game, March 2000). The potential for the site to support both sensitive plant and wildlife species was assessed. The occurrence potential for all sensitive species recorded in the California Natural Diversity Database search for the site vicinity is included in Table 21-IV-1. The level of disturbance and the ruderal plant community on the site does not represent habitat for these sensitive species. It is unlikely that further disturbance would result in any adverse impacts to any sensitive species.

Table 21-IV-1
Potential for Habitat at the San Bernardino Terminal Site to Support Sensitive Species Occurring in the Vicinity

Plummer's Mariposa lily (*Calochortus plummerae*), a federal species of concern, with a CNPS listing of 1B, is associated with a wide range of communities including coastal scrub, chaparral, valley and foothill grasslands, cismontane woodland, and lower montane coniferous forest. This species is often found on rocky or sandy sites. *This site is highly disturbed and lacks suitable habitat for Plummer's Mariposa lily.*
Marsh sandwort (*Arenaria paludicola*), a federal and California state endangered species with a CNPS listing of 1B, is associated with marsh and swamp communities. *This site is highly disturbed and lacks suitable habitat for Marsh sandwort.*
The Nevin's barberry (*Berberis nevinii*), a federal and California state endangered species, species with a CNPS listing of 1B is associated with chaparral, cismontane woodland, coastal scrub, and riparian scrub communities. This species is often found on steep, north facing slopes or in low grade sandy washes. *This site is highly disturbed and lacks suitable habitat for Nevin's barberry.*
Thread-leaved brodaea (*Brodiaea filifolia*), a federal threatened and California state endangered species, with a CNPS listing of 1B is associated with cismontane woodland, coastal scrub, playas, valley and foothill grassland, and vernal pool communities. This species is often found on clay soils. *This site is highly disturbed and lacks suitable habitat for thread-leaved brodaea.*
The San Bernardino mountains owl's-clover (*Castilleja lasiorhyncha*), a federal species of concern, is associated with meadow, pebble plain, upper montane coniferous forest, and chaparral communities. This species is often found in seasonally wet areas and open areas along stream and meadow margins. *This site is highly disturbed and lacks suitable habitat for San Bernardino mountains owl's-clover.*
Parry's spineflower (*Chorizanthe parryi* var. *parryi*) is a federal species of concern with a CNPS listing of 3 associated with coastal scrub and chaparral communities. This species is often found on dry sandy slopes and flats. *This site is highly disturbed and lacks suitable habitat for Parry's spineflower.*
Salt marsh bird's-beak (*Cordylanthus maritimus* ssp. *maritimus*), a federal and California state endangered species, with a CNPS listing of 1B is associated with coastal salt marsh and coastal dune communities. *This site is highly disturbed and lacks suitable marsh or dune habitat for salt marsh bird's-beak.*
The slender-horned spineflower (*Dodecahema leptoceras*), a federal and California state endangered species, with a CNPS listing of 1B is associated with chaparral and alluvial fan sage scrub communities. This species is often found on flood deposited terraces and washes. *This site is highly disturbed and lacks suitable habitat for slender-horned spineflower.*
Santa Ana river woolystar (*Eriastrum densifolum* ssp. *sanctorum*), a federal and California state endangered species, with a CNPS listing of 1B is associated with coastal sage scrub and chaparral communities. This species is often found in sandy soils along river floodplains and terraced fluvial deposits. *This site is highly disturbed and lacks suitable habitat for Santa Ana river woolystar.*
The hot springs fimbristylis (*Fimbristylis thermalis*), a CNPS list 2 species, is associated with alkaline meadow communities. This species is often found near hot springs. *This site is highly disturbed and lacks suitable habitat for hot springs fimbristylis.*
Smooth tarplant (*Hemizonia pungens* ssp. *laevis*), a federal species of concern, with a CNPS listing of 1B, is associated with valley and foothill grassland, chenopod scrub, meadow, playa, and riparian forest communities. This species is often found in alkali meadows, scrub, and disturbed areas. *This site is highly disturbed and provides low quality habitat for smooth tarplant.*
Lemon lily (*Lilium parryi*), a federal species of concern, concern, with a CNPS listing of 1B, is associated with montane coniferous forest, meadow, seep, and riparian forest communities. This species is often found along the banks of mountain streams. *This site is highly disturbed and lacks suitable habitat for lemon lily.*

Table 21-IV-1
Potential for Habitat at the San Bernardino Terminal Site to Support Sensitive Species Occurring in the Vicinity

Parish's desert-thorn (*Lycium parishii*), a CNPS list 2 species, is associated with coastal scrub and Sonoran desert scrub communities. *This site is highly disturbed and lacks suitable habitat for Parish's desert-thorn.*
The Parish's gooseberry (*Ribes divaricatum* var. parishii), a federal species of concern, with a CNPS listing of 1B, is associated with riparian woodland communities. This species is often found near willow trees. *This site is highly disturbed and lacks suitable habitat for Parish's gooseberry.*
The Laguna Mountains jewel-flower (*Streptanthus bernardinus*), a CNPS list 1B species, is associated with chaparral and lower montane coniferous forest communities. This species is often found in clay and decomposed granite soils. The Laguna Mountains jewel-flower has been found in disturbed areas. *This site is highly disturbed and provides low quality habitat for Laguna Mountains jewel-flower.*
The San Diego coast horned lizard (*Phrynosoma coronatum blainvillei*), a federal and California state species of concern, is associated with coastal sage and chaparral communities. This species is often found in open sandy areas, dry washes, and roadsides. *The site is disturbed and provides low quality habitat for the San Diego coast horned lizard.*
The orange-throated whiptail (*Cnemidophorus hyperthrus*), a federal and California state species of concern, ranges from San Bernardino County to Baja California. This species is associated with scrub communities that provide both open territory and adequate shading. The orange-throated whiptail is often found in sandy washes and rocky hillsides. *The site is disturbed and provides low quality habitat for the orange-throated whiptail.*
The southern rubber boa (*Charina bottae umbratica*), a federal species of concern and a California state threatened species, is associated with grassland, broken chaparral, woodland, and forest communities. This species is often found beneath rotting logs, rocks, and the bark of fallen and standing trees. *The site has no appropriate habitat for the southern rubber boa.*
The California gnatcatcher (*Polioptila californica*), a federal threatened and California state species of concern, is an obligate southern California resident of coastal sage scrub communities. This species is often found in arid washes, mesas, and slopes. *This site has no appropriate habitat for the California gnatcatcher.*
The northwestern San Diego pocket mouse (*Perognathus fallax fallax*), a federal species of concern threatened and California state species of concern is associated with low desert and foothill areas. This species is often found in areas of open sand and weeds. *The site has no appropriate habitat for the northwestern San Diego pocket mouse.*
The white-eared pocket mouse (*Perognathus alticola alticola*), a federal and California state species of concern, is associated with open grassland, pine forest, and Joshua tree woodland communities. This species is often found in fields of fallow grain and Russian thistle. *The site is highly disturbed and provides low quality habitat for the white-eared pocket mouse.*
The San Bernardino kangaroo rat (*Dipodomys merriami parvus*), a federal endangered and California state species of concern, is associated with non-native grassland and sparse coastal sage scrub communities. This species is found in areas with well-drained, gravel or sandy soils. *The site is highly disturbed and provides low quality habitat for the San Bernardino kangaroo rat.*
*The San Diego desert woodrat (*Neotoma lepida intermedia*), a federal and California state species of concern, is associated with coastal southern California sagebrush scrub and chaparral communities from San Diego to San Luis Obispo County.* The site has no appropriate habitat for the San Diego desert woodrat.

Source: California Department of Fish and Game (CDFG). *San Bernardino North Quadrangle*, *California Natural Diversity Database,* March 2000.

b)	Would the project 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 Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The site contains no sensitive natural communities. There is no riparian habitat on the site.

c)	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The site contains no wetlands or other waters of the United States and no other drainages subject to the jurisdiction of the California Department of Fish and Game or the U.S. Army Corps of Engineers.

d)	Would the proposal 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The parcel is heavily disturbed and surrounded on three sides by other disturbed land. It is highly unlikely that the site can serve as a migratory corridor or important nursery site for any native wildlife species.

e)	Would the proposal conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The site currently supports no trees or other biological resources subject to local protection policies or ordinances.

f)	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. The proposed site is not under the jurisdiction of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other natural resources associated plans. A countywide Habitat Conservation Plan has been drafted but has not been adopted.

V. CULTURAL RESOURCES

Setting

The terminal site is located on North Industrial Parkway in an industrial area in the northwestern part of the City of San Bernardino, San Bernardino County. The parcels are vacant with a light scatter of modern trash. The project area lies within the traditional territory of the Serrano.

Evaluation

a)	Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b)	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) and b) No Impact. An archival record search was completed for the site and area within one-half mile by the California Historical Resources Information System (CHRIS), San Bernardino County Information Center, San Bernardino County. The search also included a check of the California Office of Historic Preservation Historic Property Data File for San Bernardino County, the National Register of Historic Places (listings and eligibility determinations), California Points of Historical Interest, California Register of Historical Resources, and California Historical Landmarks and other historic data available at the Center. The records search reported that the property had not been previously surveyed (File No. Not Assigned). No recorded archaeological resources are present within one half-mile. Two historic resources are present within one-half mile of the parcels. The two resources are the Atchison, Topeka, and Santa Fe Railroad and the National Old Trails Highway. No other properties within one half-mile are listed on the National Register of Historic Places, the California Register of Historical Resources, California State Historic Resources Inventory, California Historical Landmarks, and California Points of Historical Interest.

The State of California Native American Heritage Commission (NAHC) completed a search of the NAHC Sacred Lands file with negative results and identified locally knowledgeable Native Americans for follow-on contact/consultation. These individuals were contacted, and no response has been sent to Level 3 as of March 14, 2000.

The field inventory noted no archaeological resources on the two parcels.

c)	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

c) Less Than Significant Impact. Quaternary (modern) wash deposits (unit Qw) underlie the project site. No fossil localities are recorded either on the project site or in the vicinity. There is potential for early Holocene vertebrate and plant materials to be encountered at depth. However, it is unlikely the

project related earth moving activities will extend to a depth to encounter any materials considered old enough to be fossilized (PEA, 2000, p. 21-19).

Level 3 has already committed to the following mitigation measure to minimize potential impacts:

In the unlikely event fossils are encountered, earth moving will be temporarily diverted around the fossil site and a qualified vertebrate paleontologist will immediately be called to the scene. The paleontologist is to recover the remains and to recommend appropriate mitigation measures following Society of Vertebrate Paleontology Guidelines for mitigation of construction impacts on fossils and for the museum's acceptance of a fossil-monitoring program

d)	Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The CHRIS records search and field survey provided no evidence of the presence of human remains. If suspected human remains are encountered during construction, operations will stop until the proper official is notified, the find evaluated, any mitigation recommendations implemented, and Level 3 has been cleared to resume construction in the area of the find (see Level 3 Long-Haul Fiber Optics Project Cultural Resources Procedures (PBNS, 1999:25-39)).

VI. GEOLOGY AND SOILS

Setting

The San Bernardino site is located in a relatively flat-lying area northwest of the City of San Bernardino. San Bernardino is located in a geologically and seismically active area of southern California. There are several major active faults within 1.5 miles of the site (CDMG 1999). It is not located within a landslide, liquefaction, or subsidence hazard area (CDMG, 1973). The area will experience moderate to strong groundshaking from large earthquakes on nearby and distant faults. Soil in the project area is classified as having low expansion potential (USDA, 1980).

Evaluation

a)	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of 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 Mines and Geology Special Publication 42. ii) Strong seismic-related groundshaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less Than Significant Impact. Although the site is not within an Alquist-Priolo zone, it is located approximately 1.25 miles northeast of the Alquist-Priolo zone for the Glenn Helen fault and approximately 1.5 miles southwest of the Alquist-Priolo zone for the San Andreas fault. The site would be susceptible to severe ground shaking should a seismic event occur on either of these faults.

Accordingly, building design will meet Uniform Building Code-Zone 4 Seismic Standards and any and all local building and seismic codes. The site is not located within or near a landslide or liquefaction hazard area (CDMG, 1973).

b)	Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The project area is relatively flat and is located in an area designated as having low erosion activity (CDMG, 1973).

c)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project site is relatively flat and is not located in an area with unstable soil or geologic units.

d)	Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The soil in the project area is mapped as the Friant-Rock outcrop complex and the Tujunga series (USDA, 1980), which have low potential for expansion. Project compliance with local and state building codes will minimize potential hazards and risks from expansive soil.

e)	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The facility would be connected to local municipal sewer service.

VII. HAZARDS AND HAZARDOUS MATERIALS

Setting

Review of a database of regulatory agency recognized hazardous waste sites revealed no potentially contaminated sites at or within one mile of the project site (Vista, 1999). Fuel for the backup generator would be stored in an aboveground tank. There are no schools located within one-quarter mile of the site. There are no airports located near the project site, and the site is not located within any airport safety zone.

Evaluation

a)	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The Proponent will handle and store hazardous materials on site in compliance with applicable federal, state, and local regulations.

b)	Would the project 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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. Leak monitoring and spill containment features planned for the on site aboveground fuel storage tank minimize the risk of hazardous substance release through foreseeable upset or accident conditions.

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project site is located in an industrial area with no schools or proposed schools located within one-quarter mile.

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The project site is not included on a list of regulatory agency recognized hazardous materials sites (Vista, 1999). Although the site is located within the northwestern edge of a contaminant plume within the Bunker Hill Groundwater Basin, no impact would be expected because the shallow excavations required for construction of the facility would not intercept the plume.

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The project site is not located within two miles of an airport or within an airport land use plan.

f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. There are no private airstrips within the vicinity of the project site.

g)	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. Development of this site for use as a terminal facility would not alter, impair, or interfere with adopted emergency response and evacuation plans.

h)	Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

h) No impact. The site is not located in the vicinity of any wildland areas, and would not be subject to wildland fires. Level 3 has already committed to equip generators with spark arrestors to minimize potential impacts.

VIII. HYDROLOGY AND WATER QUALITY

Setting

The San Bernardino Terminal site is not located in proximity to a wetland. The site is essentially flat and is drained by irregular sheet flow. There is no specific drainage conduit to or from the adjacent streets or properties. The site is not located within a 100-year floodplain (PEA, 2000, Figure 21-9).

Level 3 has already committed to the following actions to ensure that hydrology/water quality impacts are minimized during construction and operation of this site. The actions will be applied as appropriate. Details regarding these actions have been provided (PEA, 2000, Appendix E, Volume 3).

- Bore under sensitive habitats when practicable
- Implement erosion control measures during construction
- Remove cover vegetation as close to the time of construction as practicable
- Confine construction equipment and associated activities to the construction corridor
- No refueling of construction equipment will take place within 100 feet of an aquatic environment
- Comply with state, federal, and local permits
- Perform proper sediment control
- Prepare and implement a spill prevention and response plan
- Remove all installation debris, construction spoils, and miscellaneous litter for proper offsite disposal
- Complete post-construction vegetation monitoring and supplemental revegetation where needed.

In addition, a Notification of Intent (NOI) will be submitted to the applicable RWQCB and the State Water Resources Control Board for construction of the site under the General Storm Water Permit to Discharge Storm Water Associated With Construction Activity. The Storm Water Pollution Prevention Plan (SWPPP) will include the following: 1) Project Description; 2) Best Management Practices for Storm Water Pollution Prevention; 3) Inspection, Maintenance, and Record Keeping; and 4) Training.

Evaluation

a)	Would the project violate any water quality standards or waste discharge requirements?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. Proposed construction, operation, and waste disposal activities are to be performed in accordance with all applicable regulations.

b)	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

b) Less Than Significant Impact. The project will not involve groundwater extraction. However, net impermeable area will be increased by about 40,000 square feet on the site. To minimize potential impacts, the grading and drainage design of the project will contain the water which falls on the site within the boundaries of the property in such a way as to allow this water to continue to be available for recharge of the underlying groundwater.

c)	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

c) Less Than Significant Impact. No streams or rivers exist on or adjacent to the site. A site-specific grading plan is to be developed for the site that will require review and approval by City of San Bernardino. Any impact to on- or off-site erosion and siltation characteristics would be expected to be minimal.

d)	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

d) Less Than Significant Impact. No streams or rivers exist on or adjacent to the site. A site-specific grading plan will be developed for the site which will require review and approval by City of San Bernardino. Any impact to on- or off-site flooding characteristics would be expected to be minimal.

e)	Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

e) Less Than Significant Impact. Policy 7.10.1 of the City of San Bernardino General Plan requires that, "Improvements to existing storm drain and flood control facilities necessitated by a new

development proposal be borne by the project proponent; either through the payment of fees, or by the actual construction of the improvements." Runoff control structures are to be constructed as required by the local agency as a condition of approval of the building permit.

f)	Would the project otherwise substantially degrade water quality?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

f) Less Than Significant Impact. Proposed construction practices are expected to minimize impacts to water quality to the less than significant level.

g)	Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. The project does not include housing.

h)	Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

h) No Impact. The project is not located within a 100-year floodplain (PEA, 2000, Figure 21-9).

i)	Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

i) No Impact. No dams or levees exist in the site vicinity that could impact the site (PEA, 2000, p. 21-25).

j)	Would the project expose people or structures to a significant risk of loss, injury or death due to inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

j) Less Than Significant Impact. At the project location, the likelihood of occurrence of seiche, tsunami or mudflow is small (PEA, 2000, p. 21-26). Any risk to people or structures is considered less than significant.

IX. LAND USE PLANNING

Setting

The proposed terminal facility will be located on two 5.0-acre parcels on North Industrial Parkway, in the City of San Bernardino. The general project vicinity exhibits a rural to urban transition including industrial development and vacant land. The site has been graded and fenced and will be occupied by a

20,000 square-feet terminal building and an additional 20,000 square-feet for the generator building, property access, parking, and other ancillary needs. The site is bordered by North Industrial Parkway on the southwest, Interstate 215 on the northeast, and vacant land on the northwest and southeast. Vacant land is also located across from the site on North Industrial Parkway while a waste disposal facility is located further to the southeast on North Industrial Parkway. See Figure 21-1 in this Initial Study and PEA Figures 21-1 through 8 for detailed locator and site vicinity maps.

The General Plan and Zoning designations for the site are "Industrial Heavy District." The proposed project would be considered a permitted use under the site's zoning designation. The project is not anticipated to conflict with any adjacent uses and is considered consistent with the General Plan and Zoning Ordinance. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant land use impacts are anticipated. See Figure 21-1 in this Initial Study and PEA Figures 21-5, 7, and 8 for locations of adjacent uses.

Evaluation

a)	Would the project physically divide an established community?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The project site is located in an area that has been prepared for industrial development. The proposed project would be constructed in the vicinity of other industrial facilities, immediately adjacent to Interstate 215. Thus, the project would not divide elements of the local community.

b)	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact**.** The General Plan and Zoning designations are "Industrial Heavy District." As a utility and communications facility, the proposed project would be considered a permitted use under the existing zoning designation. The proposed project would be consistent with other industrial uses in the immediate vicinity and is not expected to conflict with any applicable land use plans, policies, or regulations.

c)	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

X. MINERAL RESOURCES

Setting

The major mineral resources extracted in San Bernardino County are cinders, clay, decorative rock, gold, limestone, and sand and gravel (CDMG, 1996). Sand and gravel are produced in large quantities in the San Bernardino City area. The project site is located in a industrial/urban area and is not designated by the State or San Bernardino County for mineral resources (PEA, 2000, p. 21-26).

Evaluation

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. There are no known mineral resources within the project area.

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 other land use plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. There are no known mineral resources within the project area.

XI. NOISE

Setting

The surrounding properties are mostly vacant parcels planned for industrial development. The distances to the closest public receptor is approximately 100 feet west from the site boundary. The site is not located within two miles of a public or private airport and the site is not within an airport land use plan.

The City of San Bernardino restricts construction activities to the period 7 am and 7 pm, Monday through Friday. There is no numerical threshold for noise from construction sites. The City of San Bernardino General Plan, Chapter 14, has a noise threshold of 65 dBA CNEL (exterior) and 45 dBA CNEL (interior) for project operations.

Evaluation

a)	Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less Than Significant Impact. The proposed project would not generate noise levels in excess of local standards during construction because there are no numerical thresholds that apply. Level 3

would comply with local construction-related noise ordinances by restricting construction activities to the period from 7 am to 7 pm Monday through Friday. Therefore, potential impacts associated with construction are less than significant.

During operation, the noise level at the nearest receptor (approximately 100 feet from the site) from testing the emergency generator was calculated as 62 dBA CNEL, which is below the applicable exterior CNEL threshold of 65 dBA. Since less than an acre of the 10-acre site would be developed and the developed area would be surrounded by buffer zones on all sides, the actual noise level at the receptor would be less.

Level 3 has already committed to implement measures to avoid or reduce impact.

- Level 3 will comply with local construction-related noise ordinances by restricting construction activities to the period 7 am to 7 pm.
- Level 3 will comply with the local operation noise ordinance by (1) setting the facility a sufficient distance back from the property boundary; and (2) using a generator enclosure that limits noise to 85 dBA at 5 feet.

b)	Would the proposal result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

b) Less Than Significant Impact. Project construction would not generate excessive groundborne noise or vibration. The low level groundborne vibration and noise generated during construction would be short term in nature, and generally would not extend more that a few feet from the active work area. Since the nearest public receptor and sensitive receptors are approximately 100 feet and 1,800 feet from the site boundary, respectively, there would be a less than significant impact from groundborne vibrations or noise during construction activities.

With regard to project operations, the 2,000 kW generator is the only potential source of excessive groundborne noise or vibration from site operations. The generator would be mounted on spring isolators that effectively reduce groundborne vibration by more than 95 percent. The 100-foot distance to the nearest receptor provides additional assurances that no excessive groundborne noise or vibration will be detected. Therefore, potential impacts associated with groundborne noise and vibration are less than significant.

c)	Would the proposal result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. There would be no permanent noise sources at the facility. Therefore, there would be no impacts.

d)	Would the proposal result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

d) Less Than Significant Impact. Temporary increases in ambient noise levels would occur during construction. However, temporary increases in ambient noise levels would not be significant and would be in compliance with the local construction noise ordinance. Therefore, potential impacts associated with temporary increases in ambient noise levels are less than significant.

With regard to project operations, periodic increases in ambient noise levels would be generated by the emergency back-up generator during weekly half hour testing periods and power outages, and by weekly maintenance activities. This noise would not significantly increase ambient noise levels, particularly since surrounding uses would be separated from the source by a buffer area around the perimeter of the site. Therefore, potential impacts associated with periodic increases in ambient noise levels are less than significant.

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 expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The site is not located within an airport land use plan or within two miles of a public airport. Therefore, there are no potential impacts.

f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. The site is not located within two miles of a private airstrip. Therefore, there are no potential impacts.

XII. POPULATION AND HOUSING

Setting

The site is located within the City of San Bernardino, with a population of 177,969 as of 1998 (PEA, 2000, p. 21-30). The nearest housing is located more than a mile west of the site, and across the BNSFRR ROW.

Evaluation

a)	Would the project 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)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No impact. The proposed project would neither create new housing, nor extend or expand roads or other infrastructure that could induce, either directly or indirectly, population growth.

b)	Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No impact. The project site contains no residential dwellings. Consequently, development of the Terminal would not displace existing housing units nor create the need for replacement housing elsewhere.

c)	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No impact. The project site contains no residential dwellings. Consequently, development of the Terminal would neither displace local residents nor create the need for replacement housing.

XIII. PUBLIC SERVICES

Setting

The site is located within the City of San Bernardino. Fire protection is provided by the City of San Bernardino Fire Department. Police protection is provided by the City of San Bernardino Police Department. The nearest public park is Al Guhin Park located approximately one mile southeast of the project site. There are no schools within two miles of the site. The BNSFRR ROW is located approximately one-quarter mile west of the site (Figure 21-1). Fire protection equipment will be installed per local codes.

Evaluation

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 or the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. Three employees would permanently staff the terminal. Construction and operation of the terminal would have no impact on the local school, parks or other public facilities. An 8-foot fence with a locked gate to restrict access to the site would surround the facility grounds. The site would not have a significant impact on police services. A 2,400-gallon, double-walled, aboveground belly storage tank for diesel fuel would be located on the facility grounds. Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). Fire protection equipment would be installed per local codes. There are no parks in close proximity to the San Bernardino Terminal. The San

Bernardino Terminal would not have a physical effect on any parks or increase the need for parks in the area.

XIV. RECREATION

Setting

The nearest park to the proposed terminal site is Al Guhin Park, located approximately one mile southeast of the site, to the east of Interstate 215. Although the proposed project will include three permanent employees, the associated recreation demand on existing recreation facilities will not be significant and the proposed project will not require construction of additional recreational facilities. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant recreation impacts are anticipated with project implementation.

Evaluation

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The addition of three permanent employees will not significantly increase the use of existing neighborhood and regional parks or other recreation facilities.

b)	Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The project would not include recreation facilities nor require the construction of new recreation facilities which might have an adverse effect on the environment.

XV. TRANSPORTATION/TRAFFIC

Setting

The site would be located adjacent to Industrial Parkway, a four-lane, north/south street that turns into Hallmark Drive. Industrial Parkway does not generate enough daily trips to be considered reaching capacity. Traffic is very light on the street. The street has no turn lanes and is perpendicular to Palm Avenue, which is accessible from Interstate 215. There are no plans for widening Industrial Parkway at the present time.

The fiber optic cable, to which the facility would be connected, is located in the BNSFRR ROW. The connection to the facility from the running line would utilize existing utility corridors, which may include public streets.

There are no sidewalks on Industrial Parkway, and the shoulder of the roadway is not used by pedestrians. There are no bus stops on Industrial Parkway. The road is well lit by streetlights (PEA, 2000, p. 21-33).

Evaluation

a)	Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less Than Significant Impact. During construction of the proposed project, approximately 7 workers would be commuting to the site for approximately three months. Occasionally, trucks would deliver equipment and materials to the site as well as haul construction debris from the site to recycling centers or landfills. During the operational phase of the project, three permanent employees would commute to and from the site each day. This would not add a significant number of trips to area and would negligible increase in traffic. Therefore, potential impacts are less than significant.

b)	Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The limited project traffic would not result in a measurable increase in traffic congestion.

c)	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project would not affect air traffic patterns.

d)	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

d) Less Than Significant Impact. The proposed project involves the reuse of an existing industrial site. Access to the site would be via existing driveways. The driveway would be improved per City of San Bernardino Building Department direction.

e)	Would the project result in inadequate emergency access?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The project would not affect emergency access routes.

f)	Would the project result in inadequate parking capacity?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. Adequate parking would be provided on-site per City of San Bernardino code requirements.

g)	Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. There are no alternative transportation facilities located near the site. The project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

Electrical power is available from overhead power lines that run along the BNSFRR ROW west of the site. Sewer and water lines would be accessed from Industrial Way (Figure 21-2).

Waste would be generated at the San Bernardino Terminal site during site preparation, facility construction, and routine operation. Since the precise site-specific location of the facility in the available "development window" at the San Bernardino Terminal site has not yet been determined (see Figure 21-2). Solid waste generation during construction should be minimal, since the site is largely covered in weedy vegetation.

Level 3 would utilize the Victorville Landfill for disposal of the solid waste generated during site clearing. Level 3 short-term solid waste disposal needs fall well within the capacity of this landfill.

Stormwater drainage would be installed per City of San Bernardino Municipal Code, Section 12.44.040 (PEA, 2000, p. 21-35)

Fire protection equipment will be installed per San Bernardino Municipal Code, Section 15.16.020 adopts the California Uniform Fire Code (PEA, 2000, p. 21-35)

Evaluation

a)	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less Than Significant Impact. The proposed site would require water and sewer hook-ups. Three permanent employees would man the facility. The site would minimally increase the burden on wastewater treatment.

b)	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

b) Less Than Significant Impact. The proposed site would require water and sewer service; however wastewater generation would be minimal. The project would not require construction or expansion of water or wastewater treatment facilities.

c)	Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

c) Less Than Significant Impact. The proposed site would require construction and grading on vacant land. Two buildings and an access road would be constructed on the site. Storm water drainage facilities would be installed per the City of Bernardino Municipal Code, Section 12.44.040, construction of which would not cause a significant environmental impact.

d)	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

d) Less Than Significant Impact. The proposed site would involve minimal water use. The facility would receive a sufficient water supply from the existing municipal system.

e)	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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. Minimal wastewater would be produced on-site. The local wastewater treatment provider could adequately serve the proposed site.

f)	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

f) Less Than Significant Impact. The proposed site would involve the construction of two buildings, an access road, and other site development. Solid waste generation would be generated during construction and would be minimal during operation. The site's solid waste disposal needs could be served by Victorville Landfill, which is permitted by the State of California.

g)	Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. The project would not generate a significant amount of solid waste. Landfills where waste would be deposited would be in compliance with applicable solid waste laws. The project would comply with applicable solid waste laws.

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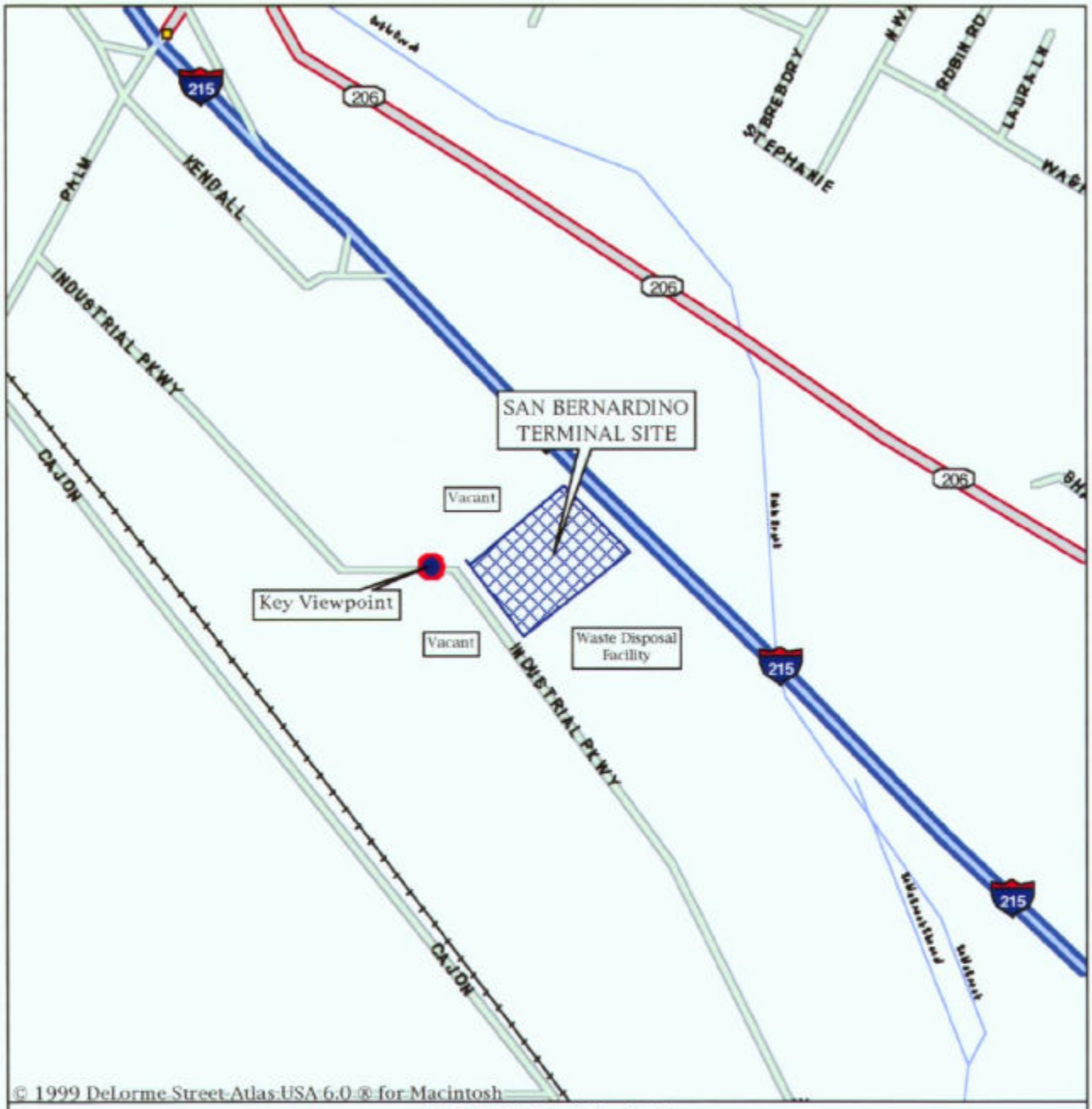

FIGURE 21-I-1

Mag 16.00
Sat Feb 26 11:21 2000
Scale 1:7,812 (at center)
500 Feet
200 Meters

Local Road
State Route
Interstate/Limited Access
Exit
Railroad
River/Canal

Level 3 Communications Infrastructure Project	**Figure 21-I-2** **San Bernardino Terminal**	View to the southeast from Industrial Parkway in the City of San Bernardino. The proposed Terminal would be located within the graded and fenced area visible in the left-center of the photo (to the left of the trailer).

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
21
PROJECT COMPONENT
San Bernardino Terminal
VIEWPOINT LOCATION
Industrial Parkway, west of the Terminal Site, viewing to the east toward the site.
ANALYST
Michael Clayton
DATE
2/4/00

VISUAL QUALITY

[X] **Low**
[ ] **Moderate**
[ ] **High**

Views of the site encompass a landscape in transition to urbanized uses. Visual elements include industrial development, infrastructure, vacant land, and rolling hills in the background. Landscape character is considered common and generally lacking in vivid and/or unique visual features. Overall visual quality is considered **low**.

VISUAL ABSORPTION CAPABILITY

Slope: LOW - Level terrain with no intervening landforms to screen project from view.

Vegetative Cover: LOW - Generally absent due to site grading.

Reclamation Potential: MODERATE - Areas of vegetation and soil disturbance would recover quickly following reclamation and replanting.

VIEWER SENSITIVITY

Views along Industrial Parkway, Cajon Boulevard, and Interstate 215 generally encompass landscapes undergoing development and transition to a more urbanized environment. Viewer expectations would include ongoing land development and introduction of built structures. Therefore, overall viewer sensitivity is rated low.

VIEWER EXPOSURE

Visibility: High

Distance Zones: [FG: 0-0.5mi.; MG: 0.5-4mi.; BG: 4mi.-horizon]
Foreground

Numbers of Viewers: High

Duration of View: Brief

Overall Viewer Exposure:
Moderate - due to high visibility and numbers of viewers, and foreground proximity; countered by relatively brief duration of view.

VISUAL IMPACT SUSCEPTIBILITY

[X] **Low**
[ ] **Moderate**
[ ] **High**

The low visual quality of the site combined with low viewer sensitivity and moderate viewer exposure, lead to an overall rating of **moderate** for visual impact susceptibility.

(over)

Level 3 Site No. 21 Viewpoint
(continued)

VISUAL CONTRAST RATING

CHARACTERISTIC LANDSCAPE DESCRIPTION

	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Flat to mounded	Absent to indistinct	Prominent vertical and horizontal forms
LINE	Horizontal to Curvilinear	Indistinct	Vertical, horizontal, curvilinear
COLOR	Tan to indistinct	Tan, green	Grey, brown
TEXTURE	Smooth to granular	Smooth	Smooth to coarse

PROPOSED ACTIVITY DESCRIPTION

	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Same	Same	Prominent, geometric
LINE	Same	Same	Same
COLOR	Same	Same	Same
TEXTURE	Same	Same	Same

DEGREE OF CONTRAST

	LAND/WATER BODY				VEGETATION				STRUCTURES			
	NONE	LOW	MODERATE	HIGH	NONE	LOW	MODERATE	HIGH	NONE	LOW	MODERATE	HIGH
FORM	√				√						√	
LINE	√				√				√			
COLOR	√				√				√			
TEXTURE	√				√				√			

TERM: ☒ Long ☐ Short | CONTRAST SUMMARY: ☐ None ☒ Low ☐ Moderate ☐ High

PROJECT DOMINANCE

Subordinate ☐ Co-Dominant ☒ Dominant ☐

VIEW IMPAIRMENT

None ☐ Low ☒ Moderate ☐ High ☐

VISUAL IMPACT SIGNIFICANCE

Potentially Significant Impact	Less than Significant With Mitigation	Less than Significant Impact	No Impact
☐	☐	☒	☐