Site 19. HANFORD ILA

Environmental Checklist

ENVIRONMENTAL CHECKLIST

1. Facility Title:
Level 3 Communications Infrastructure Project, Hanford ILA

2. Lead Agency Name and Address:
California Public Utilities Commission
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 site is located along the western edge of 10 ½Avenue, south of its intersection with Hanford Armona Road, in the City of Hanford, Kings County, California. The site is located within Kings County Assessor's Parcel Number 18-12-68. The entirely fenced site is 2.37 acres in size, with a 22,000 square feet manufacturing building and parking lot to the south and west. The site currently has water, sewer, gas, and electrical hook-ups. The site is mostly paved, with some unpaved areas and intermittent landscaping. Access to the site is currently located at its south border, with 10 ½Avenue to the east. The running line, located in the Burlington North Santa Fe (BNSF) Right-of-Way (ROW), would be located approximately 500 feet west of the site. A vicinity map of the site is provided as Figure 19-1. A plot plan of the site is provided as Figure 19-2. Additional site maps and detail are available in the PEA (PEA, 2000, following p. 19-42).

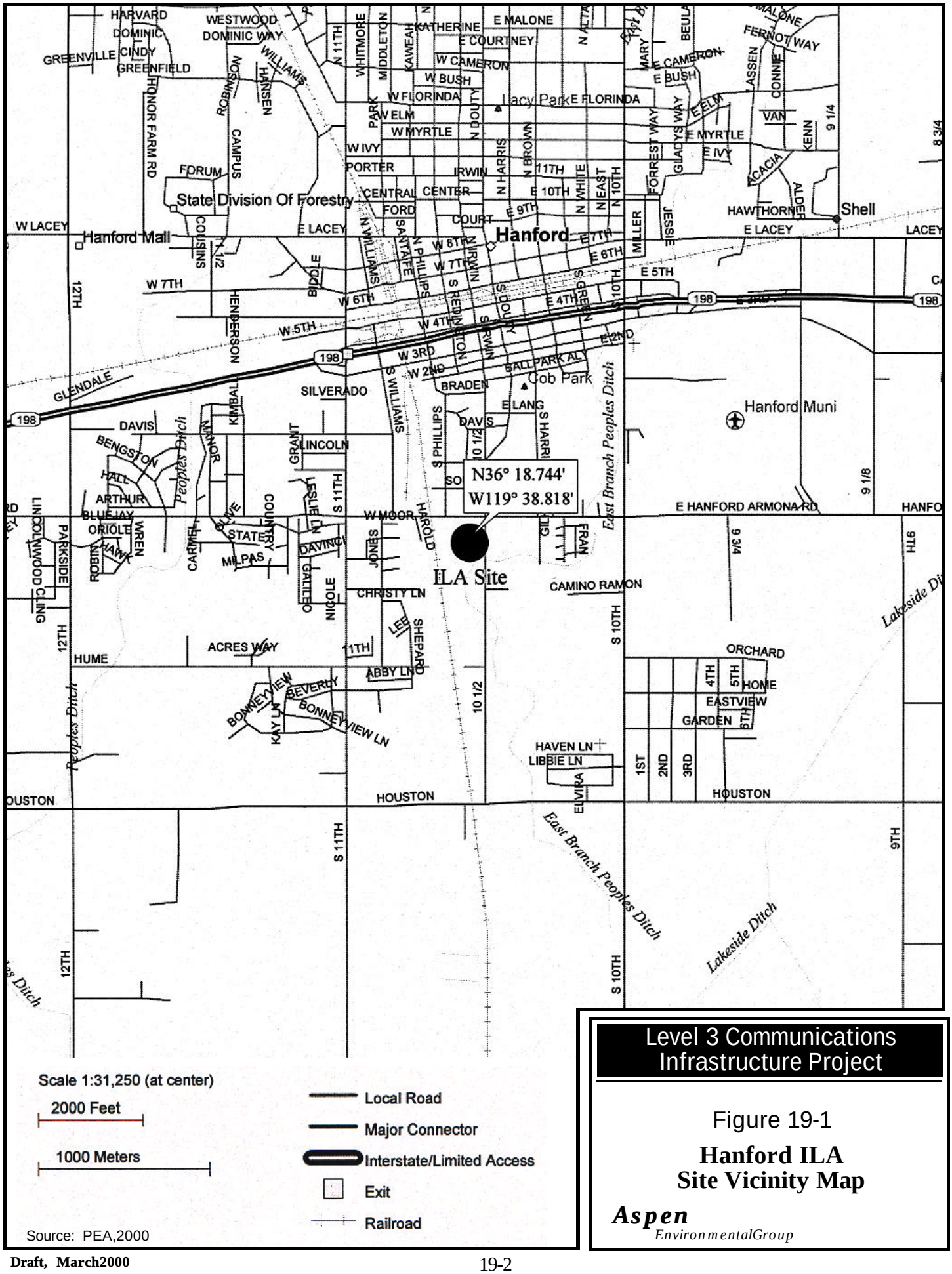
5. Proponent's Name and Address:
Level 3 Communications, LLC ("Level 3")
1450 Infinite Drive, Louisville, CO 80027
(303) 926-3000

6. General Plan Designation: Service Commercial

7. Zoning: Service Commercial

8. Description of Facility:
This checklist evaluates the design, construction, and operation of the Hanford ILA that will be located outside of existing an utility corridor.

The Hanford In-Line Amplification Facility (ILA) will be constructed on a developed 2.37-acre site at 11090 10 ½Avenue. This facility will encompass approximately 5,000 square feet of the parcel. Although the current owner will remove the existing metal building from the site, analysis by Level 3 will include demolition of the building. The concrete slab forming the floor will be used for ILA component placement. Prefabricated ILA structures will be delivered and placed on an engineered portion of the concrete pad. A separate generator structure will be constructed utilizing another engineered portion of the existing building pad.



Level 3 Communications Infrastructure Project

Figure 19-1

Hanford ILA
Site Vicinity Map

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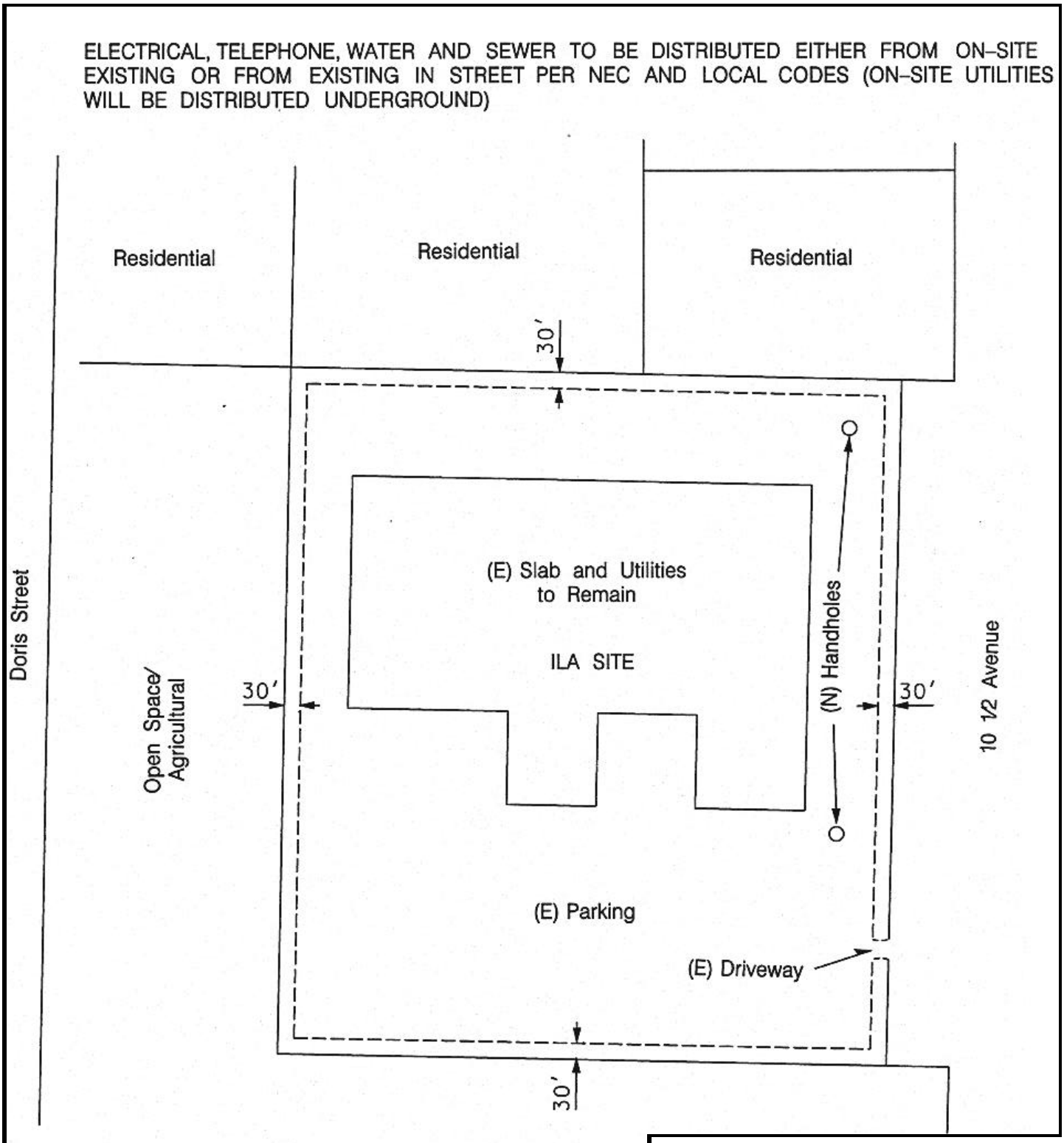

RequiredSetbacks:
Front-30'
Rear-30'
Side-30'

Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 19-2

Hanford ILA
Conceptual Plot Plan

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An ILA station is required to receive signals and amplify the light power that comes into it before transmitting the signal along the fiber optic cable. Signal amplification capabilities are required approximately every 60 miles or less along the network.

The proposed ILA station will include up to four prefabricated, transportable, modular amplification units (huts), each measuring 12 feet by 36 feet (432 square feet) and 10 feet 3 inches in height. The set of four huts will be installed on a 24 feet by 72-feet (1,728 square feet or 0.04 acre) section of the former building pad, and will be attached side-by-side.

All structures will arrive pre-assembled. No additional buildings will be constructed. Control and maintenance functions will occur within the proposed facilities. Parking space and a driveway providing access from 10 ½ Street exists to support site maintenance activities. Fencing around the ILA facility will be of chain link construction and will be eight feet tall. A locked gate will restrict access to the site.

The Hanford ILA will require electricity and telephone lines. Utility lines supporting these capabilities are located on site. Normal electrical power will be provided, consisting of 400-amp, 480-volt, three-phase service. All on-site utility lines will be run underground per NEC and local codes. No water or sewer hookups are anticipated because the site will be unmanned. No site grading is anticipated nor will there be any net change in impervious surfaces. Thus, no change in storm water drainage characteristics is anticipated. Fire protection equipment will be installed per local codes.

Figure 19-2 is a conceptual plot plan of the Hanford ILA site showing required setbacks and locations of utility and vehicle access. The area bounded by the setbacks is the "development window" within which the present building is situated. The precise location of the ILA facility will be determined during the engineering design phase of the project.

Site development will require no grading for placement of the generator shelter or for access and parking. Upgrading of the generator and ILA shelter foundations will be engineered and completed prior to delivery of prefabricated components (i.e., shelter placement), placement of the fiber optic cable line, and installation of utility connections. Erection of perimeter fencing will occur prior to all improvements. The fiber optic cable feed to the ILA will be from the railroad ROW entering the east side of the property via Armona Road and 10 ½Street.

The connection to the ILA 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 back-filling. The existing building will be removed and relocated by the current owner of the property. However, the analysis of this Initial Study includes this demolition and it's resulting 190 cubic yards of waste and other construction-related waste. During construction, no offsite areas will be required for mobilization or parking of construction or worker vehicles.

One 300-kilowatt, 449-horsepower (hp) diesel-powered generator will provide emergency power to the set of four ILA huts. The pre-cast concrete generator housing or shelter will be approximately 12 feet wide, 24 feet long (288 square feet), and 10 feet high. It will arrive at the site preassembled and be installed on a concrete foundation. Insulation will be provided as needed for noise abatement. The generator will be mounted on a 1,000-gallon, double-walled, aboveground storage tank that is 13 feet long by 8 feet wide by 1 foot 9 inches high. The double-walled storage tank on which 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 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. 19-2). The tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote).

During operation at 100-percent load, the 449-hp generator consumes approximately 22 gallons of diesel fuel per hour (gph). At 75 percent load, fuel consumption rate is 16.5 gph. During most of the 30 minutes of testing and maintenance run time each week, the generators will run at 50-percent load. However, for the purpose of this "worst-case" calculation, a 75-percent load and 30 hours of run time each year (i.e., 1/2-hour/week times 52 weeks, plus four hours contingency) is assumed. Therefore, 30 hours per year multiplied by 16.5 gph equals 495 gallons of diesel fuel consumption per year for testing and maintenance. Testing of the emergency generator will be controlled remotely, and will not be part of site maintenance activities.

Each generator with 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 Level 3 personnel could not manage, the emergency response contractor will be called.

Technical staff will be trained in safety and spill-response procedures that should be implemented during diesel fuel 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, the 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 for the fuel tank, 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 ILA site will not be permanently staffed. Each will be visited approximately once a week for routine maintenance, data downloading, and fuel tank filling (assumed for analysis purposes to be 60 trips per year).

Current and potential cumulative projects in the vicinity of the proposed Hanford ILA site are provided in Table 19-1 of the PEA (PEA, 2000, follows p. 19-42). Criteria used for the cumulative impact analysis include the following:

- 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 window" for the project-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.

Table 19-1 of the PEA lists four current projects and four future projects within two miles of the project site. Current projects are relatively minor and range from commercial establishments to changes in a building's use. Future projects building renovation and expansion plans and one new medical office.

9. Surrounding Land Uses and Environmental Setting:

Surrounding uses include: (North) five single family residences (two are adjacent to the site); (East) service commercial uses, including the Pacific Bell maintenance yard and Hanford Roofing Company; (South) open space used previously for agriculture; and (West) open space used previously for agriculture. 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 Hanford.

The City of Hanford Zoning Ordinance allows public utility structures within the Service Commercial zoning district subject to Site Plan Review and an approved Conditional Use Permit (17.28.050 E). The purpose of the City's Site Plan Review is to enable the community development department to determine whether the proposed use is in conformity with the intent and provisions of the Zoning Ordinance, and to examine compatibility with surrounding land uses (PEA, 2000, p. 19-3).

Specific local policies relevant to each of the sixteen environmental impact issue areas are provided in Table 19-2 of the PEA (PEA, 2000, follows p. 19-42). 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.

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 all potentially significant impacts have been mitigated to a level of less than significant through either (1) the additional mitigation measures receommended in this Checklist, or (2) the Environmental Commitments described below.

The proposed facility is an element of the project addressed in an Application for Modification of an existing Certificate of Public Convenience and Need (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 rights-of-way. The project will incorporate all of the 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

The site is located in a rural to urban transition landscape comprised of built structures and open space. Existing visual quality and viewer sensitivity are rated low, while viewer exposure is rated moderate. Visual absorption capability is rated high since the proposed project will replace an existing building with one of similar form, line, and color (see the Visual Analysis Data Sheet at the end of this Initial Study). No project-induced visual contrast is expected since the replacement facility will have visual characteristics similar to the previous structure. 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 visual impacts are anticipated and no mitigation measures are recommended. Figure 19-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 19-I-2 shows the view from the Key Viewpoint. These figures are located at the end of this Initial Study. Also, see PEA Photos 19-A through D for additional views (PEA, 2000, follows p. 19-42).

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. The project site is not located within the viewshed of a scenic vista. The project will result in the replacement of an existing structure with a facility of similar visual character.

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) No Impact. Existing views of the site encompass a complex rural to urban transition visual setting composed of industrial, commercial, and residential development; paved surfaces and infrastructure;

and open space. Since project construction will involve the replacement of an existing building with a facility of similar visual character, visual absorption capability is considered high. The proposed project would not significantly change 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 are "Service Commercial." The site does not hold any special agricultural designations and is not currently used for agricultural purposes. The site currently contains a 22,000 square-foot manufacturing building. 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 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 a developed urban parcel and does not retain properties of significant agricultural value (see [a] and [b] above). Project construction would result in the continuation of a developed site, and would not result in the conversion of farmland or significant agricultural potential to a non-agricultural use.

III. AIR QUALITY

Setting

The proposed project is within the San Joaquin Valley Air Basin and is currently designated as a nonattainment area for state and national one-hour average ozone standards and for state and national respirable particulate matter (PM10) standards. There are a number of commercial establishments and residences located adjacent to the site. The distance of the closest sensitive receptor to the nearest boundary of the site is approximately 20 feet.

As part of the ozone and PM10 attainment strategies under the applicable federal and state air quality plans, SJVUAPCD requires that there be no significant increase in emissions of NO_x, ROC, and PM10 from new and modified sources. To meet these objectives, numerical thresholds are set on construction and operation related emissions of pollutants.

SJVUAPCD recommends the use of emission threshold to regulate individual development projects. For VOCs and NOx, the thresholds are annual, equal to 10 tons per year (tpy). In contrast, the thresholds for PM10, SOx, and CO are expressed on a daily basis (80 lb/day, 150 lb/day, and 550 lb/day, respectively).

Under SJVUAPCD Rule 2010, installation and operation of an internal combustion engine requires an authority to construct permit and a permit to operate. The construction and operation of the internal combustion engine must be in accordance with SJVUAPCD's Rule 2201 which requires Best Available Control Technology ("BACT") to minimize nitrogen oxide ("NO_x") and volatile organic compound ssions, precursors to ozone. By controlling NO_x and VOC emissions, the BACT requirements also indirectly reduce PM10 emissions because both NO_x and VOC are also precursors to secondary formation of PM10. SJVUAPCD Rule 2201 includes an offset exemption for emergency standby generators for which adequate documentation can be provided that operation does not and will not exceed 200 hours per year, and will not be used in conjunction with any utility voluntary demand reduction program. Under this exemption, emissions associated with the occasional use and testing of emergency generators are not subject to numerical thresholds.

Rule 4701-Internal Combustion Engines, specifies emission limits, and requirements for monitoring, testing, and record keeping. The requirements of this rule will not apply so long as the emergency generator/standby engine complies with SJVUAPCD Rule 2201 exemption conditions.

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 from mobile sources and the emergency generator, and the resulting emissions are estimated in Table 19-III-1 (PEA, 2000, Table 19-3). These resulting emissions are well-within regulatory thresholds. Therefore, project emissions would be in compliance with the applicable air quality plan.

Generator testing and the visiting technician vehicle will contribute operational air emissions as shown in Table 19-III-1. The generator will be constructed and operated in a manner consistent with existing air quality plans by fully complying with the requirements of Rule 2010, and, in particular, meeting the BACT requirements of Rule 2201. Operation of the emergency standby generator will be in compliance with the offset requirements of Rule 2201 because it will be operated less than 200 hours per year, will not be used in conjunction with any utility voluntary demand reduction program, and will be fully documented with regard to duration of use.

Normal operations at the site will generate approximately one vehicle trip to and from the site each week.

Level 3 will take the following actions:

- Obtain an authority to construct and permit to operate the emergency standby generator under SJVUAPCD Rule 2010.

- Construct and operate the generator under BACT in accordance with SJVUAPCD's Rule 2201 to minimize NO_x and VOC emissions. Based on SJVUAPCD guidance, BACT for NO_x emissions will include a turbocharger with intercooler/aftercooler and engine timing retard by a minimum of four degrees from the manufacturer's standard timing, or a maximum emission rate of 7.2 grams of NO_x per horsepower-hour (Paul, 1999). BACT for VOC emissions will include positive crankcase ventilation and use of fuel satisfying reformulated diesel specification established by the Air Resources Board.

- Obtain an offset exemption for the emergency standby generator as provided by Rule 2201and document that the generator will not and does not operate more than 200 hours per year and will not be used in conjunction with any utility voluntary demand reduction program.

Level 3 will fully comply with SJVUAPCD's Rule 8020 by implementing the following dust control measures during construction, as applicable:

- Dust emissions from all disturbed areas, including storage piles that are not being actively utilized for construction purposes, will be effectively stabilized using water, chemical stabilizer or suppressant or vegetative cover.

- Dust emissions from all on-site unpaved roads and off-site unpaved access roads will be effectively stabilized using water or chemical stabilizer or suppressant.

- Fugitive dust emissions from all land-clearing, grubbing, scraping, excavation, land-leveling, grading, cut and fill, and demolition activities will be effectively controlled by watering during these activities or

TABLE 19-III-1 AIR QUALITY CALCULATIONS

Construction Engine Emissions

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (1) (hrs or trips)	NUMBER OF DAYS	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (2)	NO_x Daily (lbs/day)	NO_x Total (tons)	VOC EF (2)	VOC Daily (lbs/day)	VOC Total (tons)	PM_{10} EF (2)	PM_{10} Daily (lbs/day)	PM_{10} Total (tons)	SO_x EF (2)	SO_x Daily (lbs/day)	SO_x Total (tons)	CO EF (2)	CO Daily (lbs/day)	CO Total (tons)	NOTES
Demolition (190cy)																					
Excavator	84	8	3	1	-	774	14	0.020	64	1.1	0.002	13	0.2	0.0004	58	1.0	0.002	79	1.4	0.002	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.001	2.2	0.3	0.0003	0.59	0.08	0.0001	0.31	0.0	0.000	14.0	1.9	0.002	7
Semi-end Dump Trucks	20 ton	3	3	-	100	11.3	15	0.022	2.2	2.9	0.004	0.59	0.8	0.001	0.31	0.4	0.001	14.0	19	0.028	7
Worker Light Truck	Light	2	3	-	30	1.00	0.3	0.0004	0.35	0.1	0.0001	0	0	0	0.06	0.02	0.00002	7.22	1.9	0.0029	7
Maxima and Subtotals (Demolition)							30	0.04		4.4	0.006		1.1	0.002		1.5	0.002		24	0.03	
Pad Construction (270cy)																					
Cement Truck	10 yd3	4	2	-	30	11.3	6.0	0.0060	2.2	1.2	0.0012	0.59	0.3	0.0003	0.31	0.2	0.0002	14.0	7.4	0.0074	7
Gravel Truck	10 yd3	4	1.5	-	30	11.3	6.0	0.0045	2.2	1.2	0.0009	0.59	0.3	0.0002	0.31	0.2	0.0001	14.0	7.4	0.0056	7
Worker Light Truck	Light	2	2	-	30	1.00	0.3	0.0003	0.35	0.1	0.0001	0	0	0	0.06	0.02	0.00002	7.22	1.9	0.0019	7
Maxima and Subtotals (Pad Construction)							12.2	0.01		2.4	0.002		0.62	0.001		0.3	0.0003		16.8	0.01	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	12	1	-	774	14	0.082	64	1.1	0.007	13	0.2	0.001	58	1.0	0.006	79	1.4	0.008	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.001	2.2	0.3	0.000	0.59	0.1	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	7
Worker Light Truck	Light	2	12	-	30	1.00	0.3	0.002	0.35	0.1	0.001	0	0	0	0.06	0.02	0.00010	7.2	1.9	0.011	7
Maxima and Subtotals (Trenching and Utility Installation)							15	0.08		1.5	0.008		0.31	0.0015		1.1	0.006		5.2	0.02	
Shelter Placement																					
Crane	150 ton	8	1	1	-	576	10	0.005	82	1.4	0.001	64	1.1	0.0006	41	0.7	0.0004	1624	29	0.014	8
Equipment Delivery Truck	Low boy	1	1	-	150	11.3	7.4	0.004	2.2	1.5	0.001	0.59	0.4	0.0002	0.31	0.2	0.0001	14.0	9.3	0.005	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.000	0.35	0.1	0.000	0	0	0	0.06	0.02	0.00001	7.2	1.9	0.0010	7
Maxima and Subtotals (Shelter Placement)							18	0.01		3.0	0.001		1.5	0.001		0.9	0.0005		40	0.02	
General Construction Activities																					
Compactor	<25 hp	6	12	1	-	8	0.11	0.0006	227	3.0	0.018	1.4	0.02	0.0001	0	0	0	6350	84	0.504	8
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.0015	2.2	0.3	0.0003	0.59	0.1	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	7
Construction Generator	<50 hp	8	12	1	-	0.02	0.0003	0.000002	0.002	0.00004	0.0000002	0.001	0.00002	0.0000001	0.002	0.00004	0.0000002	0.01	0.0002	0.000001	8
Water Truck	4500 gal.	1	2	-	30	11.3	1.5	0.001	2.2	0.29	0.0003	0.59	0.08	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	6
Worker Light Truck	Light	1	18	-	30	1.0	0.13	0.001	0.35	0.05	0.0004	0	0	0	0.06	0.008	0.00007	7.2	1.0	0.009	7
Maxima and Subtotals (General Construction)							3.2	0.005		3.6	0.019		0.2	0.0003		0.090	0.0002		89	0.52	
Maxima and Subtotals, Construction Engine Emissions [3]								0.15			0.04		1.5	0.005		1.5	0.009		89	0.61	
Total Construction Emissions (Fugitive plus exhaust)								0.15			0.04		25	0.16			0.009			0.61	
Construction Thresholds								10 tpy			10 tons VOC/year		80 lb/day			150 lb/day			550 lb/day		
Insignifigant Impact [9]								Yes			Yes		Yes			Yes			Yes		

Construction Fugitive Dust Emissions

SOURCE	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	AREA OF GRADING / TRENCHING	PM_{10} EMISSIONS EF	PM_{10} EMISSIONS (daily lbs)	PM_{10} EMISSIONS (total tons)	NOTES
Demolition	8	3	0.51 acres	39.4 lb/acre-day	20	0.030	12
Access Road Use	8	18	0.23 acres	39.4 lb/acre-day	9.1	0.081	13
Trenching - Cable Installation	8	12	-	0.51 lb/hr	4.1	0.024	
Wind Erosion	24	12	0.53 acres	6.6 lb/acre-day	3.5	0.021	11
Subtotal, Construction Fugitive Emissions [3]					23	0.16	15
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) [3]						0.16	

(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)	VOC EF (g/hr) [2]	VOC Daily (lbs/day)	VOC 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	337	0.5	60	1		2,325	2.56	0.08	337	0.37	0.011	135	0.15	0.004	313	0.35	0.010	2,865	3.2	0.09	6,14
	(300 KW)																				
Worker Light Truck	Light	-	60	1	30	1.0	0.13	0.004	0.35	0.05	0.001	0	0	0	0.06	0.01	0.0002	7.2	0.96	0.03	7
Total Operation Emissions [5]							2.70	0.08		0.42	0.013		0.15	0.004		0.35	0.011		4.1	0.12	
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 engine 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^{o}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 sum of 115-foot by 66-foot fenced compound and 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) Daily construction fugitive emissions includes the specific activity plus wind erosion.

- Presoaking. When materials are transported off-site, all material will be covered, effectively wetted to limit visible dust emissions, or kept below at least six inches of freeboard space from the top of the container

- All operations will limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. Dry rotary brushes will not be used except when preceded or accompanied by sufficient wetting to limit the visible dust emissions. Blower devices will not be used

- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, fugitive dust emissions from the piles will be effectively stabilized utilizing sufficient water or chemical stabilizer or suppressant.

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. As discussed above, the Hanford ILA Site lies in an area designated as nonattainment of the National and California Ambient Air Quality Standards for ozone and PM10.

SJVUAPCD recommends the use of emission threshold to regulate individual development projects (Table 19-III-1). These thresholds apply to emissions from construction equipment to be used in this project. For VOCs and NO_x, the thresholds are annual, equal to 10 tons per year (tpy). In contrast, the thresholds for PM10, SO_x, and CO are expressed on a daily basis (80 lb/day, 150 lb/day and 550 lb/day, respectively).

Construction activities would require up to two months to complete. Construction of the project would generate fugitive dust (including PM10), and other criteria air pollutants from exhaust emissions basically limited to trenching and grading activities and material delivery (such as cement) by truck. Air quality impacts from fugitive dust emissions during construction will be temporary and intermittent.

As discussed under III(a) above, Level 3 would implement a comprehensive series of dust control measures to manage fugitive dust during construction.

Over the long-term, the project would result in emissions from operation of both stationary and mobile sources (Table 19-III-1). However, mobile source emissions would be negligible because the site would be unmanned and routine motor vehicle activity would result only from weekly site visits to check on the computers and download information. Stationary source emissions would result from operation of the emergency, diesel-powered, emergency generator during weekly routine testing and during unforeseen emergency electricity loss.

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 which 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 Hanford ILA site is one of four PEA sites in the San Joaquin Valley under the jurisdiction of the SJVUAPCD (the other three being Stockton, Bakersfield, and Fresno). Potential total construction emissions from all four sites were analyzed for the possibility of

simultaneous construction. The same thresholds apply to assessment of total project emissions as were used to evaluate emissions from individual project sites.

Simultaneous construction at all four sites will not exceed the annual or daily numerical thresholds. Therefore, the potential cumulative air quality impact associated with the four sites are less than significant.

Cumulative emissions from testing and maintaining the emergency generators at all four PEA sites in the San Joaquin Valley are exempt from offset requirements because the emissions from each generator are exempt. Emissions that are exempt from regulatory requirements are considered to have impacts that are less than significant.

The project's incremental contribution to the cumulative effect of additional emissions sources on the regional ozone and PM10 concentrations would not be cumulatively considerable because ozone impacts are the result of the cumulative emissions from numerous sources in the region and transport from outside the region. All but the largest individual sources emit VOCs and NO_x in amounts too small to make a measurable effect on ambient ozone concentrations.

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

d) Less Than Significant Impact. Sensitive receptors are defined as facilities that house children, elderly, and ill members of the population, such as schools, day-care centers, hospitals, retirement homes, hospices, and residences. The nearest neighbors to the ILA site are adjacent industrial buildings. The distance of the closest sensitive receptor (a residence) to the nearest boundary of the site is approximately 300 feet.

Project construction would affect an area of less than one acre within the larger 2.37-acre site; therefore, receptors associated with surrounding uses would be buffered from the effects of project construction. This buffer, along with the low levels of construction emissions, would prevent substantial pollutant concentrations from reaching sensitive receptors. Through application of fugitive dust control measures outlined above, these emissions will be kept below a level of significance.

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

A warehouse (Rich Peel Garlic Company) currently occupies the proposed site. The project area is heavily disturbed. The railroad and a disturbed field are found to the north of the site. Similar warehouse development is located to the south. A disturbed field of non-native grassland is to the west and residential development is found to the east of the site.

Placeholder for Figure 19-III-1 11 x 17 start odd takes two pages

Page 2

The site and vicinity are heavily disturbed and support no native habitat. The property includes three landscaped trees (fig and pine trees). There was no evidence of significant small mammal activity within the site boundaries; however, small mammal burrows in the immediate vicinity (the open areas to the north and west) do evidence some small mammal activity.

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) Less Than a Significant Impact. The site is heavily disturbed (22,000 square foot building and parking lot) and does not support any native habitat. Similar levels of disturbance characterize the vicinity. The adjacent open fields may provide marginal foraging opportunities for raptors. However, the trees onsite and in the vicinity do not provide sufficient nesting opportunities.

A list of sensitive species that potentially could occur on the project site was created based upon a California Natural Diversity Database search (Hanford Quadrangle**,** California Department of Fish and Game, March 2000) and knowledge of the site vicinity. Table 19-IV-1 includes these species and their potential for occurrence onsite.

TABLE 19-IV-1
Potential for Habitat at the Hanford ILA Site to Support Sensitive Species Occurring in the Vicinity

The San Joaquin kit fox (*Vulpes macrotis mutica*), a federal endangered and California threatened species, is associated with the annual grassland communities of the San Joaquin Valley. The species requires soft, sandy earth to dig burrows in. *The site is heavily disturbed and provides marginal habitat for the San Joaquin kit fox.*
The burrowing owl (*Athene cunicularia*) is a federal and California species of concern. This species utilizes the abandoned burrows of ground squirrels, foxes, and other small animals. Burrowing owls are often found in open, dry grasslands, deserts, and scrublands with low-growing vegetation. *The site is heavily disturbed and provides marginal burrowing owl habitat.*

Source: California Department of Fish and Game (CDFG). *Hanford Quadrangle, California Natural Diversity Database,* September 1999.

No appropriately sized burrows were observed that might provide potential nesting opportunities for burrowing owls (~~*Athene cunicularia*~~) and no burrowing owls or their sign were observed during the reconnaissance visit to the site by Level 3 Communications. The surrounding fence would likely deter the species from establishing a nest within the proposed site. However, based upon past observations of burrowing owls and their utilization of disturbed areas, the adjacent fields do provide marginal habitat for the species. This marginal habitat includes areas within 300 ft. of the site (a buffer established in the avoidance measures). Therefore, owls occupying this potential habitat could be disturbed, but not significantly, by proposed construction activities. The site provides no habitat for the San Joaquin kit fox (~~*Vulpes macrotis mutica*~~), a federal endangered and California threatened species.

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. This site does not support any riparian vegetation or other sensitive natural habitat. No sensitive habitat has been identified by local or state agencies.

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 proposed site and vicinity lacks jurisdictional waterways or vernal pool habitat.

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 site and vicinity are characterized by heavy development. It is unlikely that this site is located within a wildlife movement corridor or provides any significant nursery resources.

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 and vicinity are characterized by heavy development. It is unlikely that this site is located within a wildlife movement corridor or provides any significant nursery resources.

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. There are no biological resources onsite that would likely be protected under any habitat conservation plans or natural community conservation plans.

V. CULTURAL RESOURCES

Setting

The ILA property is located in the southern part of the City of Hanford in the southern San Joaquin Valley, Kings County. The parcel contains a recently built commercial/warehouse structure and the rest of the parcel is paved. The area is within the region occupied by the ethnographic Southern Valley Yokuts, Tachi tribelet.

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 of the site and area within a one half-mile radius by the California Historical Resources Information System (CHRIS), Southern San Joaquin Valley Information Center Central California Information Center, CSU Bakersfield. The search also included a check of the California Office of Historic Preservation Historic Property Data File for Kings 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. 99-325) and that there are no previously recorded prehistoric and historic archaeological sites and historic sites within one-half mile of the project. No historic properties are within one-half mile. 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 exposed ground surface on the parcel. The building on the project parcel is modern (1970) and is not eligible for the California Register of Historical Resources as it is not associated with significant historic events or important persons, does not have distinctive architectural characteristics, nor does it have the potential to yield information important in history. In addition, the structure is less than 50 years old. The facility will be installed inside the existing building.

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. The project site is underlain by the Modesto Formation (unit Qf). The archives and published literature do not report any recorded fossil localities on the project site or elsewhere in the Hanford 7.5-minute quadrangle. However, the Modesto Formation has yielded vertebrate fossils in other parts of the San Joaquin Valley. These fossil occurrences indicate the potential exists for fossil materials to be encountered during construction-related earth moving activities on the project site (PEA, 2000, p. 19-17).

To minimize potential impacts, Level 3 has already committed to paleontological monitoring as part of the project design and construction-related activities will be monitored by a qualified vertebrate

paleontologist or qualified paleontologic construction monitor. This would allow for the recovery of larger fossil remains at newly discovered fossil sites. Fossiliferous rock samples will be recovered and processed to allow for the recovery of smaller fossil remains. Monitoring will begin once earth moving is at 5 feet below grade or below any artificial fill and topsoil. All recovered fossil remains will be fully treated (prepared, identified by knowledgeable paleontologists, curated, catalogued) and, along with associated specimen data and corresponding geologic and geographic site data, placed in a recognized museum repository. The paleontologist will prepare a final report of findings that includes an inventory of recovered fossil remains. These measures would be in compliance with Society of Vertebrate Paleontology Guidelines for mitigating construction-related activities on paleontologic resources and for the museum's acceptance of a monitoring program for fossil collection.

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 (File No. 99-325). 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 Hanford site is in a flat-lying area. Hanford is located in the geologically and seismically stable Central Valley area. It is not located within an Alquist-Priolo zone, landslide, liquefaction, or subsidence hazard area (CDMG, 1973, 1999). The area may experience minor to moderate groundshaking from large earthquakes on faults outside of the local area. Soil in the project area is classified as having low expansion potential (USDA, 1986).

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) No Impact. The project site is not located within or near an Alquist-Priolo zone, a landslide hazard area, or liquefaction hazard area (CDMG, 1973, 1999). Slight to moderate magnitude groundshaking from significant earthquakes on faults located within approximately 125 miles of the project area

(Blake, 1998 and CDMG, 1973) may affect the project site. Compliance with local and state seismic building codes will minimize potential seismic hazards.

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 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 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 a unit of the Nord series (USDA, 1986), which is classified as having a low potential for 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 not be occupied and thus would not require sewer or other means of wastewater disposal.

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 is one school located within one-quarter mile of the site. The Hanford Municipal Airport is approximately 0.75 miles southeast of the project site; however, the project site is not located within any airport safety zone or within the airport land use plan.

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 onsite 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 onsite 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. One school, Lincoln Elementary School, is within one-quarter mile of the project site. Proper handling and storage of hazardous materials, and restricted access to hazardous materials would reduce the risk of exposure.

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).

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 within an airport land use plan. The Hanford Municipal Airport is approximately one mile northeast of the project site; however, the airport does not represent a safety hazard because the site would not be manned on a daily basis.

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. Redevelopment of this site for use as a regeneration 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 is would not be subject to wildland fires.

Level 3 has already committed to generators with spark arrestors to minimize potential impacts.

VIII. HYDROLOGY AND WATER QUALITY

Setting

The facility is to be constructed on an existing concrete pad. The site is not located within a 100-year floodplain (PEA, 2000, Figure 19-9, follows p. 19-42).

Level 3 has already committed to the following mitigation measures to minimize potential impacts. The following actions will be taken 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.

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) No Impact. The project will not involve groundwater extraction. Net impermeable area will not be increased on the site, so groundwater recharge will not be impacted.-

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 which 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) No Impact. The project involves construction on the concrete pad of an existing building. No site grading is anticipated nor will there be any net change in impervious surfaces. Thus, no changes in erosion or siltation characteristics on- or off-site are expected.

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) No Impact. The project involves construction on the concrete pad of an existing building. No site grading is anticipated nor will there be any net change in impervious surfaces. Thus, no changes in storm water drainage characteristics are expected.

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) No Impact. The project involves construction on the concrete pad of an existing building, so no net change in the amount and characteristics of runoff is expected.

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 19-9).

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) Less than Significant Impact. A dam exists upstream of the site that could potentially fail (PEA, 2000, p. 19-24). Entire communities are present downstream of this dam which would be impacted in the event of failure. It may be reasonably assumed that this dam has been constructed with the normal standard of care associated with major water resources facilities, and that the risk of failure is small. In addition, since the site is not permanently manned, the risk of injury or death would occur only during project construction and maintenance, and is therefore considered less than significant.

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. 19-24). Any risk to life and limb would be present only during project construction and maintenance, and is therefore considered less than significant.

IX. LAND USE PLANNING

Setting

The proposed site is located on 10 1/2 Avenue in the City of Hanford. The general project vicinity exhibits a rural to urban transition including industrial, commercial, and residential uses and open space. The 2.37-acre site is occupied by a 22,000 square-foot manufacturing building and parking lot

that is proposed to be replaced by the ILA facility. The site is bordered by 10 1/2 Avenue on the east with commercial uses across the street, open space previously used for agriculture on the south and west, and multiple residences on the north. See Figure 19-1 at the end of this Site Initial Study and the PEA Figures 19-1 through 8 for detailed locator and site vicinity maps.

The General Plan land use designation and Zoning designation for the project site is "Service Commercial." The proposed project would be a public utility structure which is a permitted use under the Service Commercial zoning designation, subject to administrative approval. The project is not anticipated to conflict with any adjacent uses and is considered consistent with the General Plan and Zoning Ordinance. The adjacent residences to the north are existing non-conforming uses in the Service Commercial zoning district. 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 19-1 in this Initial Study and PEA Figures 19-5, 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 already developed. The proposed project would replace the existing building and it's location 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 for the project site are "Service Commercial." The proposed project would be a public utility structure which is a permitted use under the Service Commercial Zoning designation, subject to administrative approval. The proposed project is not expected to conflict with any applicable land use plans, policies, or regulations, and would comply with any requirements or conditions of approval set forth in the City's Site Plan review process. The proposed project is also not expected to conflict with the existing residences (located adjacent and to the north) which are non-conforming uses under the "Service Commercial" zoning designation.

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 ILA site is an existing developed site. 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

There are no mineral resources extracted in Kings County (CDMG, 1996). The only mineral commodities in the Hanford Planning Area are sand and gravel. The project site is located in an urban/rural area not likely to be mined for sand and gravel (PEA, 2000, p. 19-26).

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 nearest public receptors to the site are residences located approximately 20 feet to the north of the proposed site. Other commercial uses are located approximately 50 feet to the east and 600 feet to the south. The site is not close to an airport and is not within an airport land use plan. There are no private airports near the site.

There are no established thresholds for construction noise that apply to the proposed site. The City of Hanford General Plan – Hazards Management Element has provisions that restrict and limit noise near residential land uses to Leq 50 dBA during daytime hours (7:00 am to 10:00 pm).

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 with Mitigation Incorporation. There are no established thresholds for construction noise that apply to the site. However, the City of Hanford General Plan, Hazards Management Element restricts and limits noise near residential land uses to Leq 50 dBA during daytime hours (7:00 am to 10:00 pm).

Because the facility would use prefabricated structures, the construction period would be less than two months. The estimated maximum noise level at the nearest receptors (residences) is approximately 76 dBA. The location of the project construction (placement of the emergency generator) would be set back at least 100 feet from the site boundary with the adjacent residences.

During operations, the potential maximum noise level at the nearest receptor from operation of the emergency generator during power outages and testing is calculated to be an Leq of 52.7 dBA. This assumes that the emergency generator would be at least 100 feet from the site boundary with the nearest adjacent receptor and that the special noise-insulating enclosure would be used.

Level 3 will comply with the local operational noise ordinance by installing the emergency generator at a 100 foot setback from the property boundaries of the residential receptors to the north and using an enclosure rated at 75 dBA at 5 feet for the emergency generator.

In addition to the foregoing, the following additional mitigation measure is recommended to further minimize potential impacts: Level 3 shall comply with the City of Hanford General Plan by restricting construction activities and emergency generator test to between the hours of 7:00 a.m. and 10:00 p.m. (Mitigation Measure 19-XI-1)

Incorporation of the Applicant-proposed measures and the Additional Mitigation Measure would reduce potential impacts to less than significant.

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. The project 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 than a few feet from the active work area. Since the nearest sensitive receptor is at least 120 feet from the proposed location of the emergency generator, there would be a less than significant impact from groundborne vibrations or noise during construction of the generation pad.

For the operational period, the generator would cause only localized vibration intermittently, for approximately 30 minutes a week. The generator would be mounted on a concrete pad with rubber vibration isolators, which reduce groundborne vibration by more than 95 percent. The buried innerduct would not generate perceptible vibration or noise. Consequently, potential groundborne vibration or noise impacts from site operations 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 impact.

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 the construction period of approximately two months, but these would not be significant. Periodic (weekly) noise levels would be generated during testing of the emergency generator, during power outages, and during maintenance activities. Compliance of this periodic noise with the local noise ordinance would be achieved with implementation of the Applicant-Proposed Mitigation Measures and the Additional Mitigation Measures. Therefore, temporary and periodic noise levels would not substantially increase ambient noise levels.

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.

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 airport.

XII. POPULATION AND HOUSING

Setting

The site is located within the City of Hanford, with a population of 40,307 as of January 1999 (PEA, 2000, p.19-29). The nearest housing is located adjacent to the north of the site, and consists of five single family, rural residential houses. There are no local policies for population and housing that apply to the proposed project or the project site.

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 involves the reuse of an existing industrial site for the installation of an ILA facility. The project would be unmanned, and would not induce new employment. No new housing or extension of major infrastructure would result. The project would not directly or indirectly induce 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 does not include the removal of any existing housing units. The proposed project involves the reuse of an existing industrial site for the installation of an ILA facility within the footprint of the existing industrial building. No replacement housing, therefore, would be necessary.

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 proposed project involves the reuse of an existing industrial site for the installation of an ILA facility. No existing housing will be removed. Consequently, no residents will be displaced and no replacement housing would be necessary.

XIII. PUBLIC SERVICES

Setting

The site is located in the City of Hanford. Fire protection is provided by the Hanford Fire Department. The nearest station is located approximately one mile northeast of the site. Police protection is provided by the Hanford Police Department. The nearest school to the site is Lincoln Elementary School, located one-quarter mile north of the site along 10 ½ Avenue. The nearest park is Coe Neighborhood Park, approximately one-half mile north of the site. The BNSF railroad ROW is located approximately 500 feet west of the site (Figure 19-1).

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. Construction and operation of the unmanned ILA facility 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 1,000-gallon, double-walled, aboveground diesel fuel storage tank 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 Hanford ILA. The ILA 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 ILA site is Coe Neighborhood Park, located approximately one mile northeast of the site. However, due to the un-staffed nature of the ILA facility, the proposed project will not result in additional use of existing recreation facilities or 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 proposed project will not be permanently staffed. Therefore, the proposed project will not contribute additional use of any 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 the west side of 10 ½Avenue, a two-lane, north/south local street. Traffic on 10 ½Avenue is relatively light. Uses contributing to traffic include the Service Commercial uses along its eastern edge and agricultural uses further to the south. There are no sidewalks, bus stops, bicycle lanes, or other pedestrian facilities on 10 ½Avenue. Access to the site is currently provided by a driveway at the site's southeast corner.

The City of Hanford General Plan Circulation Element designates 10 ½Avenue as a Local Street. Local Streets are defined as those which provide access to adjacent land uses only and do not provide a mobility function in the larger transportation network. The General Plan does not contain standards for local streets. The Circulation Element states that the majority of streets in the City are operating at high levels of service, with only five segments operating below level of service (LOS) "C". None of the segments operating below LOS C are located in the project area.

The project would be consistent with City and County circulation policies through conditions or fees imposed during the Site Plan Review.

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, one or two service persons would visit the site approximately once a week. The project would cause a 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) No Impact. Access to the proposed site would be via existing driveways. No changes to the site design are proposed.

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) Less than Significant with Mitigation Incorporation. The fiber optic cable feed to the proposed ILA site would be from the railroad ROW via Armona Road and 10 ½Street (see Figure 19-2). Emergency access along these roads could be affected during construction activities. The loss of a lane and the resulting increase in congestion could lengthen the response time required for emergency vehicles passing through the construction zone. Moreover, there is a possibility that emergency services may be needed at a location where access is temporarily blocked by the construction zone. This potential impact is considered less than significant with the following additional mitigation incorporated:

At locations where access to nearby property is blocked, provision shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes. (Mitigation Measure 19-XV-1)

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. Parking spaces would be provided on-site to accommodate vehicles used in periodic maintenance visits.

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 in the proposed project vicinity. The ILA would not conflict with any adopted policies, plans, or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

The site is currently wired to electricity and telephone via overhead lines along 10 ½Avenue. Sewer and water service is also available on-site. The solid waste service that serves the Hanford area is the Kings Waste and Recycling Authority. This service provides collection of solid and green waste, sorts recyclable materials, and disperses remaining waste to Kettleman Hills Landfill.

The proposed project would comply with applicable local policies for utilities and service systems during the Site Plan Review process.

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 has existing water service available on-site. Since the facility would be unmanned, wastewater generation would be minimal. The site would not exceed the wastewater requirements of the applicable Regional Water Quality Control Board.

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) No Impact. The proposed site has existing water service available on-site. The site would not require the construction or expansion of water or wastewater treatment facilities since a minimal amount of wastewater would be produced.

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) No Impact. The proposed facility would be constructed on a pre-existing concrete slab. On-site drainage facilities would not be altered or burdened; therefore, the project would not result in the construction or expansion of storm water drainage facilities.

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) No Impact. The proposed site would depend on the existing water service available on-site for the minimal water use occurring; however, Level 3 is aware of Objective PF 4 of the Hanford General Plan in which the developer must provide an adequate supply of water to support the General Plan level of development. There would be sufficient water supplies for the minimal water use occurring on-site.

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) Less than Significant Impact. Service personnel would visit the proposed site approximately once or twice a week. The local wastewater treatment provider could adequately serve the minimal amount of wastewater that would be generated during maintenance visits.

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 facility would involve the reuse of an existing concrete slab. Construction would generate minimal amount of solid waste since the building is constructed from prefabricated structures. The site's waste disposal needs could be served by the Kings Waste and Recycling Authority, 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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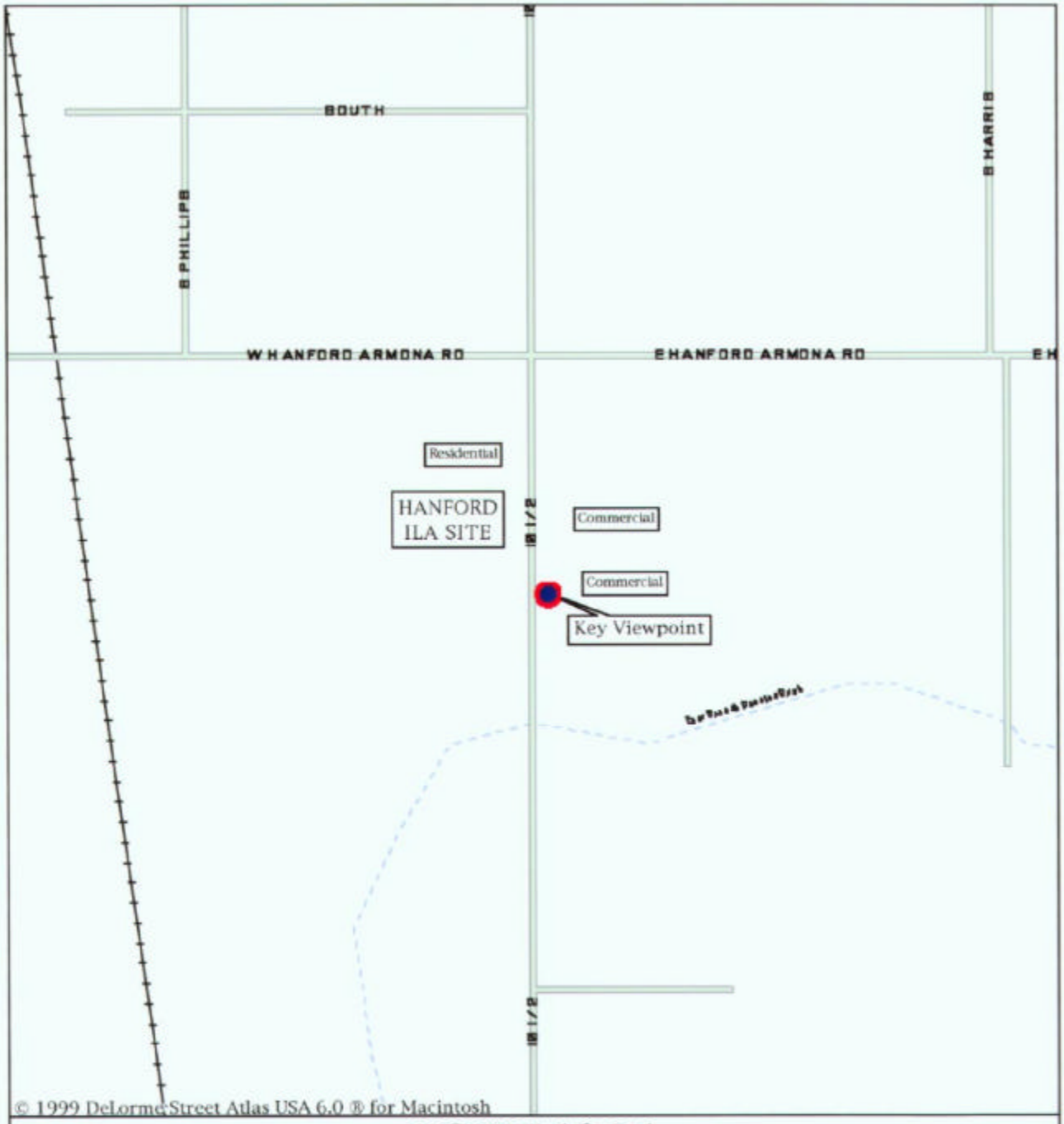

FIGURE 19-I-1

Mag 17.00
Fri Feb 25 23:25 2000
Scale 1:3,906 (at center)
200 Feet
100 Meters

Local Road
Railroad
Intermittent River

Level 3 Communications Infrastructure Project	**Figure 19-I-2** **Hanford ILA**	View to the northwest from northbound 10 1/2 Avenue in the City of Hanford. The proposed ILA would replace the existing metal building at 11090 10 1/2 Avenue shown in the above photo.

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
19
PROJECT COMPONENT
Hanford ILA
VIEWPOINT LOCATION
Northbound 10 1/2 Avenue, viewing to the northwest toward the existing building to be replaced by the ILA facility.
ANALYST
Michael Clayton
DATE
2/2/00

VISUAL QUALITY

[X] **Low** [ ] **Moderate** [ ] **High**	Views of the site encompass a foreground urban to rural transition setting of industrial development and agricultural land, paved surfaces, and infrastructure. Overall visual quality of this landscape is considered **low.**

VISUAL ABSORPTION CAPABILITY

The site is already developed with a structure which will be replaced by the proposed ILA which will have similar visual characteristics in terms of form, line, and color. Therefore, visual absorption capability is considered **high**.

VIEWER SENSITIVITY

Viewer expectations for the immediate project vicinity are for an urban/rural environment with some industrial character. The proposed project will not change the existing foreground visual character of the project site or viewer expectations. Overall viewer sensitivity is rated **low**.

VIEWER EXPOSURE

Visibility: High	**Duration of View:** Brief to Moderate
Distance Zones: [FG: 0-0.5mi.; MG: 0.5-4mi.; BG: 4mi.-horizon] Foreground	**Overall Viewer Exposure:** **Moderate** - resulting from high visibility, moderate traffic volumes, and brief to moderate duration of views.
Numbers of Viewers: Moderate	

VISUAL IMPACT SUSCEPTIBILITY

[X] **Low** [ ] **Moderate** [ ] **High**	Visual quality and viewer sensitivity are rated low while viewer exposure is rated moderate and visual absorption capability is rated high. The continuation of an existing industrial visual character will not result in an increase in visual contrast and the changes would not be particularly significant in views experienced by motorists on 10 1/2 Avenue. Therefore, visual impact susceptibility is rated **low**.

(over)

Level 3 Site No. 19 Viewpoint
(continued)

VISUAL CONTRAST RATING

CHARACTERISTIC LANDSCAPE DESCRIPTION			
	LAND/WATER BODY	**VEGETATION**	**STRUCTURES**
FORM	Level	Indistinct (developed site with minimal landscaping)	Prominent, geometric
LINE	Horizontal	Indistinct (developed site)	Vertical, horizontal to diagonal
COLOR	Indistinct (developed site)	Indistinct (developed site)	Grey, white, light blue
TEXTURE	Indistinct (developed site)	Indistinct (developed site)	Smooth to coarse

PROPOSED ACTIVITY DESCRIPTION			
	LAND/WATER BODY	**VEGETATION**	**STRUCTURES**
FORM	Same	Same	Same
LINE	Same	Same	Same
COLOR	Same	Same	Grey, tan, brown
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
☐	☐	☐	☑