Site 2. PALO CEDRO ILA

Environmental Checklist

ENVIRONMENTAL CHECKLIST

1. Facility Title:
Level 3 Communications Infrastructure Project, Palo Cedro 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 at 22020 Palo Way, in the unincorporated community of Palo Cedro, approximately 5 miles east of Redding in Shasta County, California (Assessor's Parcel Number 59-11-67). The site is an approximate 0.53-acre vacant parcel, nearly rectangular shaped, with a "jog" in the western property line. The site is bordered by Palo Way on the south (a private dead-end road), a vacant parcel on the north, and commercial businesses on the east and west. Highway 44 runs east-west on the other side of the parcel north of the site. Overhead utility lines run east-west on both sides of Palo Way. Beyond the adjacent parcels on the south, east, and west are additional commercial business with scattered vacant parcels in the area.

Currently there are two metal buildings on site with water hook-ups and electricity. Overhead utilities run east-west along both sides of Palo Way. A site vicinity map is provided as Figure 2-1; a site plot plan is provided as Figure 2-2. Additional site maps and detail are provided in the PEA (PEA, 2000, following p. 2-39).

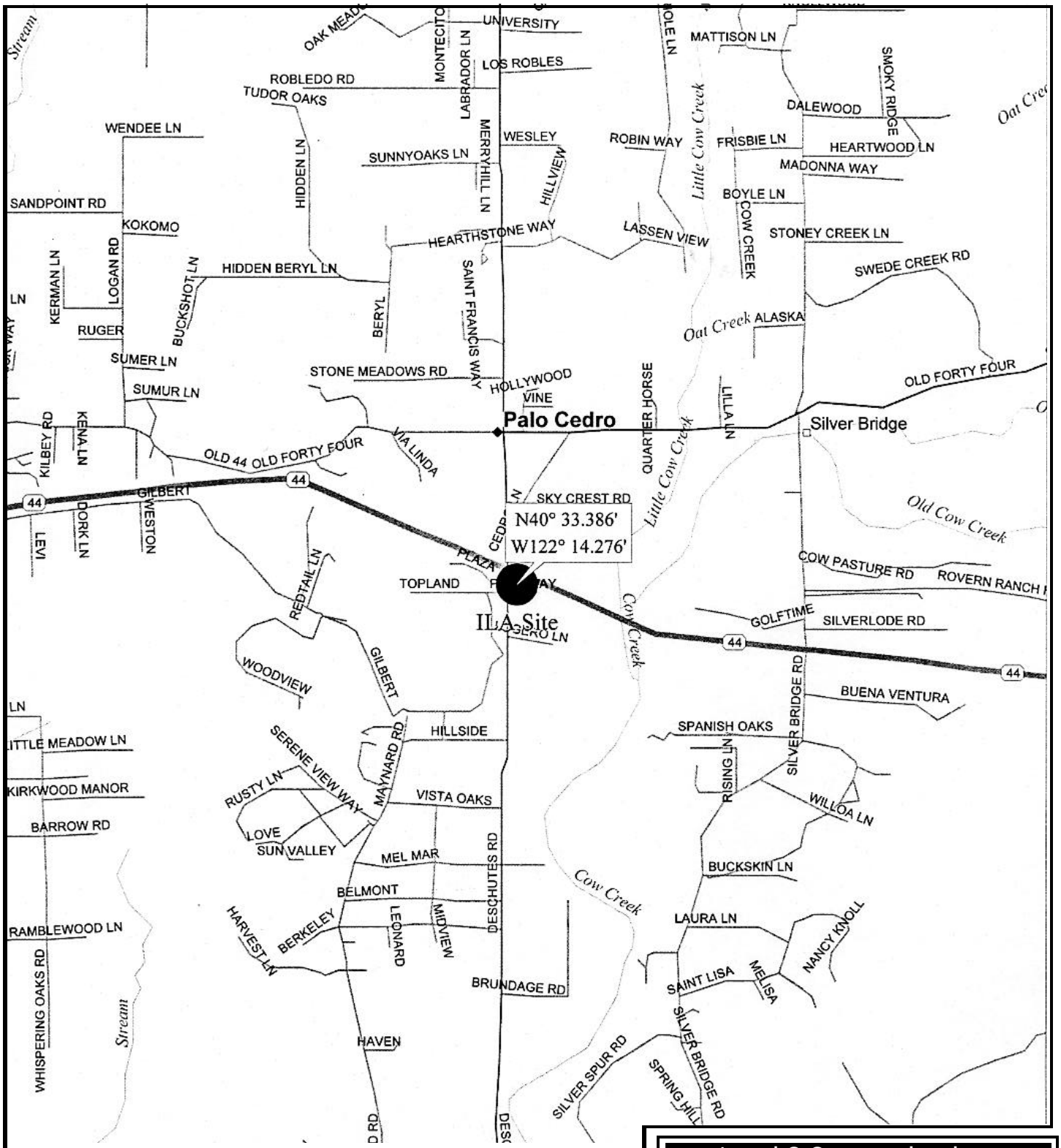
5. Proponent's Name and Address:
Level 3 Communications, LLC ("Level 3")
1450 Infinite Drive, Louisville, CO 80027
(303) 926-3000

6. General Plan Designation: Commercial

7. Zoning: Community Commercial (C-2) District

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

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.



Scale 1:31,250 (at center)
2000 Feet
1000 Meters

Local Road
Major Connector
Primary State Route
Point of Interest
Small Town

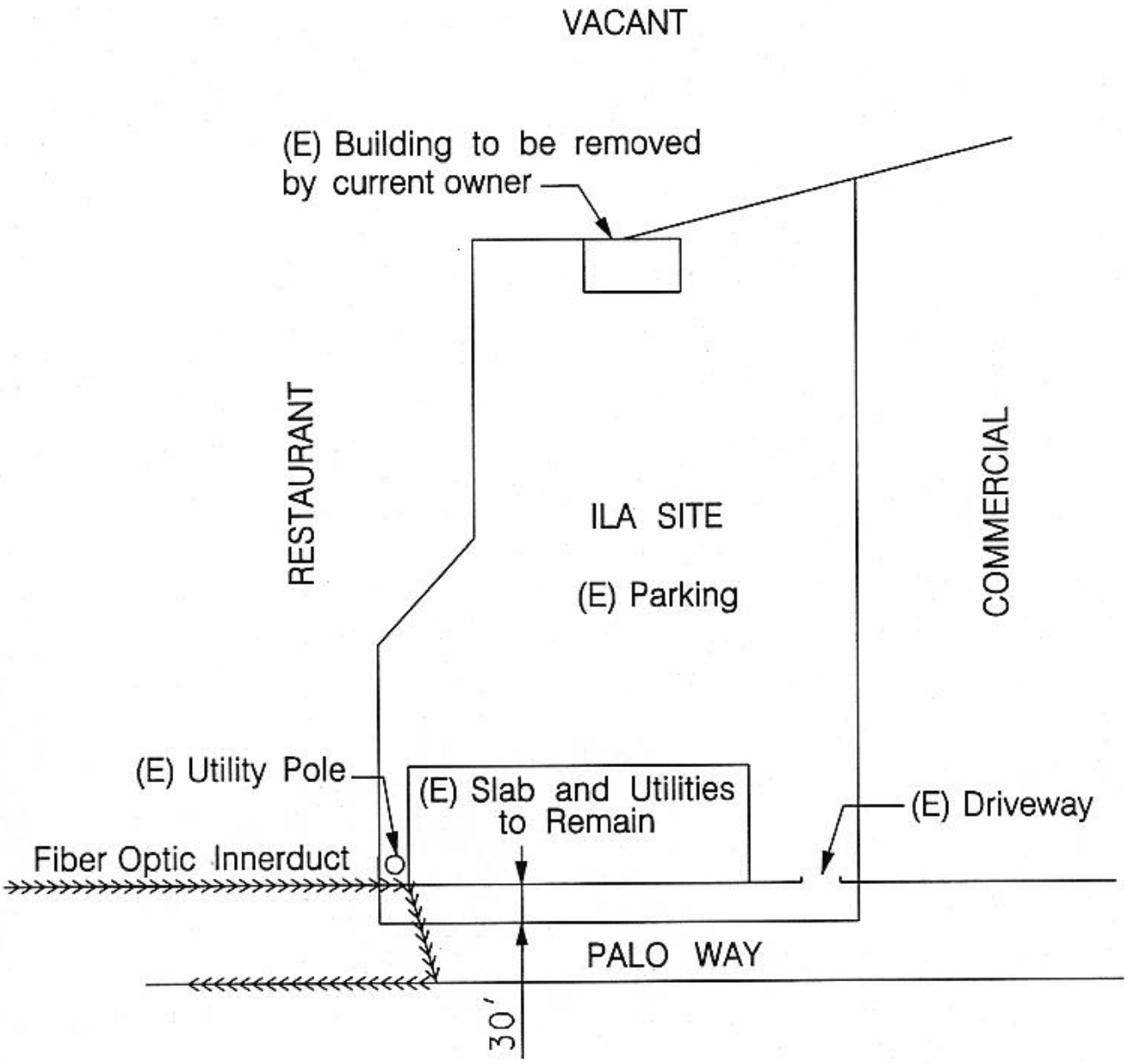
Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 2-1

Palo Cedro ILA
Site Vicinity Map

Aspen
EnvironmentalGroup



Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 2-2

Palo Cedro ILA Conceptual Plot Plan

Aspen Environmental Group

The Palo Cedro ILA will be constructed on a developed 0.53-acre site at 22020 Palo Way in Palo Cedro, an unincorporated community of Shasta County. ILA facilities, including up to four prefabricated huts, a separate generator shelter, and associated parking and access roads, will require development of a 5,000 square feet portion of the parcel.

Two existing prefabricated aluminum buildings will be relocated to another site. The concrete slab forming the floor of the larger building will be used for ILA hut placement. Prefabricated ILA huts will be delivered and placed on an engineered portion of the existing concrete pad. A separate generator structure will be constructed utilizing another engineered portion of the building pad.

The proposed ILA 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 concrete pad and will be attached side-by-side. The emergency standby generator will be housed in a separate, 288-square foot pre-assembled shelter.

The huts and generator shelter will arrive pre-assembled. No additional buildings will be constructed. Control and maintenance functions will occur within the proposed facilities. An outside light equivalent to a small porch light will illuminate the entrance to each structure. The parcel is paved with a gravel area on the north side, directly adjacent to Palo Way, which is also paved. Current access and parking is sufficient to support planned maintenance functions.

No grading will be required for site development. No change in site drainage characteristics is anticipated from development of the ILA facility. In the unlikely event that stormwater drainage modification will be required, they will be installed per Shasta County Ordinance 1608, which adopts the California 1997 UBC and with NPDES CAF00002 Order No. 92-08-DNQ (PEA, 2000, p.2-2).

The current owners of the property will relocate the existing buildings to another site. Neither of these buildings will be demolished, either on site or off site. The estimated quantity of solid waste generated during construction is 70 cubic yards. During operation of the ILA facility, there will be minimal or no generation of solid waste since the site will not be permanently staffed and site visits will be infrequent (one per week) and of short duration (one to several hours).

The Palo Cedro ILA will require electricity and telephone. Utility poles supporting these services are located along Palo Way, and a utility drop is in place to support the existing buildings on site. The ILA facility will operate using 400-amp, 480-volt, three-phase electrical service. No water or sewer hookups are anticipated because the site is unmanned. Fire protection equipment will be installed per Shasta County Ordinance No. 16.08.010, which references Section 18938 of the California Health and Safety Code, thereby adopting the UFC (PEA, 2000, p. 2-2).

Figure 2-2 is a conceptual plot plan of the Palo Cedro 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 ILA facility will be situated. The precise location of the ILA facility is defined by the location of the concrete pad underlying the larger of the existing buildings (which will be relocated) upon which the ILA huts and generator shelter will be located.

Upgrading of the generator and ILA shelter foundations will be engineered and completed prior to delivery of prefabricated components (i.e., shelters), placement of the fiber optic cable, and installation of utility connections. Fencing will be of chain link construction and eight feet in height. A locked gate will restrict access to the south and east sides of the building.

The fiber optic cable feed to the ILA will enter the site via Palo Way, a utility ROW. Access and egress of the conduit will follow opposite sides of the street approximately 150 feet from the intersection with Deschutes Road. 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.

One 300-kilowatt (kW), 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 be assembled at the site and installed on a concrete foundation. Insulation will be provided as needed for noise abatement. The pad will be equipped with vibration isolators to effectively reduce groundborne vibration caused by generator operation. The vibration isolator would also reduce structure-borne noise by interrupting noise transmission paths caused by "sounding-board" effect. The generator will be mounted on a 1,000-gallon, double-walled, aboveground storage tank that is thirteen feet long by 8 feet wide by 1 foot 9 inches high. The double-walled storage tank on which the engine/generator set is mounted is designed to support the weight of the engine/generator set and this mounting is a common design for emergency engine/generators. For engine/generator sets that are operated more frequently, the fuel tank is mounted separate from the engine/generator since greater fuel storage capability is required and the storage tank would be too large to be located beneath the engine/generator (Rice, 1999). Therefore, the fuel tank will be housed within the generator shelter. 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 25 minutes of testing and maintenance run time each week, the generators will run at 50-percent load. However, for the purposes 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. This results in an estimated fuel consumption of 495 gallons per year for testing and maintenance purposes. 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 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.

The closest public receptor to the site is located approximately 30 feet to the west (a restaurant), with several other commercial establishments located within 110 feet of the site. The closest sensitive receptor are residences in a trailer park located approximately 1,500 feet to the west of the site.

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. The site will be visited approximately once a week for routine maintenance, data downloading, and (as necessary) generator fuel tank filling (assumed for the purpose of analysis purposes to be 60 trips per year).

Current and potential cumulative projects in the vicinity of the proposed Palo Cedro ILA site are provided in Table 2-1 of the PEA (PEA, 2000, follows p. 2-39). The criteria for projects considered in the cumulative impacts assessment included:

- Projects that are within two miles of the site. In some cases these projects are in more than one jurisdiction.
- Projects that are scheduled for construction from one year before to one year after the "construction -related facilities, or between March 1999 to March 2003.
- Current projects that include those which have been approved by the lead agency and have had their environmental document signed, approved, and/or certified.
- Potential projects that have been formally submitted to the lead agency and which are defined well enough to discern where they are, what they are (type of land use), and how big they are (acres, dwelling units, square footage, etc.). Although these submitted, but not approved projects are considered "speculative" under CEQA, they give an indication of potential future development around the facility site.

Table 2-1 of the PEA indicates one current project and one future project within two miles of the project site. The former is a 20,000 square feet shopping center; the latter is a mini storage facility.

9. Surrounding Land Uses and Environmental Setting:

The project site is located in a commercial business area. Area development appears to be clean and well-maintained. Adjacent to the project on the east is a commercial building containing two businesses, a flower shop and a smog check shop. Adjacent to the project on the west is a restaurant. A restaurant is also located on the parcel south of the project site across Palo Way. A vacant parcel is adjacent to the site on the north, and beyond the vacant parcel is an east-bound ramp onto Highway 44. A PG&E substation is located across Deschutes Road and the closest residences to the project site or located west and adjacent to the PG&E substation.

Resource-specific baseline settings are provided in Sections 1 – XVI of this checklist.

10. Other Agencies Whose Approval is Required:

The site is located within the jurisdiction of Shasta County.

The construction of a building for an ILA facility is considered a permitted use subject to obtaining an administrative permit (PEA, 2000, p. 2-4). After submitting the completed application and associated materials, the County will notify adjacent parcel owners of the proposal and allow a specific response time. The Shasta County Planning/Building Division will review the application. The process typically takes four to six weeks. After the administrative permit is issued, a building permit will need to be obtained through the Building Division (PEA, 2000, p. 2-4).

The site is also located within the jurisdiction of the Shasta County Air Quality Management District (ShCAQMD).

Specific local policies relevant to each of the sixteen environmental impact issue areas are provided in Table 2-2 of the PEA (PEA, 2000, follows p. 2-39). 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 the Environmental Commitments described below would be incorporated into the design and construction of the facility. A Negative Declaration would apply to this facility.

The proposed facility is an element of the project addressed in an Application for Modification of an existing Certificate of Public Concern and Necessity (CPCN) (Decision No. 98-03-066). That CPCN was supported by a Mitigated Negative Declaration that included mitigation measures to be implemented in the design, construction, and operation of the previously approved telecommunications facilities within existing utility 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

Setting

The site is located in a predominantly urban/suburban landscape dominated by built structures and infrastructure. Existing visual quality and viewer sensitivity are considered low while visual absorption capability is rated high (see the Visual Analysis Data Sheet at the end of this Initial Study checklist). State Route 44, located to the north of the project site, is eligible for official scenic highway designation, but has not been so designated. The industrial character of the proposed facility will not be inconsistent with existing adjacent structures and no project-induced visual contrast is anticipated. 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 2-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 2-I-2 shows the view from the Key Viewpoint. The figures are at the end of this Initial Study checklist. Also, see PEA Photos 2-A through D for additional views (PEA, 2000, follows p. 2-39).

Evaluation

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

a) No Impact. The project site is not located within the viewshed of a scenic vista. Furthermore, the proposed project will not appreciably change the existing visual character of the project site.

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 site is also not visible from any designated scenic highway or roadway. Although State Route 44, located to the north of the project site, is eligible for official scenic highway designation, it has not been so designated. That portion of State Route 44 in the vicinity of Palo Cedro is identified in the Shasta County General Plan as a corridor in which the natural and man-made environments contrast.

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 an urban setting of commercial development, paved surfaces, and infrastructure. The proposed project would not substantially degrade the existing visual character or quality of the site or surroundings.

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

d) No Impact. Exterior lighting of the ILA facility will include lamps at each structure entrance. Given the prominence of exterior lighting in the immediate vicinity of the site (associated with street lighting, commercial structure lighting, and motor vehicle headlights), project facility lighting would not adversely affect day or nighttime views in the area.

II. AGRICULTURAL RESOURCES

Setting

The site is located in a developed commercial business area. The site does not hold any special agricultural designations and is not currently used for agricultural purposes. The site is currently paved and includes structures for commercial business storage. 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 Shasta County Air Quality Management District (ShCAQMD) is responsible for implementing state and federal air quality regulations in the community of Palo Cedro. Shasta County, along with Butte, Colusa, Glenn, Sutter, Tehama, and Yuba counties, comprise the Northern Sacramento Valley Air Basin (NSVAB). The NSVAB is currently designated as a nonattainment area for the state ambient air quality standards for ozone and PM10.

The air districts from the seven counties that make up the NSVAB collectively prepared the current ozone plan. ShCAQMD represents Shasta County in the regional air quality planning process and reviews permit applications for most categories of stationary sources within the county.

The counties of the NSVAB rely heavily upon stationary source control to meet state and federal air quality standards. New Source Review (NSR) is required for most stationary sources within Shasta County (ShCAQMD Rules and Regulations, Rule 2:1, 1999). Area-source emissions are also addressed under Rule 3:16. The ShCAQMD requires that a dust control program be implemented with specific dust control measures for construction projects. ShCAQMD requires that the dust program has specific dust control measures for construction projects. This program must be submitted to the ShCAQMD prior to construction.

The ShCAQMD does not set numerical limits for emissions from construction sites and may exempt both self-propelled construction equipment and any source deemed insignificant from permit requirements. Level (3) will seek exemptions from the responsible air pollution control officer per ShCAQMD Rule 2:5. For operational-phase impacts, ShCAQMD recommends use of an emissions-based criteria of 25 tons per year of reactive organic compounds (ROC), NO_x, PM10, and SO_x to identify projects that would result in significant increases in those non-attainment pollutants and precursors. However, emergency generator engines are exempt from NSR requirements per ShCAQMD Rule 3:28:C, provided the generator operates less than 100 hours per year and that reporting requirements outlined in ShCAQMD Rule 3:28:F:3 are met.

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

a) Less than Significant Impact. Construction emissions would be generated during trenching, heavy equipment operations, and wind erosion. Fugitive dust generation would vary from day to day, depending on the level and type of activity, the silt content of the soil, and the weather. Given the small scale of the construction and its temporary nature, project construction would not significantly affect regional ozone concentrations. As a result, construction emissions would be considered less than significant.

With regard to operations, generator testing and site maintenance visits would contribute air emissions as shown in Table 2-III-1 (PEA, 2000, Table 2-3, follows p. 2-37). Operation of the emergency standby generator would be in compliance with the exemptions of ShCAQMD Rule 3:28 because it

TABLE 2-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)	ROC EF (2)	ROC Daily (lbs/day)	ROC 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
Pad Construction (11cy)																					
Cement Truck	10 yd3	2	1	-	30	11.3	3.0	0.0015	2.2	0.6	0.0003	0.59	0.2	0.0001	0.31	0.1	0.0000	14.0	3.7	0.0019	7
Gravel Truck	10 yd3	2	1	-	30	11.3	3.0	0.0015	2.2	0.6	0.0003	0.59	0.2	0.0001	0.31	0.1	0.0000	14.0	3.7	0.0019	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 (Pad Construction)							6.2	0.0034		1.26	0.00072		0.31	0.00016		0.18	0.00011		9.3	0.0066	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	10	1	-	774	14	0.068	64	1.1	0.006	13	0.2	0.001	58	1.0	0.005	79	1.4	0.007	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	10	-	30	1.00	0.3	0.001	0.35	0.1	0.000	0	0	0	0.06	0.02	0.00008	7.2	1.9	0.010	7
Maxima and Subtotals (Trenching and Utility Installation)							14	0.071		1.1	0.0064		0.23	0.0013		1.0	0.0052		1.9	0.018	
Shelter Placement																					
Crane	150 ton	4	1	1	-	576	5	0.003	82	0.7	0.000	64	0.6	0.0003	41	0.4	0.0002	1624	14	0.007	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	4	1	-	30	1.00	0.5	0.000	0.35	0.2	0.000	0	0	0	0.06	0.03	0.00002	7.2	3.8	0.0019	7
Maxima and Subtotals (Shelter Placement)							13.0	0.0065		2.4	0.0012		0.95	0.00048		0.60	0.00030		27	0.014	
General Construction Activities																					
Compactor	<25 hp	6	10	1	-	8	0.11	0.0005	227	3.0	0.015	1.4	0.02	0.0001	0	0	0	6350	84	0.420	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	10	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	14	-	30	1.0	0.13	0.001	0.35	0.05	0.0003	0	0	0	0.06	0.008	0.00006	7.2	1.0	0.007	7
Maxima and Subtotals (General Construction)							3.2	0.0045		3.6	0.016		0.174	0.00025		0.090	0.00014		89	0.43	
Maxima and Subtotals, Construction Engine Emissions [3]							14	0.085		3.6	0.024		0.95	0.0021		1.0	0.0058		89	0.47	
Total Construction Emissions (Fugitive plus exhaust)								0.085			0.024		10	0.10			0.0058			0.47	
Construction Thresholds							--			--			--			--			--		
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	0	0.00 acres	39.4 lb/acre-day	0.0	0.000	12
Access Road Use	8	17	0.23 acres	39.4 lb/acre-day	9.1	0.077	13
Trenching - Cable Installation	8	10	-	0.51 lb/hr	4.1	0.020	
Wind Erosion	24	10	0.02 acres	6.6 lb/acre-day	0.2	0.001	11
Subtotal, Construction Fugitive Emissions [3]					9	0.10	15
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) [5]						0.10	

(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)	ROC EF (g/hr) [2]	ROC Daily (lbs/day)	ROC 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°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) Demolition related fugitive dust emissions are based on area of existing buildings.

(13) Access road conservatively 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.

would operate less than 100 hours per year for testing maintenance and emergency use only. Compliance with the exemption requirements would be fully documented with regard to duration of use.

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

The following applicant-proposed mitigation measures would apply:

1) Level (3) will develop, submit, and implement a construction dust abatement program as required by the ShCAQMD Rule 3:16. Implementation of that program would reduce potential fugitive dust impacts to less than significant levels. This program would include the following elements as applicable:

- All material excavated, stockpiled, or graded would be sufficiently watered to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering would occur at least twice daily with complete site coverage, preferably in the mid-morning and after work is completed each day.

- All areas (including unpaved roads) with vehicle traffic would be watered periodically or have dust palliatives applied for stabilization of dust emissions.

- All on-site vehicles would be limited to a speed of 15 miles per hour on unpaved roads.

- All land clearing, grading, earth moving or excavation activities would be suspended when winds are expected to exceed 20 miles per hour.

- All inactive construction areas (previously graded areas that remain inactive for 96 hours or more) would be stabilized using non-toxic soil stabilizers approved by the Shasta County Department of Public Works in accordance with the Shasta County Grading Ordinance.

- All trucks hauling dirt, sand, soil, or other loose material would be covered or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the trailer) in accordance with the requirements of the California Vehicle Code Section 23114.

- During initial grading, earth moving, or site preparation, a paved (or dust palliative treated) apron, at least 100 feet in length, would be constructed onto the project site from the adjacent paved roads.

- Adjacent paved streets would be swept (preferably with a water sweeper using reclaimed water) at the end of each day if substantial volumes of soil materials have been carried onto adjacent public paved roads from the project site.

- Prior to final occupancy, ground cover would be reestablished on the construction site through seeding and watering in accordance with the Shasta County Grading Ordinance.

2) Level (3) will implement the following site-specific environmental commitments to reduce potential impacts associated with operation of the emergency generator:

- Submit a letter to ShCAQMD prior to project construction indicating that an emergency standby engine would be located at the project site and that exemptions from permitting requirements are sought under ShCAQMD Rule 2:5 and Rule 3:28 (based on an annual usage rate of no more than 100 hours per calendar year for maintenance purposes).

- Limit the use of the standby engine to emergency, non-utility electrical power generation purposes only (or for related testing and maintenance purposes) and maintain required documentation to support continued eligibility for ShCAQMD Rule 3:28 exemption status.

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. Emissions would be generated during construction of the regeneration station. Given the small scale of the construction and its temporary nature, project construction would not significantly contribute to an existing or projected air quality violation. As a result, construction emissions would be considered less than significant.

With regard to operations, generator testing and site maintenance visits would contribute air emissions as shown in Table 2-III-1. Operation of the emergency standby generator would be in compliance with the exemptions of ShCAQMD Rule 3:28 because it would operate less than 100 hours per year for testing maintenance and emergency use only. Compliance with the exemption requirements would be fully documented with regard to duration of use.

See Section III(a) for a list of Applicant proposed mitigation measures.

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. Ozone impacts are the result of the cumulative emissions from all sources in the county and transport from outside. The project's small incremental contribution to the total emissions on the regional ozone and PM10 concentrations would not be cumulatively considerable. The emissions from construction operations and testing of the emergency standby generator would be very small compared to the emissions in the NSVAB, assuring that there would be no cumulative considerable net increase of any criteria pollutant. All but the largest individual sources emit ROC and NOx in amounts too small to make a measurable effect on ambient ozone concentrations.

See Section III(a) for a list of Applicant proposed mitigation measures.

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 closest sensitive receptors to the ILA site are residences in a trailer park located approximately 1,500 feet to the west of the site.

Project construction emissions would be minimal. The low levels of construction emissions and the 1,500-foot distance would prevent substantial pollutant concentrations from reaching sensitive

receptors. Through application of control measures, fugitive dust emissions would be kept below a level of significance.

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

The emergency generator would produce operation emissions during testing. Because the generator would be tested only approximately 30-minutes per week, sensitive receptors would not be exposed to substantial pollutant concentrations.

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

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

IV. BIOLOGICAL RESOURCES

Setting

The Palo Cedro ILA site is within the watershed of Cow Creek. On undeveloped sites in this general area, California annual grassland habitat predominates, with mixed oak woodland on higher slopes. However, the site itself is almost completely paved, with some gravel along the northern edge. It has no vegetation and two large storage buildings. The parcels east and west are similarly surfaced and developed.

The Palo Cedro site lies north of Palo Way and just east of its intersection with Deschutes Road. To the north is an open field with a road drainage ditch separating it from the proposed ILA site. The ditch is bounded with cattails (*Typha latifolia*) and the field appears susceptible to occasional flooding, as evidenced by the distribution of dock (*Rumex*), a wetland indicator. None of these adjacent resources is affected by the conditions or use of the Palo Cedro site itself.

Evaluation

a)	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No impacts. A list of potential sensitive species in the area was created based upon a California Natural Diversity Database search of occurrences for Palo Cedro Quadrangle (California Department of Fish and Game, March 2000) and knowledge of the site vicinity. Known records include vernal pool plants such as slender Orcutt grass (*Orcuttia tenuis*) and woolly meadowfoam (*Limnanthes floccosa* ssp *floccosa*), the former from the Millville Plains and the latter from the Cow Creek floodplain (1.5 miles north). Table 2-IV-1 lists these species and their habitat preferences. While sensitive species occur in the vicinity of the site, the Palo Cedro site itself supports no natural vegetation of any kind, and provides no habitat for any sensitive species. Although the Palo Cedro site falls within the range of

protected bat species (despite the fact no protected bat species were found in the CNDDB search), there are no entrances to the existing structures that could provide bats with access to the interior.

TABLE 2-IV-1
Potential for Habitat at the Palo Cedro ILA Site to Support Sensitive Species Occurring in the Vicinity

Ahart's paronychia (*Paronychia ahartii*) is a federal species of concern and CNPS listing of 1B. It is associated with valley and foothill grassland, vernal pools, and cismontane woodland. *The Palo Cedro ILA site does not contain appropriate habitat for Ahart's paronychia.*
Slender Orcutt grass (*Orcuttia tenuis*) is a federal threatened and California state endangered vernal pool endemic plant with a CNPS listing of 1B. *The Palo Cedro ILA site does not contain appropriate habitat for slender Orcutt grass.*
Woolly meadowfoam (*Limnanthes floccosa* ssp. *floccosa*) is a CNPS list 2 plant. It occurs in vernally wet areas, ditches, and ponds. *The Palo Cedro ILA site does not contain appropriate habitat for woolly meadowfoam.*
Vernal pool fairy shrimp (*Branchinecta lynchi*) is a federal threatened species. It occurs in vernal pools, valley and foothill grasslands, and wetland areas. *The Palo Cedro ILA site does not contain appropriate habitat for Vernal pool fairy shrimp.*
Vernal pool tadpole shrimp (*Lepidurus packardi*) is a federal endangered species. It occurs in vernal pools, valley and foothill grasslands, and wetland areas. *The Palo Cedro ILA site does not contain appropriate habitat for Vernal pool tadpole shrimp.*
California linderiella (*Linderiella occidentalis*) has no federal or state status. It occurs in vernally wet areas, ditches, and ponds. *The Palo Cedro ILA site does not contain appropriate habitat for California linderiella.*

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

b)	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. No 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 exists on the site.

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

c) No Impact. There are no wetlands on the site (PEA, 2000, Figure 2-10). The site is connected to an established storm drain system that flows underground into Cow Creek, approximately 0.5 miles to the east.

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 is almost entirely paved and surrounded by other paved sites or temporarily vacant lots. It does not provide any component of a migratory wildlife corridor or native wildlife nursery.

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. No trees occur on the site. Within the Shasta County General Plan, the general area is designated the Eastern Uplands planning area (PEA, 2000), with a Current Primary use of livestock grazing. However, the immediate vicinity of the site, near the junction of Highway 44 and Deschutes Road (approximately 400 yards to the north), is rapidly urbanizing. There are no General Plan resource protection policies applicable to the site.

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. Use of the Palo Cedro ILA site will 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.

V. CULTURAL RESOURCES

Setting

The Palo Cedro ILA Facility site is located in the alluvial plain of Cow Creek at 22020 Palo Way, Palo Cedro, Shasta County. The parcel has been graded and is paved with asphalt except along the northern and eastern parcel boundaries, which are covered by gravel. There are two commercial structures present on concrete pads on the parcel. The site is within the area occupied by the ethnographic Wintu (Still Water Division) who lived in what is now Shasta and Trinity counties along the Sacramento River and in the hills to the west.

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 records search was completed of the site and area within a one-mile radius by the California Historical Resources Information System (CHRIS), Northeast Information Center, CSU Chico. The search also included a check of the California Office of Historic Preservation Historic Property Data File for Shasta 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. The records search reported that the ILA site had not been previously surveyed and 12 surveys for cultural resources had been completed within a mile of the site (File No. D99-61). Six prehistoric archaeological sites have been recorded within a mile of the survey area. Two historic archaeological sites have been recorded within one mile of the project area. No historic resources within one mile of the site are listed on the California State Historic Resources Inventory, the National Register of Historic Places, the California Historical Landmarks, California Register of Historical Resources, nor the 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 survey of the parcel was negative for archaeological resources. The two structures date to approximately 1970 and are not associated with significant historic events or important persons, do not have distinctive architectural characteristics, or have the potential to yield information important in history. No cultural resources potentially eligible for the California Register of Historic Resources are present on the property.

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 Quaternary alluvium. No fossil site is located on the project site or elsewhere in the Palo Cedro 7.5-minute quadrangle. Although, there is potential for late Pleistocene and early Holocene fossil remains to be encountered in the subsurface at the project site, it is unlikely construction will extend to a depth sufficient to encounter any paleontological resources (PEA, 2000, p. 2-16).

Level (3) has committed to paleontological mitigation monitoring. Paleontological monitoring will be initiated when earth-moving activities extend 5 feet below current grade. Paleontological monitoring will be conducted by a qualified vertebrate paleontologist to allow for recovery of larger fossil remains and rock samples would be processed to allow for the recovery of smaller fossil remains. 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 the Society of Vertebrate Paleontology Guidelines for the management of 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. D99-61). 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

Palo Cedro is located in a region with low seismic activity, however, the area may experience minor to moderate groundshaking. The project site is not located within an Alquist-Priolo zone, landslide, liquefaction, or subsidence hazard area (CDMG, 1973, 1999). Erosion activity is low and the soils are moderately to highly expansive. The Palo Cedro ILA site is located near the western edge of Cow Creeks wide, flat-bottomed valley.

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 with or near an Alquist-Priolo zone (CDMG, 1999). It is located in an area with little to no landslide or liquefaction hazard (CDMG, 1973). The project area may be susceptible to moderate earthquake-induced groundshaking from events on the nearby potentially active Battle Creek fault, 11 miles south of the site. Minor groundshaking could result from an earthquake large enough to affect the Palo Cedro area on the Hat Creek fault group or a more distant fault (Blake, 1996; CDMG, 1973, 1996). Compliance with all state and local seismic building codes will minimize any potential impact.

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

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

c)	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

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

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

d) No Impact. The soil in the project area is mapped as clay and silty clay loams, which characteristically have moderate to high expansion potential. The Urban Geology Master Plan for California (CDMG, 1973) maps this area as having a moderate potential for expansive soil. The proponent's compliance with state and local building codes will minimize any potential impacts from expansive soil.

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

e) No Impact. The facility would not be occupied and thus would not require sewer service 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). No schools are located within one-quarter mile of the site, ant it is not located in the vicinity of an airport or within an airport land use plan. Fuel for the standby generator would be stored in a aboveground stage tank on site.

Evaluation

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

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

b)	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

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

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. No schools or proposed schools are located within one-quarter mile of the project site.

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 or within two miles of public or public use airport.

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 an ILA 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 an urbanized commercial area and would not be subject to wildland fires.

As mitigation for the above, Level (3) has committed to equip generators with spark arrestors.

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 9, follows p.2-39).

Level 3 has already committed to the following actions as part of project design 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; and
- Complete post-construction vegetation monitoring and supplemental revegetation where needed.

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

Evaluation

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

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

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

b) 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 that 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) No 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 9).

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

i) No Impact. Failures of dams in the project vicinity would not be expected to affect the site (PEA, 2000, p. 2-24). The site is not in an area protected by levees (PEA, 2000, Figure 2-9, follows p. 2-39).

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.2-24). 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 at 22020 Palo Way in the unincorporated community of Palo Cedro, approximately five miles east of Redding in Shasta County. The general project vicinity is urban with most adjacent parcels having been developed. The site is presently occupied by two metal buildings with water hook-ups and electricity. The site is bordered by Palo Way on the south, a vacant parcel on the north (which is immediately adjacent to State Route 44), a commercial building containing a flower shop and smog check shop on the east, and a restaurant on the west. A restaurant is also located immediately across Palo Way to the south. Overhead utilities run east-west along both sides of Palo Way. See Figure 2-I-1 at the end of this Initial Study and the PEA for detailed locator and site vicinity maps (PEA, Figures 2-1 through 8).

The General Plan land use designation for the project site is "Commercial" and is zoned "Community Commercial (C-2) District." These designations would allow for the proposed use, subject to approval of an Administrative Permit. The proposed project would not conflict with any adjacent uses and is

considered consistent with the General Plan and Zoning Ordinance. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant land use impacts are anticipated. See Figure 2-I-1 at the end of this Initial Study and PEA figures 2-5, -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 for commercial use. Its 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 proposed public utility use would be allowed (subject to Administrative Permit approval) under the existing General Plan Designation of "Commercial" and zoning designation of "Community Commercial (C-2)." Therefore, the proposed project is not expected to conflict with any applicable land use plans, policies, or regulations.

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

c) No Impact. There are no habitat conservation plans or natural community conservation plans that pertain to the site.

X. MINERAL RESOURCES

Setting

The project site is not located in an area designated by the state or Shasta County for mineral resources (PEA, 2000, p. 2-24).

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

Existing commercial uses border the property to the east and west. Public receptors are located on both of these parcels at a distance of approximately 30 feet from the property line. The site is not within the airport land use plan, and there are no private airports near the site.

Shasta County restricts the hours of construction to the period between 7:00 am and 7:00 pm. There is no numerical threshold for noise from construction sites. Operational noise in Shasta County is restricted to an average hourly Leq of 55 dBA during daytime hours (Gonzales, 2000).

Evaluation

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

a) Less than Significant Impact. Shasta County restricts the hours of construction to the period between 7:00 am and 7:00 pm (PEA, 2000, p. 2-25). There is no numerical threshold for noise from construction sites.

The project would not generate noise levels in excess of local standards at the closest receptor during construction because no construction thresholds exist. Level 3 would comply with local construction-related noise ordinances by restricting construction activities to the period from 7:00 am to 7:00 pm. Because the facility would use prefabricated structures, the construction period would be brief, approximately two months. Therefore, construction related impacts are less than significant.

With regard to operations, the emergency generator would be the main source of operational noise at the facility. Based on the close proximity of the nearest receptor, the generator location would be set back at least 80 feet from the boundaries with the nearest receptors and the generator would be housed in a specially designed enclosure that reduces the noise level to 75 dBA at 5 feet. Excluding ambient noise, this would achieve a maximum noise level of 51 dBA Leq at the boundary of the nearest receptor, which is below the Shasta County standard of 55 dBA Leq. Therefore, potential impacts from periodic generator noise are less than significant.

To minimize potential noise impacts, Level (3) has committed to the following mitigation measures as part of project design:

- Level (3) will comply with local construction-related noise ordinances by restricting construction activities to the period 7:00 AM to 7:00 PM

- Level (3) will comply with the local operation noise ordinance by a combination of the following two design measures:
    1) Installing the generator a minimum of 50 feet from the closest receptor
    2) Providing a special 75 dBA generator shelter.

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. Neither project construction nor operations would generate excessive groundborne noise or vibration. The low-level groundborne vibration and noise generated during construction would be short term in nature, and generally will not extend more than a few feet from the active work area**.** In addition, the construction area would be set back a significant distance from the project boundary. Therefore, potential impacts from groundborne vibrations or noise during construction are less than significant.

With regard to operations, the emergency generator would be the only potential source of groundborne vibration. However, the generator would be mounted on the existing concrete pad with rubber vibration isolators. These vibration isolators result in a reduction of groundborne vibration by more than 95 percent. The buried innerduct would not generate perceptible vibration or noise. Therefore, there would be no excessive groundborne vibration or noise impacts from site operations.

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

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

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

d) Less Than Significant Impact. Temporary increases in ambient noise levels would occur during the approximately two months of construction but these levels would not be significant and would comply with the local construction noise ordinance.

With regard to project operations, the emergency generator would operate during weekly test for periods of approximately 30 minutes and during power outages, and some minor maintenance activities would generate periodic noise. This periodic noise would not be a substantial increase in ambient noise levels because the distance from the boundary with the nearest industrial facility would create a buffer area around the generator and the location and enclosure of the generator would comply with noise regulations.

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.

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

f) No Impact. The site is not located within two miles of a private airstrip.

XII. POPULATION AND HOUSING

Setting

The site is located within Shasta County, which had a January 1999 population of 165,400. This represents a 0.8 percent increase from January 1998 (PEA, 2000, p.2-27). Redding is the nearest incorporated city, and is located approximately 5 miles west of the site. The population of Redding was 78,700 as of January 1999, an 0.8 percent increase from January 1998. The nearest housing is located approximately ¼ mile west of the site, across Deschutes Road and on the west side of a PG&E substation (PEA, 2000, pp. 2-27 – 2-28).

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 consists of the removal of two (non-residential) aluminum buildings, and the installation of the ILA facility described in Section 8 of this checklist. The project does not include the expansion of existing infrastructure or housing. Consequently, no growth-inducing effects would occur.

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 proposed project includes the removal of two non-residential buildings. No residential dwellings are proposed for removal or relocation. Consequently, the project would not displace any existing housing.

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

c) No impact. The project includes the relocation of two existing buildings. These buildings are not residential in nature. Therefore, their relocation would not displace any people or require replacement housing elsewhere.

XIII. PUBLIC SERVICES

Setting

The site is located in the unincorporated community of Palo Cedro in Shasta County. Police protection is provided by the Shasta County Sheriff's Department. Fire protection is provided by the California Department of Forestry. The Belle Vista Water Company provides water, PG&E provides electricity, and Pacific Bell provides phone service to the site. A recently constructed high school is located approximately 1 mile north of the site. A grammar school is located approximately ½mile south of the site, and a pre-school is located approximately ¾mile north of the site (Figure 2-1) (PEA, 2000, p. 2-29).

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 site would have no impact on the local schools, parks or other public facilities. The facility would contain a 1,000-gallon, double-walled, aboveground storage tank for diesel fuel. The fuel tank would be housed within the generator shelter. The tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). Fire protection equipment will be installed per Shasta County Ordinance No. 16.08.010, which references Section 18938 of the California Health and Safety Code, thereby adopting the UFC.

XIV. RECREATION

Setting

Aside from Deschutes Road which is designated a South Central Region Bikeway, there are no other recreational facilities in the immediate vicinity of the project site. Furthermore, due to the un-staffed nature of the facility, the proposed project will not result in additional use of existing recreation facilities or require construction of additional recreation 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. Since the proposed project will not be permanently staffed, it will not 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 Palo Way, a private road that dead-ends west of the site. Palo Way is a two lane east-west road with no street markings. There are no curbs along Palo Way; therefore, site entry location appears to be optional. Palo Way has no parking restrictions. There is a stop sign on Palo Way at its intersection with Deschutes Road. Deschutes Road is a four-lane north-south road. The general plan (Shasta County, 1998) designates Deschutes Road as a "four-lane arterial." The general plan also designates Deschutes Road as a bikeway corridor (PEA, 2000, p. 2-30).

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 seven workers would be commuting to the site for approximately three months. 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) Less Than Significant Impact. The limited project traffic would not result in a measurable increase in congestion.

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

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

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

d) Less Than Significant Impact. Access to the proposed site would be via a private road with optional site entry locations. The driveway to the proposed facility would be in accordance with the Shasta County Department of Public Works requirements.

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

e) No Impact. The project would not affect emergency access routes during construction or operation.

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 near the site. The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

Overhead utility lines are located on both sides of Palo Way running in an east-west direction. A power pole is located just outside the southwest property boundary supporting power lines running to the building on site. A sewer drain runs along the west boundary of the site (outside the property line).

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) No Impact. The proposed site would create no wastewater.

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 ILA facility would be unmanned and create no wastewater. The site would not require the construction or expansion of a wastewater treatment facility since there will be no water hook-ups. During construction, portable chemical toilets would be on site for use by construction workers.

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. Modification or installation of storm water drainage facilities would not be needed.

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 not require water hook-ups, and therefore would not require access to an available water supply.

e)	Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The proposed site would produce no wastewater. The facility would not place additional demand on the local wastewater treatment provider.

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

f) Less Than Significant Impact. The proposed site would produce a small amount of solid waste during construction and operation. There would be minimal waste generation during operation since it would be an unmanned facility. The project's solid waste disposal needs could be served by West Central Landfill, which is permitted by the State of California.

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

g) No Impact. The proposed 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 proposed project would comply with applicable solid waste laws.

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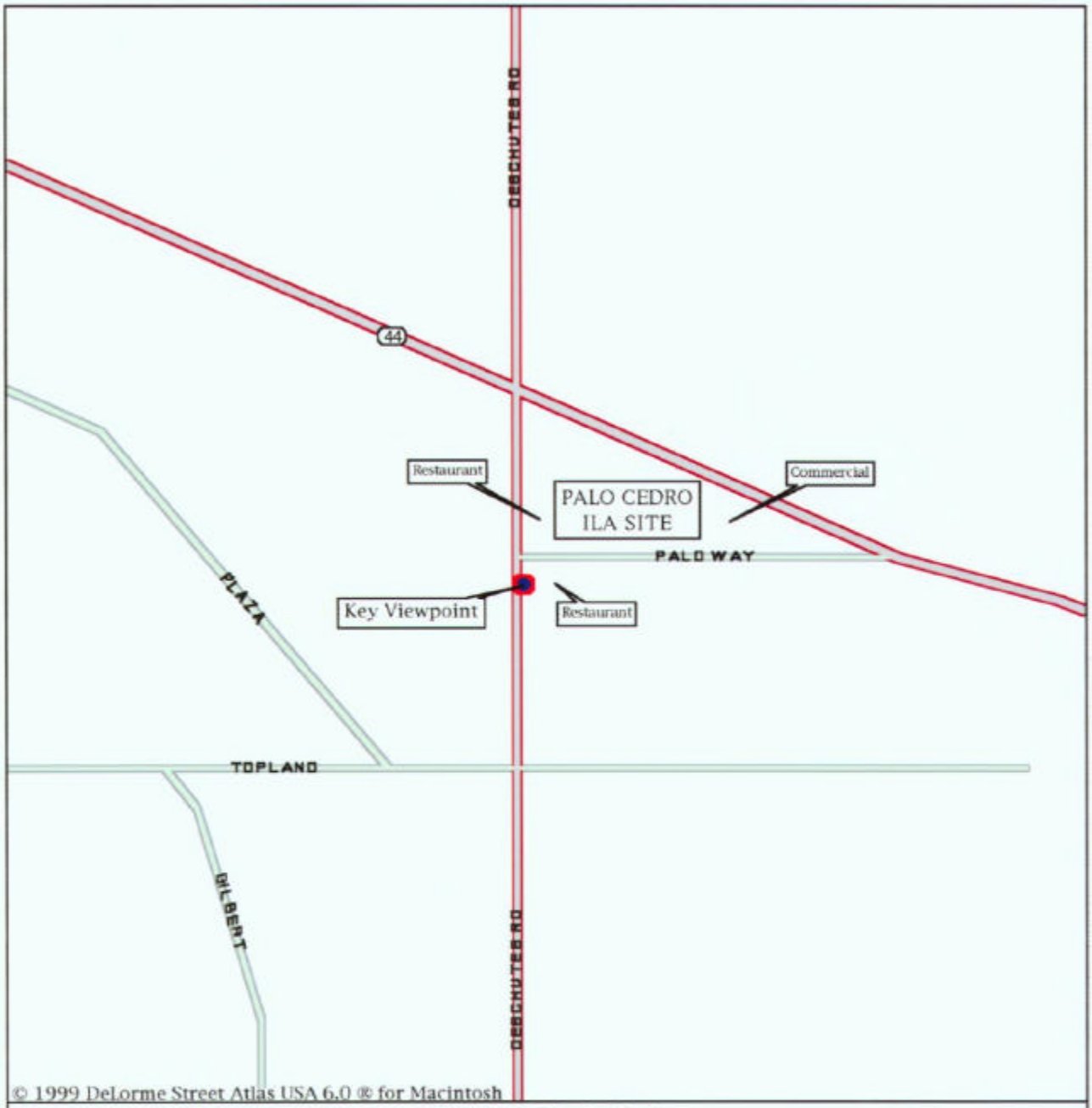

FIGURE 2-I-1

Mag 18.00
Fri Feb 25 11:42 2000
Scale 1:1,953 (at center)
200 Feet
50 Meters

Local Road
Major Connector
Primary State Route
Woodland

Level 3 Communications Infrastructure Project	**Figure 2-1-2** **Palo Cedro ILA**	View to the northeast from northbound Dechutes Road just south of the intersection of Deschutes Road and Palo Way. The ILA facility will replace the existing wood and metal building shown in the center of the photo.

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
2
PROJECT COMPONENT
Palo Cedro ILA
VIEWPOINT LOCATION
Northbound Deschutes Road just south of the intersection of Deschutes Road and Palo Way, viewing to the northeast through the nearby restaurant parking lot.
ANALYST
Michael Clayton
DATE
1/31/00

VISUAL QUALITY

[X] **Low** [ ] **Moderate** [ ] **High**	Views of the site encompass an urban setting of commercial development, paved surfaces, and infrastructure. Overall visual quality of the predominantly commercial/industrial landscape is considered **low**.

VISUAL ABSORPTION CAPABILITY

The site is already developed with structures of similar form, line, and color as the replacement structures to be built as part of the proposed project. Therefore, visual absorption capability is considered high.

VIEWER SENSITIVITY

The proposed project will not appreciably change the existing commercial/industrial character of the project site or existing viewer expectations. Therefore, overall viewer sensitivity is rated **low**.

VIEWER EXPOSURE

Visibility: Low to Moderate	**Duration of View:** Brief
Distance Zones: [FG: 0-0.5mi.; MG: 0.5-4mi.; BG: 4mi.-horizon] Foreground	**Overall Viewer Exposure:** **Low to Moderate** - due to moderate visibility and numbers of viewers on eastbound State Route 44 and northbound Deschutes Road and brief durations of view.
Numbers of Viewers: Moderate	

VISUAL IMPACT SUSCEPTIBILITY

[X] **Low** [ ] **Moderate** [ ] **High**	The low visual quality of the site combined with low viewer sensitivity and viewer exposure lead to an overall rating of **low** for visual impact susceptibility.

(over)

Level 3 Site No. 2 Viewpoint
(continued)

VISUAL CONTRAST RATING

CHARACTERISTIC LANDSCAPE DESCRIPTION

	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Level	Absent (developed site)	Prominent, geometric
LINE	Horizontal	Indistinct (developed site)	Vertical, horizontal to diagonal
COLOR	Indistinct (developed site)	Indistinct (developed site)	Grey, brown, white, green
TEXTURE	Indistinct (developed site)	Indistinct (developed site)	Smooth

PROPOSED ACTIVITY DESCRIPTION

	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Same	Same	Same
LINE	Same	Same	Same
COLOR	Same	Same	Same
TEXTURE	Same	Same	Same

DEGREE OF CONTRAST

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

TERM: ☑ Long ☐ Short

CONTRAST SUMMARY: ☑ None ☐ Low ☐ Moderate ☐ High

PROJECT DOMINANCE

Subordinate ☐ Co-Dominant ☑ Dominant ☐

VIEW IMPAIRMENT

None ☐ Low ☑ Moderate ☐ High ☐

VISUAL IMPACT SIGNIFICANCE

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