Site 6. SACRAMENTO TERMINAL

Environmental Checklist

ENVIRONMENTAL CHECKLIST

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

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 project site, 1075 Triangle Court, is located on a 1.48 acre parcel between Triangle Court and Yolo Shortline Railroad in the City of West Sacramento, Yolo County. The nearest cross streets are Jefferson Boulevard to the east and Triangle Court to the north. The facility will be located in a business building that has four industrial suites. Three suites are currently occupied, the fourth is proposed to be occupied by the proponent. There are two businesses in the suites west of the project site, Air Express and Diamond Chain. The suite east of the project suite is occupied by Team Tube, a tube manufacturing company. The building is set back approximately thirty-six yards from Triangle Court. A vicinity map of the site is provided as Figure 6-1; a plot plan of the site is provided as Figure 6-2. Additional site maps and detail are available in the PEA (PEA, 2000, following p. 6-45).

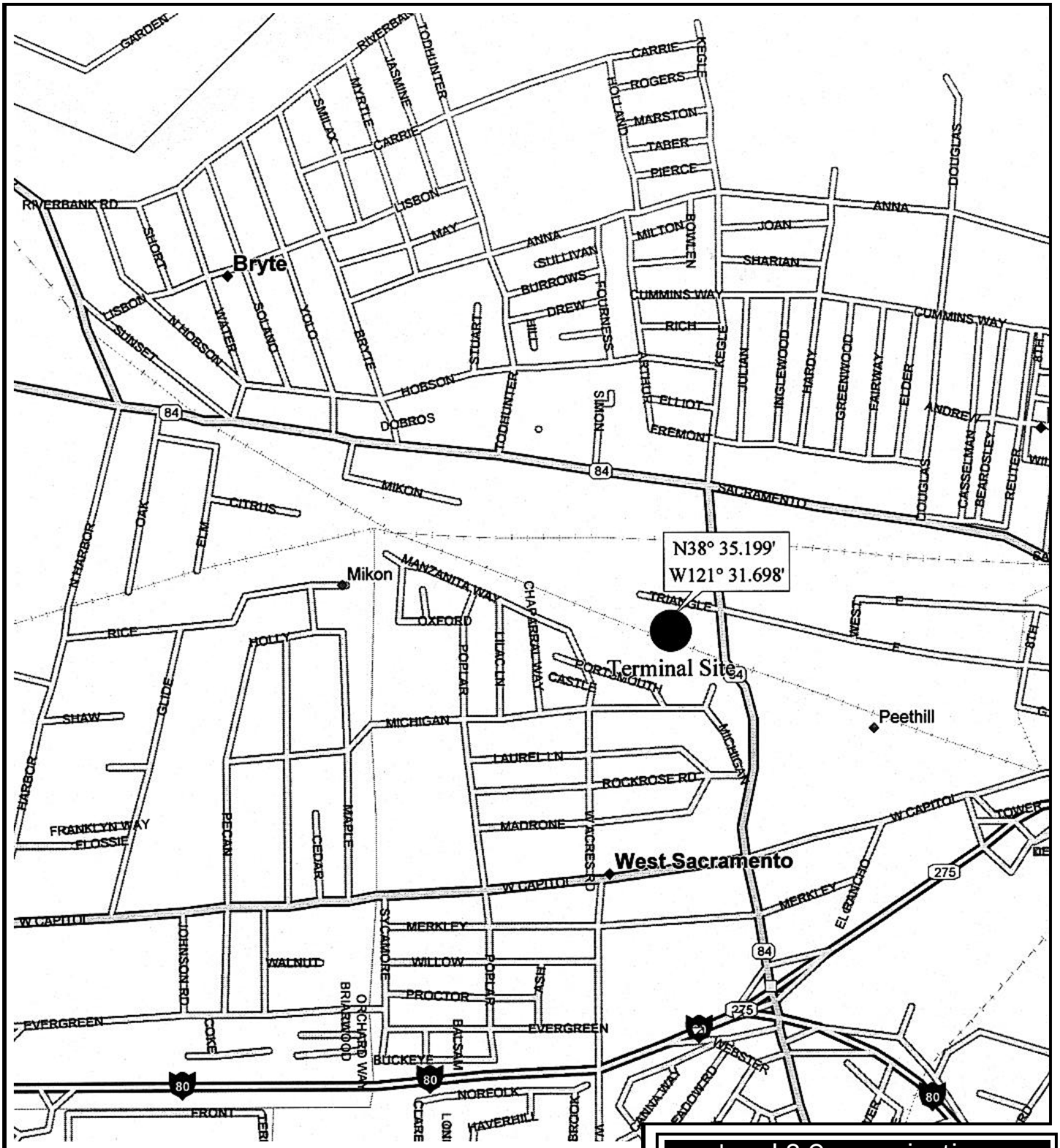
5. Proponent's Name and Address:
Level 3 Communications, LLC ("Level 3")
1450 Infinite Drive, Louisville, CO 80027
(303) 926-3000

6. General Plan Designation: Light Industrial

7. Zoning: M-1 Light Industrial

8. Description of Facility:
This checklist evaluates the design, construction, and operation of the Sacramento Terminal, which would be constructed in an existing building outside of existing utility corridors in support of the long-haul network.

The Sacramento Terminal will be constructed on a developed 1.48-acre site with a concrete building approximately 51,000 square feet in size. The terminal equipment will be placed in approximately 17,300 square feet of the building. The existing building will require minor demolition of interior walls and windows and replacement of the roof. An equipment yard will be constructed adjacent to the building to contain an emergency generator and six to eight mechanical coolers.



Scale 1:15,625 (at center)

1000 Feet

500 Meters

Local Road

Major Connector

State Route

Interstate/Limited Access

Exit

Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 6-1

Sacramento Terminal Site Vicinity Map

Aspen
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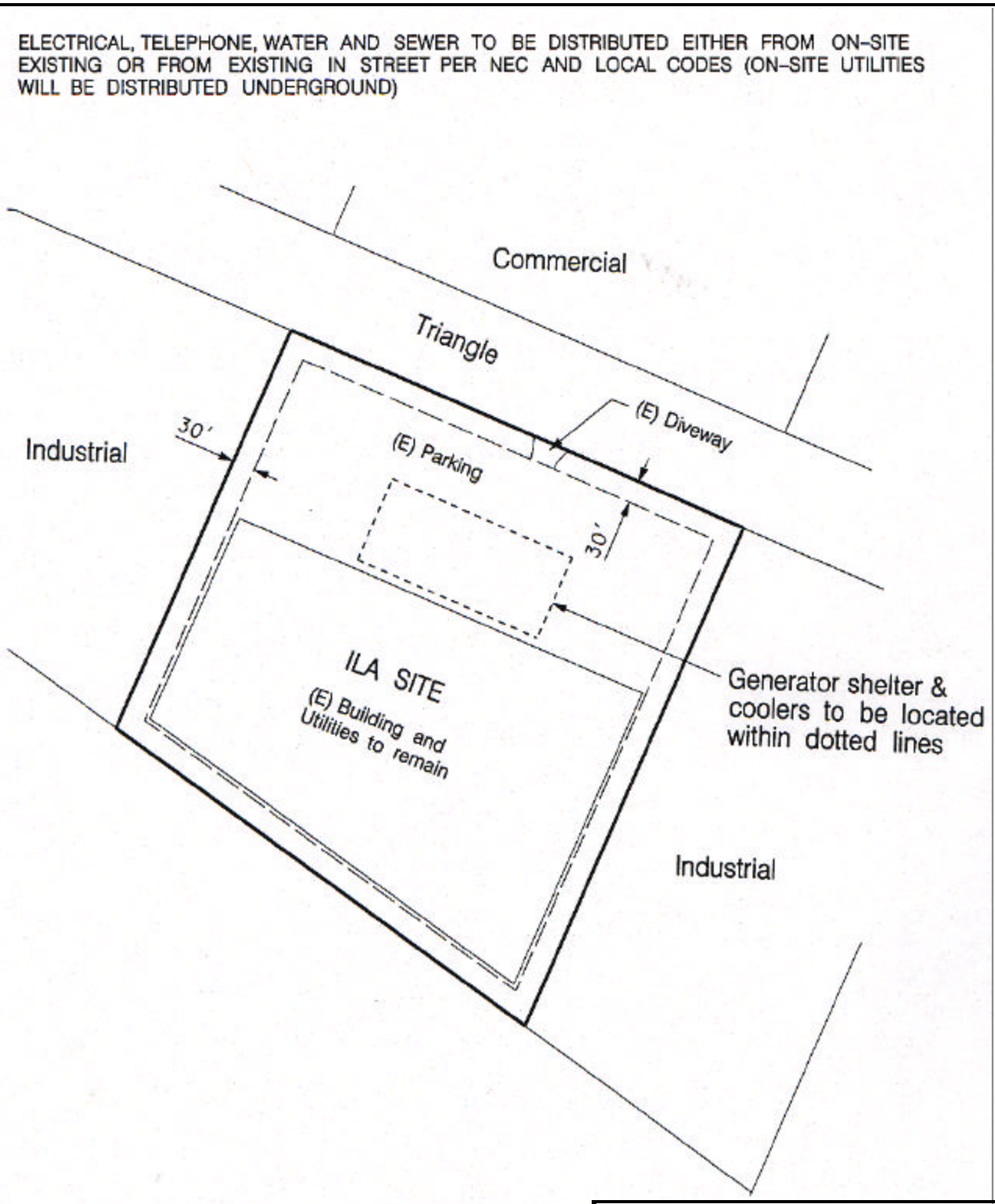

RequiredSetbacks:
Front-30'
Rear-30'
Side-30'

Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 6-2

Sacramento Terminal Conceptual Plot Plan

Aspen
EnvironmentalGroup

The fiber optic network is connected to local communication systems through terminals. The facility also provides signal amplification capabilities similar to those of an ILA. The terminal hardware needed to connect the fiber optic network to the local communication systems will be located in the terminal building.

One 2,000-kilowatt (kW), diesel-powered generator will provide emergency power to the terminal. The size of the pre-cast concrete generator enclosure will be based on local noise restrictions but will be approximately 13 feet wide and 38 feet long (494 square feet) and 14 feet high. The generator shelter will be assembled at the site and installed on a concrete foundation. This generator will be sufficient to handle the standby power requirements of the terminal facility. The generator will be mounted on a 4,200-gallon, double-walled, aboveground belly storage tank that is approximately 41 feet long by 13 feet wide by 15 feet 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 (PEA, 2000, p. 6-2). Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote).

During operation at 100% load, each generator consumes approximately 136 gallons of diesel fuel per hour (gph). At 75% load, fuel consumption rate is approximately 102 gph. During most of the 30 minutes of testing and maintenance run time each week, the generators will run at 50-percent load. However, for the 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. Therefore, 30 hours per year multiplied by 102 gph equals 3060 gallons of diesel fuel consumption per year for testing and maintenance.

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 emergence response contractor and appropriate spill-reporting procedures will be contained in the drum and will also be displayed near the filling port. Should a release occur that cannot be managed by Level 3 personnel, a contractor will be called to respond.

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

The Sacramento Terminal site will be permanently staffed by three employees. A driveway providing access from Triangle Court and adequate parking will be provided. No additional buildings will be constructed. Control and maintenance functions will occur within the proposed

facilities. Fencing around the equipment yard will be of chain link construction and will be nine feet tall. The Sacramento Terminal will require electricity, telephone, sewer, and water hookups.

Utility lines supporting these capabilities are located on utility poles along the south side of the property. Telephone service would be provided at the site by either hard-wired, cellular, or satellite-link service. Normal electrical power will be provided, consisting of 2000-amp, 480-volt, three-phase service. All onsite utility lines will run underground. Water and sewer connections to municipal systems would be provided per local code. Stormwater drainage and fire protection equipment would be installed per local codes.

The fiber optic cable, to which the facility will be connected, is located in the Union Pacific Railroad (UPRR) Right-of-Way (ROW), which is adjacent to, and south of, the terminal property. The connection to the Terminal facility will be installed at a depth of approximately 42 inches either by plowing in the conduit (which does not require a trench) or by digging a trench, laying the conduit, and then back-filling the trench.

Demolition debris from replacement of the roof, interior walls and windows, and a removal of a minimum amount of asphalt prior to placement of the generator pad is estimated to be 600 cubic yards.

Current and potential cumulative projects in the vicinity of the proposed Sacramento Terminal site that meet the following criteria are shown in Table 6-1 of the PEA (PEA, 2000, follows p. 6-45). The criteria for projects considered in the cumulative impacts assessment include:

- 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.

No current or future projects are listed in Table 6-1 of the PEA.

9. Surrounding Land Uses and Environmental Setting:

The surrounding properties are occupied and well maintained. There is one vacant parcel at the west end of Triangle Court and is not adjacent to the project site. The vicinity is primarily light industrial with the exception of the Yolo County Services Department. The development in the surrounding area is fairly new, less than five years, with the exception of the older adjacent buildings that are between ten to fifteen years old.

There are a number of businesses surrounding the project site:

North

- Sierra Hart, a car leasing company, is located in a small building with a parking lot and car storage area

- Beyond Sierra Hart and the railroad berm is a mobile/pre-fabricated home community. The site is not visible from these residences because of the intervening railroad berm.

Northeast

- Yolo County Services Department, a county service office building with parking lot.

Northwest

- The Horizon Company consists of a light industrial complex with one building, a loading facility, and a parking lot.

East

- Two industrial buildings contain the following businesses: Stockton Bumper Service, Capitol Plating Company, and HB Covey, Inc. (Petroleum Systems).

West

- M&M Lightweight Concrete, Inc. consists of a small business building.

South

- Yolo Shortline Railroad
- Apartment buildings
- Church and church's parking lot.

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

10. Other Agencies Whose Approval is Required:

The site is located within the jurisdiction of the City of West Sacramento and the Yolo-Solano Air Quality Management District (YSAQMD).

The M-1 Industrial zoning designation allows for the construction of electrical equipment and an administrative office in conjunction with fiber optic cable support services as a permitted use. No land use permits are necessary (PEA, 2000, p. 6-4).

Rule 201 of the SMAQMD requires that installation of an emergency diesel generator be permitted for construction and operation.

Specific local policies relevant to each of the sixteen environmental impact issue areas are provided in Table 6-2 of the PEA (PEA, 2000, follows p. 6-45). 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.

The proposed facility is an element of the project addressed in an Application for Modification of an existing Certificate of Public Convenience and Necessity (CPCN) (Decision No. 98-03-066).

That CPCN was supported by a Mitigated Negative Declaration that included mitigation measures to be implemented in the design, construction, and operation of the previously approved telecommunications facilities within existing utility 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 an urban landscape dominated by built structures and infrastructure. Existing visual quality and viewer sensitivity are considered low while visual absorption capability is rated high and viewer exposure is rated moderate to high (see the Visual Analysis Data Sheet at the end of this Initial Study). The proposed project will not significantly alter the existing building's exterior appearance and visual features. Therefore, 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 6-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 6-I-2 shows the view from the Key Viewpoint. These figures are found at the end of this Initial Study. Also, see PEA Photos 6-A through C for additional views.

Evaluation

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

a) No Impact. 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 existing building.

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.

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

c) No Impact. Existing views of the site encompass a complex urban setting of business, commercial, industrial, and residential development; paved surfaces; and infrastructure. Since project construction will be limited to interior renovation and replacement of the roof, visual absorption capability is considered high. The proposed project would not change the existing visual character or quality of the site or surroundings.

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

d) No Impact. The project does not propose additional exterior lighting.

II. AGRICULTURAL RESOURCES

Setting

The site is located in a developed urban area. The site does not hold any special agricultural designations and is not currently used for agricultural purposes. The site currently contains a 51,000 square-foot concrete building and parking area. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant agricultural impacts are anticipated as a result of project implementation.

Evaluation

a)	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

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

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

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

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

c) No Impact. The site is a developed urban parcel and does not retain properties of significant agricultural value (see [a] and [b] above). Project construction would result in the continuation of a developed site, and would not result in the conversion of farmland or significant agricultural potential to a non-agricultural use.

III. AIR QUALITY

Setting

The proposed project is located in the Yolo-Solano Air Quality Management District (YSAQMD) and is within the Sacramento Valley Air Basin (SVAB). The SVAB is currently designated as a serious nonattainment area for California Ambient Air Quality Standards for ozone and PM10 . The southern region of the SVAB, including Yolo, Solano, Sacramento, and Placer counties, and the southern portion of Sutter County, is designated as a severe nonattainment area for the federal one-hour ozone standard. The Sacramento Urbanized Area, which includes West Sacramento, is currently classified as a nonattainment region for federal CO standards.

The YSAQMD is charged with implementing the attainment plan for state and federal air quality standards in the City of West Sacramento. The YSAQMD requires that new stationary sources of air pollutants obtain an Authority to Construct and a Permit to Operate from the district. The District also issues formal rules for New Source Review (NSR), including requirements for the implementation of Best Available Control Technology and offsets from new pollutant sources at ratios of greater than one-to-one, and sets emissions standards for stationary internal combustion engines.

The YSAQMD has established significance threshold guidelines for construction of new facilities as well as for the long-term operation of new projects, and specifies mitigation measures for projects with the potential to exceed the significance threshold. For grading operations, facility construction, and long-term operations, emissions of NO_x, ROG, or PM10 exceeding 82 lbs./day each are considered potentially significant.

Evaluation

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

a) Less than Significant Impact. Estimated emissions from construction and operations-phase activities (the emergency standby generator and daily commuting to and from the site by three employees) are shown in Table 6-III-1 (PEA, 2000, Table 6-3).

Construction emissions would be well below significance thresholds (Table 6-III-1). PM10 emissions would remain well below significance thresholds in the absence of dust control measures.

The emergency standby generator would require Authority to Construct and a Permit to Operate from the YSAQMD. Because the terminal is located in a serious nonattainment area for state ozone standards, most new sources of air emissions require offsets against existing emissions at a ratio of greater than one-to-one. However, the generator would be exempt from emissions offset requirements under the YSAQMD New Source Review process per YSAQMD Rule 3.4.110. The generator would also be exempt from YSAQMD notification requirements under YSAQMD Rule 3.4.112 based on emissions estimates in Table 6-III-1, which are far below the specified thresholds. In addition, the generator would not be subject to YSAQMD performance standards for stationary internal combustion engines provided the reporting requirements of YSAQMD Rule 2.32.503 are met. Emissions from daily travel to and from the site during operations will be minimal

The proposed project would comply with all local air quality regulations and would not significantly change countywide emissions of criteria air pollutants. There would be no significant impact on the ability to meet regional air quality goals.

Level 3 has already committed to taking the following actions:

- Level 3 will obtain Authority to Construct and a Permit to Operate the emergency standby generator from the YSAQMD

- Level 3 will comply with the requirements for exemption from stationary internal combustion engine emissions limits (per YSAQMD Rule 2.32.110); for exemption from new source offset requirements (per YSAQMD Rule 3.4.110); and for exemption notification requirement (per YSAQMD Rule 3.4.112) by taking the following actions as specified in YSAQMD Rules 2.32.100, 2.32.503, 3.4.110 and 3.4.500:
  - Operating the generator no more than 50 hours per year for maintenance purposes and for a total of no more than 200 hours per year
  - Maintaining a log documenting the hours of engine operation during failures of utility power and maintenance, and retain all records for two years
  - Providing supporting documentation to the YSAQMD as required by Rule 2.32.503.1.

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 ☐

TABLE 6-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)	ROG EF (2)	ROG Daily (lbs/day)	ROG 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
Site Grading (22 cy)																					
Backhoe Loader	200	2	1	1	-	2370	10	0.0052	180	0.8	0.0004	15	0.07	0.00003	135	0.6	0.0003	205	0.9	0.0005	6
Vac Truck	153	2	1	1	-	1660	7.3	0.0037	110	0.5	0.0002	15	0.07	0.00003	105	0.5	0.0002	110	0.5	0.0002	6
Surveying Lt-Heavy Duty Truck	117	6	1	1	-	780	10	0.0052	72	1.0	0.0005	44	0.58	0.0003	85	1.1	0.0006	105	1.4	0.0007	6
Lt-Heavy Duty Truck	10 cu yd	2	1	1	30	11.3	3.0	0.0015	2.2	0.6	0.0003	0.59	0.2	0.00008	0.31	0.08	0.00004	14	3.7	0.0019	7
Worker Light Truck	175	2	1	-	30	18.4	4.9	0.0024	4.4	1.15	0.0006	0.84	0.222	0.000111	0.31	0.082	0.000041	35	9.1	0.0046	6
Equipment Delivery Truck	Low boy	3	1	-	30	11.3	4.5	0.0022	2.2	0.9	0.0004	0.59	0.23	0.0001	0.31	0.12	0.0001	14	5.6	0.0028	7
Worker Light Truck	Light	4	1	-	30	1.0	0.53	0.0003	0.35	0.19	0.0001	0	0	0	0.06	0.03	0.00002	7.22	3.8	0.0019	7
Maxima and Subtotals (Site Grading)							23	0.02		3.7	0.0025		1.2	0.0007		1.4	0.0013		23.6	0.013	
Gutting of Building Interior/Roof (600 cu.yds.)																					
Semi-end Dump Trucks	20 ton	7	3	-	100	11.3	35	0.052	2.2	6.8	0.0102	0.59	1.8	0.0027	0.31	1.0	0.0014	14	43	0.065	7
Worker Light Truck	Light	12	3	-	30	1.00	1.6	0.0024	0.35	0.6	0.0008	0	0	0	0.06	0.1	0.00014	7.2	11	0.0172	7
Maxima and Subtotals (Demolition)							36	0.05		7.3	0.0110		1.8	0.0027		1.1	0.0016		55	0.08	
Pad Construction (28cy)																					
Cement Truck	10 yd3	3	1	-	30	11.3	4.5	0.0022	2.2	0.9	0.0004	0.59	0.2	0.0001	0.31	0.1	0.00006	14	5.6	0.0028	7
Gravel Truck	10 yd3	3	1	-	30	11.3	4.5	0.0022	2.2	0.9	0.0004	0.59	0.2	0.0001	0.31	0.1	0.00006	14	5.6	0.0028	7
Worker Light Truck	Light	4	1	-	30	1.00	1	0.0003	0.35	0.2	0.0001	0	0	0	0.06	0.0	0.00002	7.2	3.8	0.0019	7
Maxima and Subtotals (Pad Construction)							9.5	0.00		1.9	0.0010		0.47	0.0002		0.3	0.00014		15.0	0.01	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	12	1	-	774	14	0.082	64	1.1	0.0068	13	0.2	0.0014	58	1.0	0.0061	79	1.4	0.008	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.001	2.2	0.3	0.0003	0.59	0.1	0.0001	0.31	0.0	0.00004	14	1.9	0.002	7
Worker Light Truck	Light	2	12	-	30	1.00	0.3	0.002	0.35	0.1	0.0006	0	0	0	0.06	0.0	0.00010	7.2	1.9	0.011	7
Maxima and Subtotals (Trenching and Utility Installation)							15	0.08		1.5	0.0076		0.31	0.0015		1.1	0.0062		5.2	0.02	
Shelter Placement																					
Crane	150 ton	2	1	1	-	576	2.5	0.001	82	0.4	0.000	64	0.3	0.000	41	0.2	0.0001	1624	7.2	0.004	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	0.000	0.31	0.2	0.0001	14	9.3	0.005	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.0001	0.35	0.1	0.00005	0	0	0	0.06	0.02	0.00001	7.2	1.9	0.001	7
Maxima and Subtotals (Shelter Placement)							10.2	0.005		1.9	0.001		0.67	0.000		0.4	0.0002		18.4	0.01	
General Construction Activities																					
Compactor	<25 hp	1	1	1	-	8	0.02	0.00001	227	0.5	0.0002	1.4	0.003	0.000001	0	0	0	6350	14	0.007	8
Equipment Delivery Truck	Low boy	1	1	-	30	11.3	1.5	0.001	2.2	0.3	0.0001	0.59	0.08	0.00004	0.31	0.04	0.00002	14	1.9	0.001	7
Construction Generator	<50 hp	8	12	1	-	0.02	0.0003	0.000002	0.002	0.00004	0.0000002	0.001	0.00002	0.0000001	0.002	0.00004	0.0000002	0.011	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	17	-	30	1.0	0.13	0.001	0.35	0.05	0.0004	0	0	0	0.06	0.008	0.00007	7.2	1.0	0.008	7
Maxima and Subtotals (General Construction)							3.1	0.003		1.1	0.0011		0.2	0.0001		0.09	0.00013		19	0.02	
Maxima and Subtotals, Construction Engine Emissions [3]							36	0.17		7.3	0.024		1.8	0.0056		1.4	0.0095		55	0.151	
Total Construction Emissions (Fugitive plus exhaust)								0.17			0.024		12.1	0.05			0.0095			0.151	
Construction Thresholds							82 lbs/day	--		82 lbs/day	--		82 lbs/day	--		--	--		--	--	17
Insignifigant Impact [9]							Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	

Construction Fugitive Dust Emissions

SOURCE	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	AREA OF GRADING / TRENCHING	PM_{10} EMISSIONS EF	PM_{10} EMISSIONS (daily lbs)	PM_{10} EMISSIONS (total tons)	NOTES
Site Grading	8	3	0.22 acres	60.7 lb/acre-day	8.67	0.01301	12, 16
Trenching - Cable Installation	8	12	-	0.51 lb/hr	4.1	0.024	
Wind Erosion	24	12	0.24 acres	6.6 lb/acre-day	1.60	0.0096	11
Subtotal, Construction Fugitive Emissions [3]					10.3	0.047	15
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) [3]						0.053	

(Continued)

Operation Emissions [4]

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (g/hr) [2]	NO_x Daily (lbs/day)	NO_x Annual (tons/year)	ROG EF (g/hr) [2]	ROG Daily (lbs/day)	ROG Annual (tons/year)	PM_{10} EF (g/hr) [2]	PM_{10} Daily (lbs/day)	PM_{10} Annual (tons/year)	SO_x EF (g/hr) [2]	SO_x Daily (lbs/day)	SO_x Annual (tons/year)	CO EF (g/hr) [2]	CO Daily (lbs/day)	CO Annual (tons/year)	NOTES
Emergency Generator	2136	0.5	60	1		24,308	27	0.80	445	0.49	0.01	227	0.25	0.008	392	0.43	0.013	1,175	1.30	0.04	4
	(2000kW)																				
Worker Light Truck	Light	-	260	3	30	1.0	0.40	0.052	0.35	0.14	0.018	0	0	0	0.06	0.024	0.0031	7.2	2.87	0.37	7
Total Operation Emissions [5]							27	0.86		0.63	0.03		0.25	0.01		0.46	0.016		4.16	0.41	
Operation Thresholds							82 lbs/day			82 lbs/day			82 lbs/day			--			550 lbs/day		17
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) Area to be graded is sum of 115 by 66 foot fenced compound area of equipment yard plus a 10 foot perimeter band.

(13) The 30-minute test cycle will be conducted mostly at 50 percent load. To be conservative, the horsepower is stated and emissions are calculated at 75 percent load.

(14) Construction and operations threshold were obtained from SMAQMD's "Air Quality Thresholds of Signifigance, First Edition", 1994.

(15) Daily construction fugitive emissions includes the specific activity plus wind erosion.

(16) Emission factor fromYSAQMD Air Quality Handbook, Appendix D, for fugitive dust emissions in the absence of dust control measures.

(17) Significance criteria from the YSAQMD Air Quality Handbook (1996).

b) Less than Significant Impact. Construction of the terminal would produce emissions of criteria air pollutants from mobile sources and PM10 from fugitive dust. Emissions from mobile sources (construction equipment) would not have permanent or temporary significant effects on regional air quality because they are too small to measurably change ambient levels of criteria pollutants or ozone precursors. Construction would be of short duration, and peak emissions are small relative to county- or basin-wide levels.

Operations phase emissions would also be small compared to countywide levels and would be infrequent. Estimated grading, facility construction, and long-term operations emissions are well below significance thresholds established by the YSAQMD (Table 6-III-1). Effects on ambient air quality from the project would be less than significant.

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

c) Less than Significant Impact. Emissions from construction (both engine and fugitive dust emissions) and operation of the Sacramento Terminal would be small relative to countywide inventories of criteria air pollutant emissions, including ozone precursors. There would be no other facilities located outside of utility right-of-way within the YSAQMD.

Although Yolo County is not in compliance with state PM10 and state and federal ozone standards, short- or long-term air quality impacts from site development wwould be minimal. Construction and long-term emissions would be well below established significance thresholds (See Table 6-III-1 on page 6-13).

YSAQMD considers a project to have a "cumulatively significant" impact when the project (1) requires a change in existing land use designation; and (2) incrementally increases emissions of ROG, NO_x, and PM10 relative to typical emissions from uses consistent with the current land use designation. Staffing levels are low and facility operations are of limited scope, given the size of the facility. Neither of the necessary conditions for cumulatively significant impacts to regional air quality are met. Therefore, cumulative air quality impacts are less than significant.

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) No Impact. Sensitive receptors (a church common area and an apartment building) are located approximately 90 feet from the south boundary of the terminal site. A mobile home park is located more than 200 feet north of the facility on the opposite side of a railroad berm.

Terminal electronics would be located inside the existing building. During construction, dust and exhaust emissions would be generated by remodeling of the building interior, replacement of the roof of the existing building, and construction of the maintenance yard. The maintenance yard would be placed on the opposite (north) side of the terminal building from nearby sensitive receptors. Because of the location of the maintenance yard, the distance to the sensitive receptors, and the fact that construction is

unlikely to generate substantial pollutant concentrations, sensitive receptors would not be significantly affected by air emissions from construction.
The largest concentrations of pollutants produced by facility operations would occur during generator testing and emergency operations. These operations would be infrequent, limited to 30 minutes per week of scheduled maintenance and operation during interruptions of utility power service. The generator would be located on the opposite side of the terminal building from the sensitive receptors (Figure 6-2). The short duration of the tests and the substantial distance from sensitive receptors would ensure that operations-phase activities do not expose sensitive receptors 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 site is located in a heavy industrial and business area of West Sacramento. The property is limited to warehouse space within a larger building. The building is located on a street dominated by industrial and business development. Development is found to the north, east, and west of the property.

The southern edge of the warehouse faces the railroad. Along this boundary, vegetation has been cleared to the property fence. The area between the fence and the rail is dominated by non-native annual grasses (*Avena* sp.). This area also supports a row of oak trees (*Quercus lobata*). These trees are approximately 40 ft. tall. No raptor-like nests were observed. These trees could potentially provide nesting habitat for raptor species, including Swainson's hawk (*Buteo swainsoni*).

Evaluation

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

a) Less than significant impact. A list of sensitive plant and wildlife species likely to occur within the site and/or vicinity was compiled prior to and during the site visit by Level 3 Communications. This list was formulated based upon a search of the California Natural Diversity Database, California Department of Fish and Game (Sacramento West Quadrangle, September 1999), knowledge of the area, and the onsite assessment. The database was also searched by Aspen in March, 2000. The list of species including the likelihood of occurrence at the site is included in Table 6-IV-1.

The site is heavily disturbed and does not provide significant native habitat for any sensitive species. The site does not provide elderberry habitat for Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*).

Page 1 for Air Quality Calculations table

Page 2 for table

TABLE 6-IV-1
Potential for Habitat at the Sacramento Terminal Site
to Support Sensitive Species Occurring in the Vicinity

*The rose-mallow (*Hibiscus lasiocarpus*) is not a federal or state listed species but has a CNPS status of list 2. This plant is associated with freshwater marshes.* *The site does not provide the sufficient marsh habitat associated with rose-mallow.*
The valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), a federal threatened species, is endemic to the California Central Valley. This species is dependent upon blue elderberry (*Sambucus mexicana*). *The site does not provide elderberry habitat for valley elderberry longhorn beetle*
*The California brackishwater snail (*Tryonia imitator*), a federal species of concern, is associated with coastal lagoons and salt marsh communities.* The site does not provide the sufficient aquatic resources associated with California brackishwater snail.
The Sacramento splittail (*Pogonichthys macrolepidotus*) is a federal threatened and a California state species of concern. It is confined to the Sacramento Delta, Suisun Bay, and their associated marsh communities. This species is often found in slow moving water. *The site does not provide the sufficient aquatic resources associated with Sacramento splittail.*
The California clapper rail (*Rallus longirostris obsoletus*), a federal and California state endangered species, is associated with salt-water marshes in the San Francisco Bay area. *The site does not provide the sufficient aquatic resources associated with California clapper rail.*
The rookery sites of the double-crested cormorant (*Phalacrocorax auritus*) are considered protected areas. These colonial sites are often found on coastal cliffs, offshore islands, and lake margins. *The site does not provide the sufficient aquatic resources or nesting opportunities associated with double-crested cormorant.*
*The California least tern (*Sterna antillarum browni*), a federal and California state endangered species, will establish nesting colonies in beach and alluvial sand along the California coast. This species may also be found in open areas close to lagoons or dry lakebeds. Breeding season begins in mid-May to early June and extends into late-July.* The site does not provide the sufficient aquatic resources or nesting opportunities associated with California least tern.
The Swainson's hawk (*Buteo swainsoni*), a California state threatened species, nests tall trees throughout the California Central Valley. Nest sites are often found near grassland or agricultural fields. *A line of oak trees between the site and the railroad right-of-way provides marginal nesting habitat for the Swainson's hawk.*
*The tricolored blackbird (*Agelaius tricolor*), a federal and California state species of concern, is largely endemic to California. This colonial nesting species is associated with freshwater marshes with cattail, tule, bulrush, or sedge vegetation.* The site does not provide the wetland vegetation associated with tricolored blackbird nesting colonies.
*The salt-marsh harvest mouse (*Reithrodontomys raviventris*), a federal and California state endangered species, is associated with emergent saltwater wetlands in the San Francisco Bay area.* The site does not provide the sufficient aquatic resources associated with salt-marsh harvest mouse.

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

A row of oak trees is located approximately 40 feet from the southern boundary of the property, between the parcel and the railroad right-of-way. These trees provide potential nesting habitat for raptor species, including Swainson's hawk, a California State Threatened species. No raptor-like nests were observed during a reconnaissance survey of the site. However, previous records describe a Swainson's hawk nest within 1 mile of the site. Preconstruction nest surveys should be performed within 2 weeks of disturbance activities during the breeding season (March 1 to July 30). The site does not provide the sufficient aquatic resources associated with rose-mallow (*Hibiscus lasiocarpus*), California brackishwater snail (*Tryonia imitator*), Sacramento splittail (*Pogonichthys macrolepidotus*), California clapper rail (*Rallus longirostris obsoletus*),double-crested cormorant (*Phalacrocorax auritus*), California least tern (*Sterna antillarum browni*), tricolored blackbird (*Agelaius tricolor*), and salt-marsh harvest mouse (*Reithrodontomys raviventris*).

Because Level 3 has committed to avoid or minimize all potential impacts and to acquire all required local, state, and federal permits, the impact of this project will be less than significant. The specific measures that will be implemented at the Sacramento Terminal ILA site include the following:

- No trees will be removed or otherwise disturbed as a result of construction to this site; and
- If construction activities (outside the existing structure) coincide with the breeding season (March 1 to September 15), pre-construction raptor nest surveys will be performed within 2 weeks of disturbance activities. If an active raptor nest is found within 500 feet of the work site a determination will be made by a qualified biologist in consultation with the California Department of Fish and Game whether or not construction activities will impact the active nest or disrupt reproductive behavior.

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) Less than significant impact. There is no riparian or any other significant sensitive habitat onsite or within the site vicinity. The area is characterized by industrial development. A row of oak trees lines the southern bounds of the property.

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 is no aquatic habitat onsite or within the immediate site vicinity. The area is characterized by heavy industrial development.

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) Less than significant. The site and vicinity are characterized by heavy development. It is unlikely that the area is a part of any wildlife corridor. The site contains no aquatic resources for migratory fish species. If a raptor does establish a nest in the oak trees adjacent to the property, the impact would be considered less than significant due to implementation of the measure referenced above [see IV(a)].

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) Less than significant impact. There are no trees or other biological resources onsite. A row of oak trees exists along the southern bounds of the property between the building and the railroad. Construction will be limited outside the drip-line of these trees. West Sacramento does have a tree ordinance that would include the oak trees between the rail and the proposed terminal site. The West Sacramento Planning Department would have to be contacted prior to any disturbance to these trees.

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. No significant biological resources were identified onsite. West Sacramento has drafted a Habitat Management Plan but it has not yet been adopted. It is unlikely that any Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation policies would apply to this property.

V. CULTURAL RESOURCES

Setting

The project site is located at 1075 Triangle Court in West Sacramento, Yolo County, and is about one mile from the Sacramento River. The parcel contains a recently built commercial/warehouse structure and the rest of the parcel is paved. The area is within the border region of ethnographic territory of the Patwin but was also likely used by neighboring groups including the Nisenan and the Miwok.

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 for the site and area within a one-half mile radius by the California Historical Resources Information System (CHRIS), Northwest Information Center, Sonoma State University. The search also included a check of the California Office of Historic Preservation Historic Property Data File for Yolo 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 property had not been previously surveyed for historic resources (File No. 99-572). The structure on the project parcel is not eligible for the California Register of Historical Resources as it is not associated with significant historic events or important persons, does not have distinctive architectural characteristics, nor does it have the potential to yield information important in history. In addition, the structure is less than 50 years old. No other properties are listed on the National Register of Historic Places, the California Register of Historical Resources, California State Historic Resources Inventory, California Historical Landmarks, and California Points of Historical Interest.

The State of California Native American Heritage Commission (NAHC) completed a search of the NAHC Sacred Lands file with negative results and identified locally knowledgeable Native Americans

for follow-on contact/consultation. These individuals were contacted, and no response has been sent to Level 3 as of March 14, 2000.

No field survey was conducted since there is no exposed ground on the surface available for inspection. In addition, the facility will be installed inside the existing building. 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. Quaternary basin sediments (unit Qb) underlie the project site. No fossil sites are recorded on either the project site or elsewhere in the Sacramento West 7.5-minute quadrangle. However, previously recorded sites in areas mapped as basin sediments in the Sacramento Valley have yielded late Pleistocene fossil vertebrates. Potential exists for remains old enough to be considered fossilized to be encountered in the subsurface at the project site. However, it is unlikely that construction-related earth moving activities will extend to a depth great enough to encounter fossilized remains (PEA, 2000, p. 6-21).

Level 3 will monitor construction as required to recover fossil materials. 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 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. 99-585). If suspected human remains are encountered during construction, operations will stop until the proper official is notified, the find evaluated, any mitigation recommendations implemented, and Level 3 has been cleared to resume construction in the area of the find [see *Level 3 Long-Haul Fiber Optics Project Cultural Resources Procedures* (PBNS, 1999:25-39)].

VI. GEOLOGY AND SOILS

Setting

The Sacramento area is located in an area not prone to seismic activity and related hazards. It is not located within an Alquist-Priolo zone, landslide, liquefaction, or subsidence hazard area (CDMG, 1973,

1999). The area may experience minor ground shaking from large earthquakes on faults outside of the local area. Soil in the project area is classified as having moderate expansion potential (USDA, 1972).

Evaluation

a)	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Mines and Geology Special Publication 42. ii) Strong seismic-related groundshaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No impact. The project site is not located within or near an Alquist-Priolo zone, a landslide hazard area, or liquefaction hazard area (CDMG, 1973, 1999). The project area has a low potential for minor magnitude ground shaking from significant earthquakes on active and potentially active faults located approximately 40 to 80 miles from the project area (Blake, 1998; CDMG, 1973). Compliance with local and state seismic building codes will minimize potential seismic hazards.

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

b) No impact. The project area is relatively flat and is located in an area designated as having slight to no erosion activity (CDMG, 1973).

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

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

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

d) No impact. The soil in the project area is mapped as the Lang silt loam (USDA, 1972) which has a moderate potential for expansion. Compliance with local and state building codes will minimize potential hazards and risks.

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact

for the disposal of waste water?	☐	☐	☐	☒

e) No impact. The facility would continue to use existing sewer connections and would not require a septic system or other facilities for 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). A brief site reconnaissance from public right-of-ways was performed to verify information obtained form the database. No obvious signs of potential environmental contamination were noted at the project site or neighboring properties.

Evaluation

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

a) No impact. The Proponent will handle and store hazardous materials onsite in compliance with 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 onsite 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. The project area is located in a light industrial area and 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 located within 2 miles of an airport or within an airport land use plan.

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

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

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

g) No impact. Redevelopment of this site for use as a Terminal facility would not alter, impair, or interfere with adopted emergency response and evacuation plans. Roadways would not be blocked either during construction or operation.

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

h) No impact. The site is not located in the vicinity of any wildland areas, and would not be subject to wildland fires.

Level 3 has already committed to equip generators with spark arrestors.

VIII. HYDROLOGY AND WATER QUALITY

Setting

The facility is to be constructed within an existing building. The site is not located within a 100-year floodplain (PEA, 2000, Figure 6-9).

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

- Bore under sensitive habitats when practicable
- Implement erosion control measures during construction
- Remove cover vegetation as close to the time of construction as practicable
- Confine construction equipment and associated activities to the construction corridor

- No refueling of construction equipment will take place within 100 feet of an aquatic environment
- Comply with state, federal, and local permits
- Perform proper sediment control
- Prepare and implement a spill prevention and response plan
- Remove all installation debris, construction spoils, and miscellaneous litter for proper offsite disposal
- Complete post-construction vegetation monitoring and supplemental revegetation where needed.

Level 3 has already committed to submit a Notification of Intent (NOI) 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 within an existing building. No site grading is anticipated nor will there be any net change in impervious surfaces. Thus, no changes in erosion or siltation characteristics on- or off-site are expected.

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

d) No impact. The project involves construction within 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 within an existing building, so no net change in the amount and characteristics of runoff is expected.

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

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

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

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

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

h) No impact. The project is not located within a 100-year floodplain (PEA, 2000, Figure 6-9).

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. Dams exists upstream of the site that could potentially fail (PEA, 2000, p. 6-21). Entire communities are present downstream of the dams, which would be impacted in the event of failure. It may be reasonably assumed that the dams have been constructed with the normal standard of care associated with major water resources facilities, and that the risk of failure is small.

Level 3 has already committed to the following measure to minimize potential impacts: In the event of dam failure, personnel within the facility will comply with appropriate county or city evacuation plans.

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. 6-21 and 6-22). Any risk to people or structures is considered less than significant.

IX. LAND USE PLANNING

Setting

The proposed site is located at 1075 Triangle Court in the City of West Sacramento. The general project vicinity is urban with a mix of business, commercial, and residential development. The site is presently occupied by an approximately 51,000 square foot concrete building currently housing three industrial suites and one unoccupied industrial suite. The site is bordered by Triangle Court on the north, business suites on the east and west, and the Union Pacific Railroad (UPRR) right of way on the south. Business/industrial/commercial buildings are located across the street on the north side of Triangle Court. Backing up to the south side of the UPRR right of way is multifamily residential development. See Figure 6-1 in this Initial Study and PEA Figures 6-1 through 8 for locator and vicinity maps.

The General Plan land use and Zoning designations for the project site are "Light Industrial" (M-1 Zoning District). These designations allow for the proposed use. Therefore, 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 6-1 in this Initial Study and PEA Figures 6-5, 7, and 8 for locations of adjacent uses.

Evaluation

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

a) No Impact. The project site is already developed. The proposed project's location would not divide elements of the local community.

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

b) No Impact. The proposed use would be allowed under the existing General Plan and Zoning Ordinance designations of "Light Industrial," subject to approval of a Conditional Use Permit. 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 City of West Sacramento for mineral resources (PEA, 2000, p. 6-28). The project site is located in a developed urban area.

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

Surrounding land uses are primarily industrial and commercial. However, a church common area and an apartment complex are located approximately 90 feet south of the site. Industrial buildings abut the site to the east and west. A car leasing facility is located 200 feet north of the terminal site, and a mobile home community is located to the north of the car leasing facility. A railroad berm forms a barrier between the terminal site and the mobile homes.

The City of West Sacramento regulates noise levels through the Noise Element of the West Sacramento General Plan. Temporary impacts from construction are permitted without quantitative restrictions on construction noise levels. However, construction is usually restricted to "normal working hours" as a

condition of building and/or grading permit approval.

Long-term noise sources are subject to Noise Level Performance Standards for non-transportation noise sources (West Sacramento General Plan, 1996, Table II-4). Exterior noise level criteria are applied only to noise levels affecting residential properties, as measured at the property line of the affected parcel. Daytime (from 7 am to 10 pm) noise levels are restricted to an hourly-average L_{eq} of 50 dBA, and a maximum level of 70 dBA.

Evaluation

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

a) Less than significant impact. The City of West Sacramento has no codified noise ordinance and does not quantitatively limit noise levels from temporary, construction-related impacts. However, the city generally limits construction to "normal working hours" as a condition of building and/or grading permits. The City of West Sacramento General Plan (1996) limits hourly-averaged long-term noise, as measured on any affected residential property, to 50 dBA L_{eq} or less, and limits maximum noise intensity on residential properties to 70 dBA at any time. Level 3 has agreed to observe local construction related work-hour restriction by limiting construction activities to normal working hours. Therefore, potential construction related impacts are less than significant.

The primary source of operational noise would be the 2000 kW emergency standby generator during power outages and weekly testing periods of 30 minutes. The generator would be enclosed in a noise-insulating generator shelter that reduces noise levels to 85 dBA at a distance of five feet from the shelter building and would be located at least 275 feet from the nearest residential receptor. This would be sufficient to reduce instantaneous noise levels to 50 dBA at the nearest residential parcel and would therefore comply with standards set by the City of West Sacramento General Plan.

- Level 3 will restrict construction to normal working hours, as defined by the City of West Sacramento; and
- Level 3 will locate the emergency standby generator on the north side of the terminal building and would house the generator in a noise-insulating enclosure that reduces noise levels to 85 dBA at a distance of five feet from the shelter building.

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

b) Less than significant impact. Project construction would not generate excessive groundborne noise or vibration. The low level groundborne vibration and noise generated during construction would be short term in nature, and generally would not extend more that a few feet from the active work area. Therefore, potential impacts related to construction are less than significant.

With regard to operations, the 2,000 kW generator is the only potential source of groundborne noise or vibration from site operations. The generator would be mounted on spring isolators that effectively reduce groundborne vibration by more than 95 percent. Hence, potential operational impacts associated with groundborne noise and vibration are less than significant. The distance to the nearest receptor

(more than 120 feet) provides additional assurances that no excessive groundborne noise or vibration will be less than significant.

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

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

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

d) Less than significant impact. Temporary noise would be generated during construction. The reuse of an existing building would result in construction activities that are limited in scope and duration, and the location of most of the exterior construction would be relatively isolated from adjacent land uses. The temporary effects of construction noise would be less than significant.

Periodic noise would result from operation of the emergency standby generator during power outages and weekly 30 minute testing periods. Emergency generator testing would comply with the City of West Sacramento Noise Element. The generator would be located approximately 275 feet from the nearest residential receptor and would be enclosed in a noise-insulating shelter. Therefore, potential operational impacts on ambient noise levels are less than significant.

e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No impact. The site is not located within an airport land use plan or within two miles of a public airport.

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

f) No impact. The site is not located within two miles of a private airport.

XII. POPULATION AND HOUSING

Setting

The project site is located in the City of West Sacramento, with a population of 30,431 as of January 1999 (PEA, 2000, p. 6-34). The project site is developed with one commercial/industrial building and is located in a developed industrial and commercial area. The nearest housing is located approximately

90-feet south of the project site, along Manzanita Way. There are no local policies for population and housing that apply to the project site.

Evaluation

a)	Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) No impact. The project would consist of the use of a portion of an existing industrial building for a Terminal facility with three permanent staff. No new housing or off-site extension of major infrastructure would result. The proposed project would not directly or indirectly induce population growth

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

b) No impact. The project would involve the use of a portion of an existing industrial building in a light industrial area. No existing residential housing would be removed; consequently, no replacement housing would be required elsewhere.

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

c) No impact. The project would consist of the use of a portion of an existing industrial building. No existing residential uses occur on the site. As such, the project would neither displace any people, nor create the need for replacement housing.

XIII. PUBLIC SERVICES

Setting

The project is located within the City of West Sacramento. Fire and police protection are provided by the City of West Sacramento. Fire station #44 is located at 905 Fremont Boulevard less than a half mile from the proposed terminal. The closest police station is at 550 Jefferson Boulevard less than 500 feet from the project site. The closest hospital is Sutter General Hospital at 2801 L Street within 2.7 miles of the project site (PEA, 2000, p. 6-34).

Evaluation

a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any or the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No impact. Three employees would permanently staff the terminal. Construction and operation of the terminal would have no impact on the local school, parks or other public facilities. The site would not have a significant impact on police services. The terminal would contain a 4,200-gallon, double-walled, aboveground belly diesel fuel storage tank. Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). Fire protection equipment would be installed per local codes.

XIV. RECREATION

Setting

Several parks are located in the vicinity of the project site including: Elkhorn Park (0.8 miles north), Yolo County Park (one mile northeast), Old Sacramento State Historic Park (one mile east), California Railroad Museum (one mile east), and Discovery Park (1.8 miles northeast). Although the proposed project will include three permanent employees, the associated recreation demand on existing recreation facilities will not be significant. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant recreation impacts are anticipated with project implementation.

Evaluation

a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

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

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

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

XV. TRANSPORTATION/TRAFFIC

Setting

The site would be bordered on the north by Triangle Court, on the east by a commercial/industrial building, on the west by a commercial industrial building, and the south by the southerly railroad tracks of the Yolo Shortline.

Regional access to the Triangle Court cul-de-sac will be provided via State Highway 84, Jefferson Boulevard. Jefferson Boulevard is designated in the general plan as a "major arterial". Triangle Court is designated as a "local street". No policies with regard to these designations apply to the proposed project.

Evaluation

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

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

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

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

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

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

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

d) No impact. Access to the proposed site would be via an existing driveway. No changes to the site design are proposed.

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

e) No impact. The proposed project involves the reuse of an existing site. 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. The project would not conflict with alternative policies, plans or programs.

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

The project site would be developed with a commercial/industrial structure in place. All utilities and service systems are available on-site. There is a fire hydrant at the northeast corner of the site. Water, gas, and sewer already serve the building. Electricity and telephone lines serving the structure have been installed underground. Policies contained in the West Sacramento General Plan regarding utilities and service systems do not apply to this project, as service already exists.

Evaluation

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

a) Less than significant impact. The proposed terminal would produce minimal wastewater. Wastewater services for on-site toilet facilities serving three permanent employees would be required; however, the project would not exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board.

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

b) No impact. The proposed terminal would use an existing building with all utilities and service systems available on-site. There would be a minimal amount of wastewater produced, and the site would not require the construction or expansion of water or wastewater treatment facilities.

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

c) No impact. The proposed terminal would use an existing building with all utilities and service systems available on site. The site would not require the construction or expansion of storm water drainage facilities.

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

d) Less than significant impact. The proposed terminal would use an existing building with all utilities and service systems available on site. The site would require a water supply for on-site restroom facilities used by three permanent employees; however, water use would be minimal and would not have a significant impact on current water supplies.

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

e) Less than significant impact. The proposed terminal would be constructed in an existing building that is already served by municipal wastewater services. There would be a minimal amount of wastewater, which could be adequately served by 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. There would be solid waste generation during construction from interior modification of the existing building. Waste generation would be minimal from the three permanent employees maintaining the facility. The project's solid waste disposal needs could be served by Yolo County 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 will 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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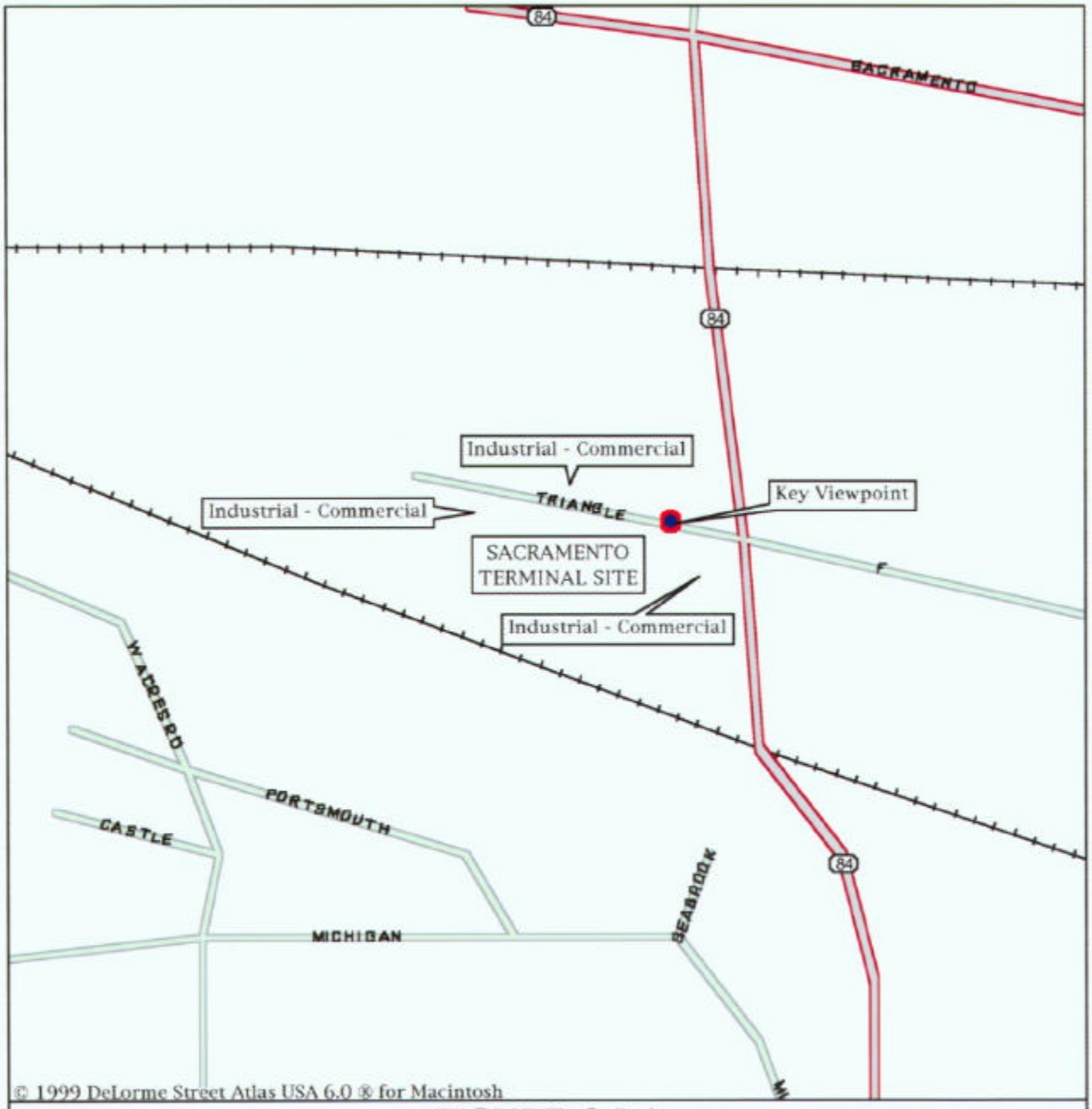

FIGURE 6-I-1

Mag 17.00
Fri Feb 25 15:20 2000
Scale 1:3,906 (at center)
200 Feet
100 Meters

Local Road
Major Connector
State Route
Railroad
Water

Level 3 Communications Infrastructure Project	**Figure 6-1-2 Sacramento Terminal**	View to the southwest from the north side of Triangle Court. The proposed ILA facility would be located within the existing building shown in the photo above.

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
6
PROJECT COMPONENT
Sacramento Terminal
VIEWPOINT LOCATION
Westbound Triangle Court, to the northwest of the proposed terminal site, viewing to the southwest.
ANALYST
Michael Clayton
DATE
2/1/00

VISUAL QUALITY

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

Views of the site encompass an urban setting of business and commercial development, paved surfaces, and infrastructure. Overall visual quality of this urban landscape is considered **low**.

VISUAL ABSORPTION CAPABILITY

The site is already developed with a structure within which the proposed terminal will be located. Therefore, visual absorption capability is considered **high**.

VIEWER SENSITIVITY

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

VIEWER EXPOSURE

Visibility: High

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

Numbers of Viewers: Low to Moderate

Duration of View: Moderate to extended

Overall Viewer Exposure:
Moderate to High - due to high visibility, and presence of adjacent, occupied business/commercial buildings.

VISUAL IMPACT SUSCEPTIBILITY

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

The low visual quality of the site combined with high visual absorption capability and low viewer sensitivity lead to an overall rating of **low** for visual impact susceptibility.

(over)

Level 3 Site No. 6 Viewpoint
(continued)

VISUAL CONTRAST RATING

CHARACTERISTIC LANDSCAPE DESCRIPTION			
	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Level	Indistinct (developed site with minimal landscaping)	Prominent, geometric
LINE	Horizontal	Indistinct (developed site)	Vertical, horizontal to diagonal
COLOR	Indistinct (developed site)	Indistinct (developed site)	Grey and blue
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
☐	☐	☐	☑