Site 8. EMERYVILLE ILA D-NODE

Environmental Checklist

ENVIRONMENTAL CHECKLIST

1. Facility Title:
Level 3 Communications Infrastructure Project, Emeryville ILA D-Node

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 proposed project is located at 5000 Hollis Street in the City of Emeryville, Alameda County. The 4.6-acre project site contains an approximately 48,960 square feet industrial structure and is located on the southeast corner of Hollis Street and 53rd Street. It is located east of I-580, and west of SR 123 (San Pablo Avenue) and the City of Oakland. The Assessor's Parcel Number for the project site is: 049-1041-011. A vicinity map for the site is provided as Figure 8-1; a plot plan for the site is provided as Figure 8-2. Additional site maps are available in the PEA (PEA, 2000, following p. 8-39)

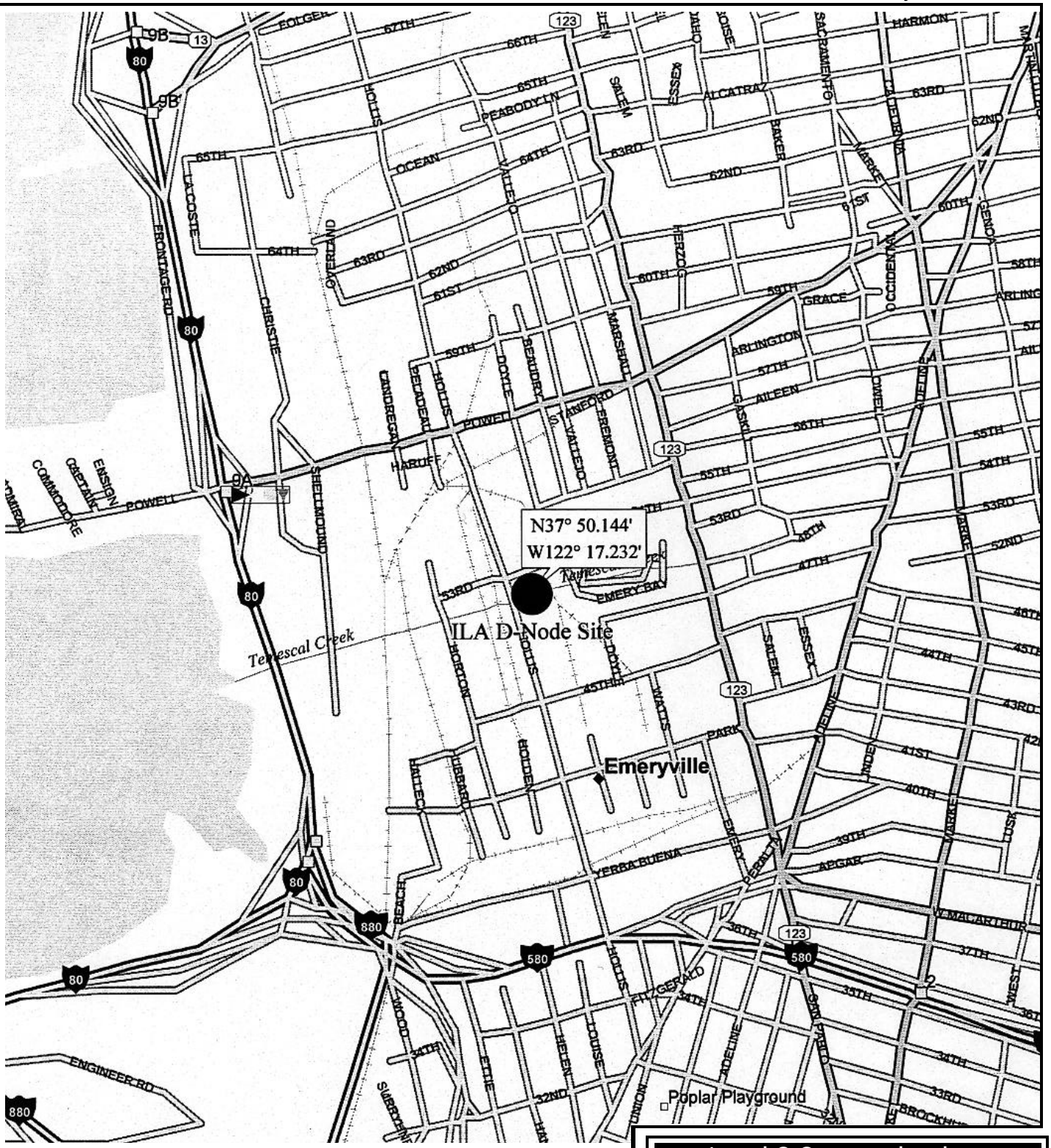
5. Proponent's Name and Address:
Level 3 Communications, LLC ("Level 3")
1450 Infinite Drive, Louisville, CO 80027
(303) 926-3000

6. General Plan Designation: Commercial

7. Zoning: Mixed Use (M-U)

8. Description of Facility:
This checklist evaluates the design, construction, and operation of the Emeryville In-line Amplification Distribution Node Facility (ILA D-node), which would be placed in an existing building outside of existing utility corridors. The Level 3 Communications Infrastructure Project network is connected to local communication systems through D-Nodes. This facility, which is located at 5000 Hollis Street, also provides signal amplification capabilities similar to those of an ILA.

The Emeryville ILA D-Node will occupy approximately 6,000 square feet of floor space within the existing 48,960 square feet building. The building is of concrete tilt-up construction. The node hardware needed to connect the fiber optic network to the local communication systems will be located in this building.



Level 3 Communications Infrastructure Project

Figure 8-1

EmeryvilleILA Site Vicinity Map

Aspen Environmental Group

ELECTRICAL, TELEPHONE, WATER AND SEWER TO BE DISTRIBUTED EITHER FROM ON-SITE EXISTING OR FROM EXISTING IN STREET PER NEC AND LOCAL CODES (ON-SITE UTILITIES WILL BE DISTRIBUTED UNDERGROUND)

Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 8-2

EmeryvilleILA Conceptual Plot Plan

Aspen *EnvironmentalGroup*

One 400-kilowatt (kW), diesel-powered generator will provide emergency power to the building. The generator will be housed in a truck bay at the 53rd Street corner of the main building. The generator shelter will be assembled at the site and installed on an existing, but enhanced concrete foundation. The size of the generator shelter is dependent on local noise regulations but will be approximately 11 feet wide by 29 feet long by 12 feet tall. This generator will be sufficient to handle the standby power requirements of the D-Node facility. The generator will be mounted on a 1,400-gallon, double-walled, above-ground belly storage tank that is approximately 13 feet long by 8 feet wide by 2 foot 6 inches high. The double-walled storage tank on which the engine/generator set is mounted is designed to support the weight of the engine/generator set and this mounting is a common design for emergency engine/generators. For engine/generator sets that are operated more frequently, the fuel tank is mounted separate from the engine/generator since greater fuel storage capability is required and the storage tank would be too large to be located beneath the engine/generator (PEA, 2000, p. 8-2). Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote).

During operation at 100-percent load, each generator consumes approximately 29 gallons of diesel fuel per hour (gph). At 75% load, fuel consumption rate is approximately 21 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 21 gph equals 630 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 emergency response contractor and appropriate spill-reporting procedures will be contained in the drum and will also be displayed near the filling port. Should a release occur that cannot be managed by Level 3 personnel, a contractor will be called to respond.

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

The D-Node will not be permanently staffed. A driveway providing access from Hollis Street and on-site parking already exist. No additional buildings will be constructed. Control and maintenance functions will occur within the proposed facilities. Fencing around the parking area and grounds will be eight feet tall. Electricity, telephone, sewer, and water hookups required by the facility are in place. Utility lines supporting these capabilities are located on wooden poles along Hollis Street and 53rd Street. Normal electrical power will be provided, consisting of 2000-amp, 480-volt, three-phase service. Water and sewer connections to municipal systems are per local code. Stormwater drainage and fire protection equipment are also per local codes.

Site development would include retrofitting both the exterior and the interior of the existing building. This will involve replacing the roof and removing approximately 5,000 square feet of interior walls. The D-Node equipment will be installed on the existing slab, which is above grade. Approximately 200 cubic yards of solid waste will be generated in the retrofitting process. The slab in the truck bay supporting the generator will be strengthened by pouring additional concrete and thickening the slab. The fiber optic cable, to which the facility will be connected is located in Union Pacific Railroad (UPRR) Right-of-Way (ROW) adjacent to the east side of the building. The connection to the facility from the running line will utilize existing utility corridors including public streets. The connection to the D-Node 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. No public roads will be encroached by the trenching operation.

Current and potential cumulative projects in the vicinity of the proposed Emeryville ILA D-Node site that meet the following criteria are shown in Table 8-1 of the PEA (PEA, 2000, follows p. 8-39). Criteria for inclusion of a project in the table are as follows:

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

Table 8-1 indicates that three project are currently planned for development within two miles of the site, and 12 future projects may be proposed for development within two miles of the site. These projects range from residential developments and hotels to retail, commercial and mixed-use uses.

9. Surrounding Land Uses and Environmental Setting:

The surrounding area is characterized as mixed use. Directly opposite the project site on the north side of 53rd Street is an industrial use, Rainin Instrument Company. On the northwest corner of the intersection of Hollis and 53rd Street is an office building, the Chiron Life Sciences Center. On the south side of the project site is a commercial use, F. Alaby Incorporated Custom Woodcraft. To the west of the project site, across Hollis Street, is an industrial use, Pacific Gas and Electric Company (PG&E). On the east side of the project site is a small parking area used for a nearby office use. Beyond the parking lot to the east is a multifamily residential development. 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 Emeryville and the Bay Area Air Quality Management District (BAAQMD).

The project site is zoned Mixed Use (M-U). The proposed project would be defined as a "Utility Services" use under the City of Emeryville Zoning Ordinance (9-4.4.230). Section 9-4.36.3(b) of the Zoning Ordinance permits Utility Services in the M-U zoning district subject to a Conditional Use Permit. A Conditional Use Permit is a discretionary process that requires a public hearing before the City's Planning Commission.

The emergency diesel generator will not require a permit from the BAAQMD.

Specific local policies relevant to each of the sixteen environmental impact issue areas are provided in Table 8-2 of the PEA (PEA, 2000, follows p. 8-39). When there are no relevant and applicable policies, this fact is stated with an explanation. Sources for the policies are provided at the end of the listing.

11. Determination:

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

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:

- 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.

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 located at the end of this Initial Study). The proposed project will minimally alter the existing building exterior appearance and visual features. Therefore, no project-induced visual contrast is expected. 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 8-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 8-I-2 shows the view from the Key Viewpoint. These figures are found at the end of this Initial Study.

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 minimally alter the 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 an urban setting of industrial, office, and residential development, paved surfaces, and infrastructure. Since project construction will primarily involve interior renovation with only minimal modification of the existing building's exterior, 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 48,960 square-foot industrial building. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant agricultural impacts are anticipated as a result of project implementation.

Evaluation

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

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

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

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

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

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

III. AIR QUALITY

Setting

The proposed site is within the San Francisco Bay Air Basin. This Basin is designated a nonattainment area for state and national one-hour-average ozone standards and for the state particulate matter ("PM10") standard. The urbanized portion of the Bay Area is designated also as a "maint

for the national CO standard, which denotes that it had once been designated as a nonattainment area for that standard. The distance of the closest sensitive receptor to the boundary of the site is approximately 130 feet.

BAAQMD Regulation 1, Rule 1-110.2, excludes any internal combustion engine used solely as an emergency standby source of power from all BAAQMD regulations, including the requirement to secure a permit to operate.

BAAQMD recommends that for construction-phase impacts significance should be based on a consideration of the control measures to be implemented. For operational-phase impacts, BAAQMD recommends use of significance criteria of 15 tons per year of POG, NO_x, or PM10. For CO emissions, BAAQMD recommends that localized concentrations should be estimated for projects in which:

- Vehicular emissions of CO would exceed 550 pounds per day;
- Project traffic would affect intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E, or F; and
- Project traffic would increase traffic volumes on nearby roadways by 10 percent of more.

Estimated carbon monoxide concentrations exceeding the state standard of 9 parts per million averaged over 8 hours or 20 parts per million for 1 hour are also considered a significant impact.

Evaluation

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

a) Less than Significant Impact. Site construction parameters and resulting emissions are estimated in Table 8-III-1 (PEA, 2000, Table 8-3, follows p. 8-39). Construction activities would last for about two months. Construction of the project would generate criteria air pollutants from exhaust emissions and fugitive dust (including PM10). Air quality impacts from fugitive dust emissions during construction would be temporary and intermittent. Fugitive dust would be controlled in a manner consistent with the applicable air quality plans by implementing effective dust control measures throughout construction. Project construction emissions are in compliance with the applicable air quality plans. Therefore, potential impacts are less than significant.

Normal operations at the site would generate approximately one vehicle trip to and from the site each week. A diesel-powered standby engine would be used to generate emergency power. Normal use of the standby engine would include weekly tests of approximately one-half hour in duration. Under Regulation 1, Rule 1-110.2, this engine would not require a BAAQMD permit for its use. This exclusion would apply because the standby engine is not used in connection with any utility voluntary electricity demand reduction program. The BAAQMD would be notified, as required, that the generator would be operated. No further documentation would need to be provided because the aggregate duration for routine maintenance and testing would not exceed 150 hours per year. Long-term fugitive dust emissions associated with facility operation will be negligible. The project will include use of a paved road to provide access directly to the buildings and equipment.

Level 3 will take the following actions to implement Environmental Commitments in the CPCN Decision:

- Notify the BAAQMD prior to project construction that an emergency standby generator would be located at the project site and state that it would not be used for more than 150 hours per year and will not be used in connection with any utility voluntary electricity demand reduction program.

- The Proponent will develop a dust abatement program that will include the following:
  - Water all active construction areas at least twice daily;
  - Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard;
  - Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;
  - Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites; and
  - Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

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

b) Less than Significant Impact. As described above in III a), construction of the project would generate criteria air pollutants from exhaust emissions and fugitive dust (including PM10). Air quality impacts from fugitive dust emissions during construction would be temporary and intermittent. Fugitive dust would be controlled in a manner consistent with the applicable air quality plans by implementing effective dust control measures throughout construction.

Over the long-term, the project would result in small amounts of emissions from operation of both stationary and mobile sources. However, mobile source emissions would be negligible since the site would be unmanned. Routine motor vehicle activity would result only from weekly site visits for inspection, maintenance, and data acquisition. Since the project would generate essentially no traffic, vehicular emissions would be far less than the 550 pounds per day screening threshold, the local intersection LOS would not be affected, and the project traffic would not increase vehicle count on nearby roadways by 10 percent. Therefore, the project would not have a significant effect on local carbon monoxide concentrations.

Stationary source emissions would result from operation of the emergency, diesel-powered, standby engine during weekly routine testing and during unforeseen emergency electricity loss.

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

c) Less than Significant Impact. The proposed site is one of two PEA sites under the jurisdiction of the BAAQMD (the other being the Fairfield ILA, Site 7). Potential project total construction emissions were analyzed for the possibility of simultaneous construction at both of these sites. The same thresholds apply to assessment of total project emissions as were used to evaluate emissions from individual project sites.

TABLE 8-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)	POC EF (2)	POC Daily (lbs/day)	POC 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 (11 cy)																					
Backhoe Loader	200	1	1	1	-	2370	5.2	0.0026	180	0.40	0.0002	15	0.03	0.00002	135	0.3	0.0001	205	0.45	0.0002	6
Vac Truck	153	2	1	1	-	1660	7.3	0.0037	110	0.49	0.0002	15	0.07	0.00003	105	0.5	0.0002	110	0.49	0.0002	6
Surveying Lt-Heavy Duty Truck	117	3	1	1	-	780	5.2	0.0026	72	0.48	0.0002	44	0.29	0.0001	85	0.6	0.0003	105	0.69	0.0003	6
Lt-Heavy Duty Truck	10 cu yd	1	1	1	30	11.3	1.5	0.0007	2.2	0.29	0.0001	0.59	0.08	0.00004	0.31	0.04	0.00002	14.0	1.9	0.0009	7
Worker Light Truck	175	1	1	1	30	18.4	2.4	0.00122	4.4	0.58	0.00029	0.84	0.111	0.000056	0.31	0.041	0.000021	35	4.57	0.00229	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	14.0	5.6	0.0028	7
Worker Light Truck	Light	2	1	-	30	1.0	0.26	0.0001	0.35	0.09	0.00005	0	0	0	0.06	0.02	0.00001	7.22	1.9	0.0010	7
Maxima and Subtotals (Site Grading)							16.0	0.01		2.3	0.0016		0.7	0.0004		0.8	0.0008		14.6	0.008	
Gutting of Building Interior (200 cu.yds.)																					
Semi-end Dump Trucks	20 ton	3	3	-	100	11.3	14.9	0.022	2.2	2.9	0.0044	0.59	0.78	0.0012	0.31	0.4	0.0006	14.0	18.6	0.028	7
Worker Light Truck	Light	12	3	-	30	1.00	1.6	0.0024	0.35	0.56	0.0008	0	0	0	0.06	0.10	0.0001	7.22	11.5	0.017	7
Maxima and Subtotals (Demolition)							16	0.02		3.5	0.0052		0.8	0.0012		0.5	0.0008		30.0	0.05	
Pad Construction (28cy)																					
Cement Truck	10 yd3	3	1	-	30	11.3	4.5	0.0022	2.2	0.87	0.0004	0.59	0.23	0.00012	0.31	0.12	0.00006	14.0	5.6	0.0028	7
Gravel Truck	10 yd3	3	1	-	30	11.3	4.5	0.0022	2.2	0.87	0.0004	0.59	0.23	0.00012	0.31	0.12	0.00006	14.0	5.6	0.0028	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.0001	0.35	0.09	0.00005	0	0	0	0.06	0.02	0.00001	7.22	1.9	0.0010	7
Maxima and Subtotals (Pad Construction)							9.2	0.00		1.8	0.0009		0.47	0.0002		0.26	0.00013		13.1	0.007	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	12	1	-	774	13.6	0.082	64	1.1	0.0068	13	0.23	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	0.29	0.0003	0.59	0.08	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	7
Worker Light Truck	Light	2	12	-	30	1.00	0.3	0.002	0.35	0.09	0.0006	0	0	0	0.06	0.02	0.0001	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	0.36	0.000	64	0.28	0.0001	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	0.39	0.0002	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	0.09	0.000	0	0	0	0.06	0.02	0.00001	7.2	1.9	0.001	7
Maxima and Subtotals (Shelter Placement)							10.2	0.01		1.9	0.001		0.67	0.0003		0.4	0.0002		18.4	0.009	
General Construction Activities																					
Compactor	<25 hp	1	1	1	-	8	0.02	0.00001	227	0.50	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	0.29	0.0001	0.59	0.08	0.00004	0.31	0.04	0.00002	14.0	1.9	0.001	7
Construction Generator	<50 hp	8	12	1	-	0.02	0.0003	0.000002	0.002	0.00004	0.0000	0.001	0.00002	0.0000001	0.002	0.00004	0.0000002	0.01	0.0002	0.000001	8
Water Truck	4500 gal.	1	2	-	30	11.3	1.5	0.001	2.2	0.29	0.0003	0.59	0.08	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	6
Worker Light Truck	Light	1	17	-	30	1.0	0.1	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		1.128	0.0011		0.16	0.00012		0.09	0.00013		19	0.02	
Maxima and Subtotals, Construction Engine Emissions [3]							16	0.14		3.5	0.017		0.8	0.0038		1.1	0.0082		30	0.11	
Total Construction Emissions (Fugitive plus exhaust)								0.14			0.017		17	0.14			0.0082			0.11	
Construction Thresholds								--			-- (Precursor, POC)			Fugitive PM10 Control Measures			--			--	
Insignifigant Impact [9]								Yes			Yes			Yes			Yes			Yes	

Construction Fugitive Dust Emissions

SOURCE	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	AREA OF GRADING / TRENCHING	PM_{10} EMISSIONS EF	PM_{10} EMISSIONS (daily lbs)	PM_{10} EMISSIONS (total tons)	NOTES
Gutting of Building Interior	8	3	0.34 acres	39.4 lb/acre-day	13	0.020	12
Access Road Use	8	17	0.23 acres	39.4 lb/acre-day	9.1	0.077	13
Trenching - Cable Installation	8	12	-	0.51 lb/hr	4.1	0.024	
Wind Erosion	24	12	0.36 acres	6.6 lb/acre-day	2.4	0.014	11
Subtotal, Construction Fugitive Emissions [3]					16	0.14	15
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) [3]						0.14	

(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)	POC EF (g/hr) [2]	POC Daily (lbs/day)	POC 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	440	0.5	60	1		3,547	3.9	0.12	36	0.04	0.001	59	0.07	0.002	409	0.45	0.014	567	0.63	0.02	6,14
	(400 KW)																				
Worker Light Truck	Light	-	60	1	30	1.0	0.13	0.004	0.35	0.05	0.001	0	0	0	0.06	0.01	0.0002	7.2	0.96	0.03	7
Total Operation Emissions [5]							4.0	0.12		0.09	0.003		0.07	0.00		0.46	0.014		1.6	0.05	
Operation Thresholds							Exempt			--			--			--			Exempt		
Insignifigant Impact [10]							Yes			Yes			Yes			Yes			Yes		

'- = Not applicable

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

(1) Daily amount is measured in hours for off-road construction equipment (e.g., grader), and in number of trips for on-road vehicles (e.g., worker light-truck).

(2) Emission factors are in grams per hour for off-road equipment, and in grams per mile for on-road vehicles.

(3) Construction engine emission subtotals are for the complete project. Major pieces of construction off-road equipment (e.g., grader, dozer) are used consecutively, not concurrently.

(4) Operation and construction will not occur simultaneously, and hence, the emissions are not additive.

(5) Operational emission totals are for the project. Only one generator will be tested on a single day.

(6) Emission factors are from Caterpillar Corp.

(7) EMFAC7G Emission Factors (1998, 15mph, 75°F)

(8) SCAQMD CEQA Handbook, Table A9-8-B

(9) Construction emissions have insignifigant impact when no emission of a major piece of off-road equipment exceeds threshold (i.e., major pieces are used consequently, not concurrently).

(10) Operation emissions have an insignificant impact if emergency generators are exempt from regulatory limits or if no regulations apply.

(11) Number of days subject to wind erosion equal to days for trenching.

(12) Area to be graded is sum of 115-foot by 66-foot fenced compound and 10-foot wide perimeter band.

(13) Access road assumed to be 1000 ft long and 10 ft wide.

(14) The 25-minute test cycle will be conducted mostly at 50 percent load. To be conservative, the horsepower is stated and emissions are calculated at 75 percent load.

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

Simultaneous construction at both sites would not exceed annual or daily numerical thresholds because BAAQMD does not have thresholds of significance for construction emissions. With regard to operations, emissions would be well below the recommended BAAQMD screening significance threshold for vehicular emissions. Therefore, the potential cumulative impacts of the two sites on air quality in the San Francisco Bay Air Basin would not be significant.

Total emissions from testing and maintaining the emergency generators at both PEA sites in the BAAQMD jurisdiction are exempt from offset requirements because the emissions from each generator are exempt. Emissions that are exempt from regulatory requirements are considered to have impacts that are less than significant.

The project's small incremental contribution to the total emissions on the regional ozone and PM10 concentrations would not be cumulatively considerable. The emissions from construction operations of the Fairfield ILA would be so small compared to the emissions in the San Francisco Air Basin as to assure that there would be no cumulative considerable net increase of any criteria pollutant. All but the largest individual sources emit ROCs and NO_x in amounts too small to make a measurable effect on ambient ozone concentrations.

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

d) No Impact. Sensitive receptors are defined as facilities that house children, elderly, and ill members of the population, such as schools, day-care centers, hospitals, retirement homes, hospices, and residences. The nearest neighbors to the ILA site are a number of industrial establishments located adjacent to the site, but which do not qualify as sensitive receptors. The distance of the closest sensitive receptor to the closest edge of the project site is approximately 130 feet.

Project construction except for trenching and limited grading activities would take place primarily within an existing building. Therefore, receptors associated with surrounding uses would be buffered from the effects of project construction (see Figure 8-2). This buffer, along with the low levels of construction emissions, would prevent substantial pollutant concentrations from reaching sensitive receptors. Implementation of the fugitive dust control measures described above, these emissions would be kept below a level of significance.

The emergency generator would produce operation emissions during testing and power outages. Two factors prevent these emissions from significantly affecting sensitive receptors. First, the generator would not be located in close proximity to sensitive receptors due to the establishment of buffer zones where development would be excluded. Second, generator usage would be restricted to approximately 30 minutes per week. These measures would assure that sensitive receptors are not exposed to substantial pollutant concentrations.

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

e) No Impact. The project would not generate any objectionable odors.

IV. BIOLOGICAL RESOURCES

Setting

The site is located in a heavy industrial and business area of Emeryville. The property is limited to warehouse space within a larger building (West Hollis Distribution Center). The site is surrounding by similar developments. There are landscaped trees in the area, but no native habitat was observed in the vicinity.

Evaluation

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

a) No Impact. A list of sensitive plant and wildlife species likely to occur on the project site or in the project area was compiled prior to and following the site visit by Level 3 Communications. This list was formulated based upon a search of the California Natural Diversity Database (Oakland West Quadrangle, California Department of Fish and Game, September 1999), knowledge of the area, and the onsite assessment. Aspen also search the database in March 2000. The list of species including the likelihood of occurrence at the site is included in Table 8-IV-1.

The site is heavily disturbed and does not provide native habitat for any sensitive species. The site is approximately 0.5 miles from the closest aquatic resources and does not, therefore, provide habitat for California brackishwater snail (*Tryonia imitator*), tidewater goby (*Eucyclogobius newberryi*), California black rail (*Laterallus jamaicensis coturniculus*), California clapper rail (*Rallus longirostris obsoletus*), the double-crested cormorant (*Phalocrocorax auritus)*, or the salt-marsh harvest mouse (*Reithrodontomys raviventris*). The site supports no grassland or vernal pool habitat associated with Santa Cruz tarplant (*Holocarpha macradenia*), alkali milk-vetch (*Astragalus tener* var. *tener*), and Berkeley kangaroo rat (*Dipodomys heermanni berkeleyenis*). The site is not characterized by the coastal scrub and dune habitat associated with San Francisco Bay spineflower (*Chorizanthe cuspidata* var. *cuspidata*), robust spineflower (*Chorizanthe robusta* var. *robusta*), Beach Layia (*Layia carnosa*), Point Reye's Bird's-beak (*Cordylanthus maritimus ssp. Palustris)* and Kellogg's horkelia (*Horkelia cuneata* ssp. *sericea*). The site does not provide sufficient beach and sand habitat for a California least tern (*Sterna antillarum bowni*) nesting colony.

Because none of these species are expected to be present at the site, the project will have no impact on candidate, sensitive, or special status species.

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

b) No Impact. There is no riparian or any other sensitive habitat onsite or within the site vicinity. The area is characterized by heavy industrial development. Therefore, the project will have no impact upon riparian habitat or other sensitive natural communities.

TABLE 8-IV-1

Potential for Habitat at the Emeryville ILA Site to Support Sensitive Species Occurring in the Vicinity

*The Santa Cruz tarplant (*Holocarpha macradenia*) is a proposed threatened species for federal listing and a California state endangered species. It has a CNPS listing of 1B. This species is associated with coastal prairie and grassland communities.* The site supports no habitat associated with the Santa Cruz tarplant.
*The alkali milk-vetch (*Astragalus tener *var.* tener*), is not a federal or state listed species but has a CNPS listing of 1B. This species is associated with alkali playa, grassland, and vernal pool communities.* The site supports no grassland or vernal pool habitat associated with the alkali milk-vetch.
*The San Francisco Bay spineflower (*Chorizanthe cuspidata *var.* cuspidata*), a federal species of concern, but has a CNPS listing of 1B. It is associated with coastal bluff scrub, dune, and prairie communities.* The site is not characterized by the coastal habitats associated with the San Francisco Bay spineflower.
*The robust spineflower (*Chorizanthe robusta *var.* robusta*), a federal endangered species, has a CNPS listing of 1B. It is associated with cismontane woodland, coastal dunes, and coastal scrub communities.* The site is not characterized by the habitats associated with the robust spineflower.
The Kellogg's horkelia (*Horkelia cuneata* ssp. *sericea*), a federal species of concern, has a CNPS listing of 1B. It is associated with closed-cone coniferous forest and coastal scrub communities. The site is not characterized by the habitats associated with the Kellogg's horkelia.
*Beach Layia (*Layia carnosa*) has a federal and state endangered listing and a CNPS listing of 1B. It is associated with coastal dune communities.* The site is not characterized by the habitats associated with the Beach Layia.
*Point Reye's Bird's-beak (*Cordylanthus maritimus ssp. Palustris*) has a federal listing of species of concern, and a CNPS listing of 1B. It is associated with marsh and swamp lands, saltmarsh and wetland communities.* The site is not characterized by the habitats associated with the Point Reye's Bird's-beak.
*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 the California brackishwater snail.*
The tidewater goby (*Eucyclogobius newberryi*), a federally proposed for delisting north of Orange County, but is a California state species of concern. The species is associated with brackish water habitats along the southern California coast. The tidewater goby is found in shallow lagoons and lower stream reaches. The site does not provide the sufficient aquatic resources associated with the tidewater goby.
California black rail (*Laterallus jamaicensis coturniculus*), a federal species of concern and a California state threatened species, is associated with salt-marsh communities but is sometimes found in freshwater marshes. *The site does not provide the sufficient marsh habitat associated with the California black rail.*
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 marsh habitat associated with the California clapper rail.*
*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 the California least tern.*
*The double-crested cormorant (*Phalocrocorax auritus*), a California state species of concern, may occur rarely in riparian forest, riparian scrubs and riparian woodland communities.* *The site does not provide the sufficient aquatic resources or nesting opportunities associated with the double-crested cormorant.*
*Berkeley kangaroo rat (*Dipodomys heermanni berkeleyenis*), a federal species of concern, is associated with open spaces amongst chaparral, oak, and pine woodland communities.* The site supports no habitat associated with the Berkeley kangaroo rat.
*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 the salt-marsh harvest mouse.*

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

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. The San Francisco Bay is approximately 0.5 miles west of the site. Therefore, the project will not affect protected wetlands.

d)	Would the proposal interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The site and vicinity are characterized by heavy development. It is unlikely that the area is a part of any wildlife corridor. The site contains no aquatic resources for migratory fish species. The site does not support the resources necessary for a wildlife nursery.

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

e) No impact. There are no trees or other biological resources onsite. The City of Emeryville does not have a tree preservation policy or ordinance (PEA, 2000, p. 8-13).

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 potential biological resources were identified onsite. The City of Emeryville does not have a Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation policies relevant to this property (PEA, 2000, p. 8-13).

V. CULTURAL RESOURCES

Setting

The ILA site is located at 5000 Hollis Street in the City of Emeryville on the east side of San Francisco Bay. The parcel contains a recently built (circa 1970) commercial/warehouse structure and the rest of the parcel is paved. The ILA site is in territory occupied by the Native American group known to the Spanish and twentieth century ethnographers as the Costanoan. The contemporary descendants of this group are members of the Ohlone Indian Tribe.

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 Alameda 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 a portion of the property had been previously surveyed for historic resources (File No. 99-572). The records search also indicated that there are five prehistoric archaeological sites within a one half-mile radius of the D-Node facility site. CA-ALA-309, -310, -311, -312, and –313 were shell middens that appear to have been destroyed by urban development. The modern 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 within a half-mile are listed on the National Register of Historic Places, the California Register of Historical Resources, California State Historic Resources Inventory, California Historical Landmarks, and California Points of Historical Interest.

The State of California Native American Heritage Commission (NAHC) completed a search of the NAHC Sacred Lands file with negative results and identified locally knowledgeable Native Americans for follow-on contact/consultation. These individuals were contacted and a response from the North Valley Yokut/Ohlene/Oostanean/Mo-Wuk Tribe was received by Level 3 on December, 21, 1999. The tribe recommended that this site be monitored during construction by Native Americans.

No field survey was conducted since there is no exposed ground on the surface available for inspection. 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. The facility site is mapped as underlain by Quaternary alluvium (Qa). No fossil sites are recorded in this geologic unit on the project site. However, late Pleistocene land mammal fossil remains have been recovered from alluvium immediately adjacent to the project to the north. Although there is the potential for the occurrence of late Pleistocene vertebrate fossils occurring in the subsurface at the project site, it is unlikely that construction-related earth moving activities would extend to a depth sufficient to encounter fossils remains (PEA, 2000, p. 8-16).

Level 3 has already committed to paleontological monitoring when earth-moving activities extend 4 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 will be processed to allow for the recovery of smaller fossil remains. All recovered fossil remains will be fully treated (prepared, identified by knowledgeable paleontologists, curated, catalogued) and, along with associated specimen data and corresponding geologic and geographic site data, placed in a recognized museum repository. The paleontologist will prepare a final report of findings that includes an inventory of recovered fossil remains. These measures would be in compliance with the Society of Vertebrate Paleontology Guidelines for the management of paleontologic resources and for the museum's acceptance of a monitoring program for fossil collection.

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

d) No Impact. The CHRIS records search and field survey provided no evidence of the presence of human remains (File No. 99-572). 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

Emeryville is in the highly seismically active San Francisco Bay Area. The San Francisco Bay Area is crossed by many active faults of the San Andreas fault system, and has experience several damaging earthquakes historically, including the 1906 San Francisco and 1987 Loma Prieta earthquakes. Major active faults in the vicinity of the project site are the Hayward, Calaveras, San Andreas, Concord-Green Valley, and Rodgers Creek. The project site is not within or near an Alquist-Priolo zone.

Although much of Emeryville is built on liquefiable artificial fill, the project site is in an area mapped as not prone to liquefaction (CDMG, 1999). The project area is typically underlain with varying amounts of artificial fill over Bay Mud. The project site is in a flat developed urban area and is not subject to landslide, subsidence, or erosion hazards. Soil in the project area may be highly expansive (CDMG, 1973).

Evaluation

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

a) Less than Significant Impact. The project site is not within or adjacent to an Alquist-Priolo zone; however, there are several major active faults in the vicinity (Blake, 1998; CDMG, 1994). The project area is susceptible to severe to moderate magnitude groundshaking from these faults (Blake, 1998; CDMG, 1996). The major active faults in the vicinity of the project site and their approximate distance from the project site are as follows:

- Hayward, 2.7 miles
- Calaveras, 14 miles
- San Andreas, 15 miles
- Concord-Green Valley, 17 miles
- Rodgers Creek, 18 miles (Blake, 1998).

Accordingly, building design will meet Uniform Building Code-Zone 4 Seismic Standards, and any and all local building and seismic codes to minimize potential seismic hazards. It is located in an area with little to no landslide hazard (CDMG, 1973). Although mapped in an area with a low potential for liquefaction, liquefiable soils are mapped within approximately one-half mile on the north, east, and west of the site (CDMG, 1999).

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

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

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

c) No Impact. The project site is relatively flat and is not 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 having predominantly highly expansive soil (CDMG, 1973). Reengineering of the existing foundation and design of structures in compliance with state and local building codes will minimize any potential impacts.

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

e) No Impact. Although the facility would not be occupied, existing municipal sewer would be retained for disposal of wastewater.

VII. HAZARDS AND HAZARDOUS MATERIALS

Setting

Review of a database of regulatory agency recognized hazardous waste sites revealed no potentially contaminated sites at or adjacent to the project site (Vista, 1999). No schools are located within one-quarter mile of the site, and the project is not in the vicinity of an airport or within an airport land use plan. Fuel for the standby generator would be stored in an aboveground stage tank onsite.

Evaluation

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

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

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

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

c)	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project area is in an 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 within an airport land use plan or within two miles of public or public use airport.

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

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

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

g) No Impact. Redevelopment of this site for use as an ILA D-Node facility would not alter, impair, or interfere with adopted emergency response and evacuation plans.

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

h) No Impact. The site is in an urbanized industrial area, and would not be subject to wildland fires.

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 8-9).

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

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

In addition to the above a Notification of Intent (NOI) will be submitted to the applicable RWQCB and the State Water Resources Control Board for construction of the site under the General Storm Water

Permit to Discharge Storm Water Associated With Construction Activity. The Storm Water Pollution Prevention Plan (SWPPP) will include the following: 1) Project Description; 2) Best Management Practices for Storm Water Pollution Prevention; 3) Inspection, Maintenance, and Record Keeping; and 4) Training.

Evaluation

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

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

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

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

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

c) No Impact. The project involves construction 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 anticipated.

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

d) No Impact. The project involves construction 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 anticipated.

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. No site grading is anticipated nor will there be any net change in impervious surfaces. 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 that 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 8-9).

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

i) Less than Significant Impact. A dam exists upstream of the site which could potentially fail (PEA, 2000, p. 8-23). Entire communities are present downstream of this dam which would be impacted in the event of failure. It may be reasonably assumed that this dam has been constructed with the normal standard of care associated with major water resources facilities, and that the risk of failure is very small. In addition, since the site will not be permanently staffed, the risk of injury or death would occur only during project construction and maintenance, and is therefore considered less than significant.

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

j) No Impact. The site is not located within an area subject to inundation from seiche, tsunami, or mudflow (PEA, 2000, p. 8-23).

IX. LAND USE PLANNING

Setting

The proposed site is located at 5000 Hollis Street in the City of Emeryville. The general project vicinity is urban with a mix of industrial, office, and residential development. The site is presently occupied by an approximately 48,960 square-foot industrial building. The site is bordered by Hollis Street on the west, 53rd Street on the north, and industrial buildings on the south. To the east is the Southern Pacific Railroad right of way and a parking lot beyond which is multifamily residential development. Other office and industrial buildings are located across from the ILA D-Node site on 53rd and Hollis Streets. See Figure 8-1 in this Initial Study and PEA Figures 8-1 through 8 for locator and site vicinity maps.

The General Plan land use designation for the project site is "Commercial" while the Zoning designation is "Mixed Use." The only permitted use in this zoning district is "Essential Civic Services." The proposed use could be allowed in this zoning district contingent upon approval of a Conditional Use Permit. 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 8-1 in this Initial Study and the PEA Figures 8-5, 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 could be allowed under the existing General Plan designation of "Commercial" and Zoning Ordinance designation of "Mixed Use" contingent upon 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 within an area designated by the state or City of Emeryville as a mineral resources zone (PEA, 2000. p. 8-24).

Evaluation

a)	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

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

b)	Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan other land use plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

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

XI. NOISE

Setting

The Emeryville ILA D-Node Site is located in the City of Emeryville in Alameda County adjacent to the ROW. A number of industrial establishments and a multifamily residential development are located adjacent to the site. It is designated as "Commercial" and is zoned as "Mixed Use" (M-U). The nearest public receptor is located approximately 51 feet to the east (Figure 8-2). The site is not located close to an airport and is not within an airport land use plan.

The City of Emeryville does not restrict construction in non-residential areas, and there is no construction noise threshold. There are recommended noise levels, and, for an "Industrial-Other" land use category, there is a "Normally Acceptable" noise level of 70 Ldn (dBA), a "Conditionally Acceptable" noise level of 80 Ldn (dBA), and a "Normally Unacceptable" noise level of 85 Ldn (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 project would not generate construction noise levels in excess of local standards because no threshold limit exists for activities during construction. Therefore, potential construction related impacts are less than significant.

With regard to operations, the emergency generator would be the main sources of noise. The 587 hp emergency generator, which produces noise levels in the order of 91 dBA, would be automatically testing for a period of 30 minutes each week. The generator would be located at least 50 feet from the proposed sites property line. This would result in a noise level, which complies with the normally acceptable noise level of 70 dBA Ldn, as defined in the City of Emeryville General Plan. Therefore, potential impacts associated with project operations are less than significant.

Level 3 has committed to comply with the local operation noise ordinance by installing the generator a minimum of 101 feet from the closest receptor and at least 50 feet from the property line.

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 than a few feet from the active work area. Since the nearest public receptor and sensitive receptor would be 101 feet from the construction area, potential impacts from groundborne vibrations or noise during construction.

The 400 kW generator is the only potential source of measurable 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 groundborne noise and vibration impacts would be reduced to a level that is 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 proposed facility. Therefore, there would be no impacts.

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

d) Less than Significant Impact. Temporary increases in ambient noise levels would occur during the approximately two months of construction, and would comply with the local construction noise ordinance. Operational noise sources would include weekly testing of the emergency generator for a period of approximately 30 minutes, operation of the generator during power outages, and maintenance activities. This periodic noise would not be a substantial increase in ambient noise levels because the distance from the site boundary to the nearest industrial facility would create a buffer area around the generator and the enclosure of the generator would reduce the generator noise levels. Therefore, potential impacts related to project operations 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 nor is 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 airstrip.

XII. POPULATION AND HOUSING

Setting

The project site is located in the City of Emeryville, with a projected population of 6,000 by year 2000 (PEA, 2000, p. 8-27). The project site is developed with one industrial building and is located in a developed mixed use area. The nearest housing is located approximately 130 feet east of the project site. 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 proposed project would not directly or indirectly induce population growth. The project would consist of the reuse of an existing industrial building for a ILA D-Node facility that would not be permanently staffed. No new housing or extension of major infrastructure would result.

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. No displacement of existing housing units would result from implementation of the proposed project. The project would involve the reuse of an existing industrial building in a mixed-use area. Consequently, replacement housing would not be needed at another location.

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 reuse of an existing industrial building and would not involve the removal of existing housing or the displacement of any people. No new, replacement housing would therefore be necessary.

XIII. PUBLIC SERVICES

Setting

The project is located within the City of Emeryville. The City of Emeryville provides fire and police protection. Fire and police stations are located within one mile of the project site at 2449 Powell Street in the Eastshore State Park (Figure 8-1). The closest hospital is the Oakland Children's Hospital at 747 52nd Street within 1.1 miles of the project site. The closest general service hospital is the Kaiser Foundation Hospital at 280 W. Macarthur Boulevard approximately 1.8 miles from the project site (Figure 8-1). Several municipal parks and public schools are located in the project vicinity.

Evaluation

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

a) No Impact. Construction and operation of the unmanned ILA D-Node facility would have no impact on the local school, parks or other public facilities. The site would not have a significant impact on police services. A 1,400-gallon, double-walled, aboveground belly storage tank for diesel fuel would be located on the facility grounds. Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). Fire protection equipment would be installed per local codes. Although parks are in the vicinity, the Emeryville ILA D-Node would not have a physical effect on the parks or increase the need for parks in the area.

XIV. RECREATION

Setting

Several parks are located in the vicinity of the proposed project site including: Golden Gate Park (0.7 mile to the northeast), Christie Park (0.7 mile to the northwest), and Eastshore State Park (within one mile to the west). However, due to the un-staffed nature of the facility, the proposed project will not result in additional use of existing recreation facilities or require construction of additional recreation facilities. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant recreation impacts are anticipated with project implementation.

Evaluation

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

a) No Impact. The proposed project will not be permanently staffed. Therefore, the proposed project will not contribute additional use of any recreation facilities.

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

b) No Impact. The project would not include recreation facilities. Since the proposed project will not be permanently staffed, it will not require the construction of new recreation facilities that might have an adverse effect on the environment.

XV. TRANSPORTATION/TRAFFIC

Setting

The project site would be located on the southeast corner of Hollis Street and 53rd Street. Hollis Street is designated as an Arterial Street in the Emeryville General Plan. 53rd Street is designated as a Collector Street.

Evaluation

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

a) Less than Significant Impact. During construction of the proposed project, approximately seven workers would be commuting to the site for approximately three months. Occasionally, trucks would

deliver equipment and materials to the site as well as haul construction debris from the site to recycling centers or landfills. During the operational phase of the project, one or two service persons would visit the site approximately once a week. The project would have a negligible increase in traffic. Therefore, potential impacts are less than significant.

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

b) No Impact. The limited project traffic would not result in measurable increase 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 paved driveway (see Figure 8-2). 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 building. 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. Because it is an unmanned facility, the project would not trigger requirements for alternative transportation measures.

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

The project site would be developed within an industrial building and would be located in a developed mixed-use area. All utilities and service systems are available on-site. Gas and electric service is provided by Pacific Gas and Electric Company (PGE). Water and sewage treatment services are supplied by East Bay Municipal Utility District (EBMUD). Alameda County Waste Management provides solid waste collection services. Davis Street transfer station routes solid waste to the Altamont Landfill located at 10840 Altamont Pass Road in Livermore.

Evaluation

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

a) Less than Significant Impact. The proposed site has existing water service facilities; however, wastewater generation would be less than significant since the facility would be unmanned. The proposed site would not exceed the wastewater requirements of the applicable Regional Water Quality Control Board.

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

b) No Impact. The proposed site would use an existing building with all utilities and service systems available on-site. The site would produce a minimal amount of wastewater and 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 facility would reuse an existing building on a developed industrial site. The site would not require construction or expansion of storm water drainage facilities.

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

d) No Impact. The proposed site would use an existing building with all utilities and service systems available on-site. There would be sufficient water supplies for the minimal water use occurring on-site.

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

e) Less than Significant Impact. Service personnel would use existing facilities approximately once or twice a week. The local wastewater provider could adequately serve the minimal amount of wastewater generated on-site.

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

f) No Impact. Solid waste generation during construction would be minimal since the proposed facility would be constructed in an existing building. The site would generate minimal waste during operation since it would be an unmanned facility. The project's solid waste disposal needs could be served by the Altamont 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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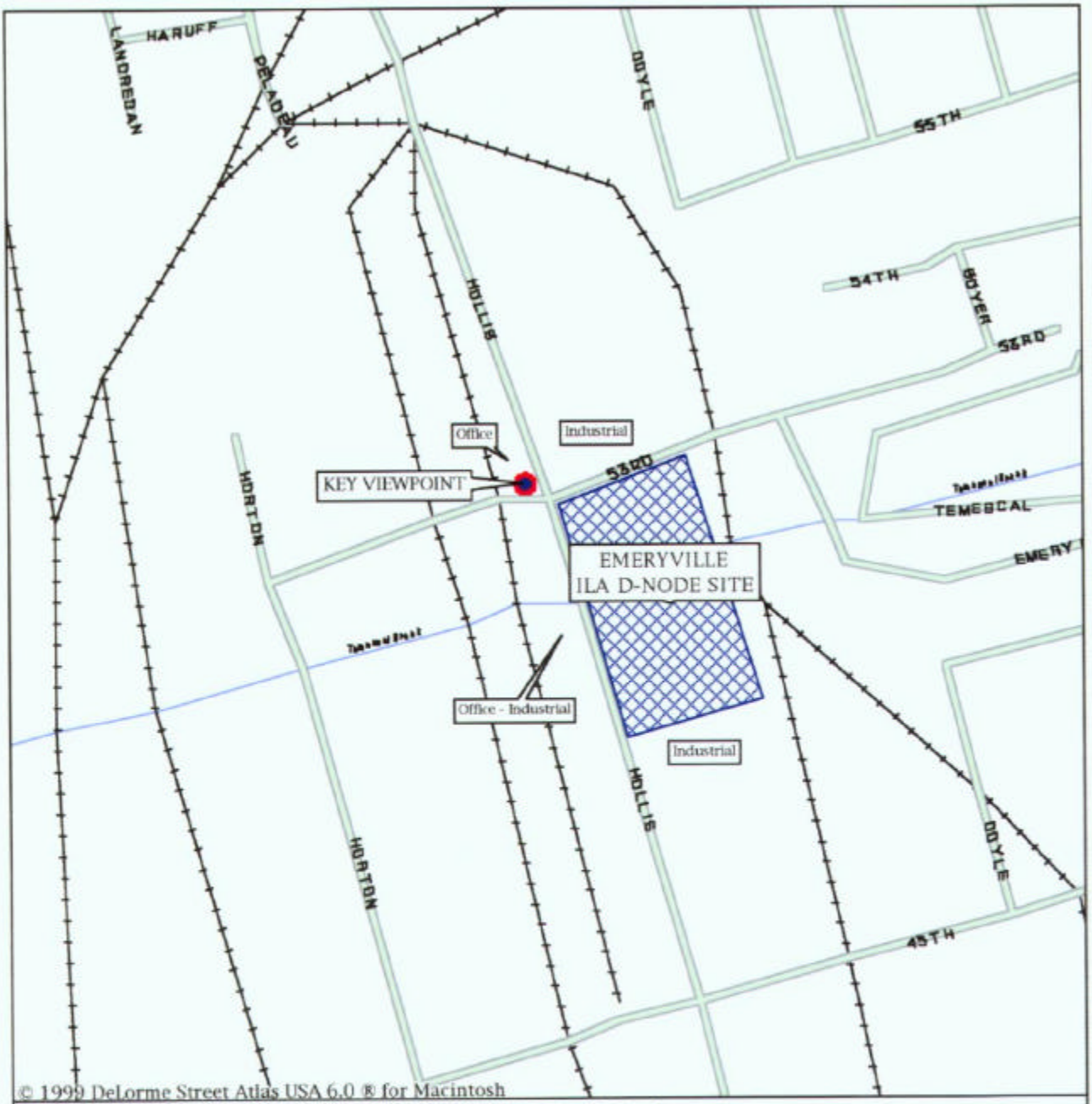

FIGURE 8-I-1

Mag 17.00
Fri Feb 25 15:41 2000
Scale 1:3,906 (at center)
200 Feet
100 Meters

Local Road
Primary State Route
Railroad
River/Canal

Level 3 Communications Infrastructure Project	**Figure 8-I-2 Emeryville ILA D-Node**	View to the southeast from the northwest corner of the intersection of 53rd and Hollis Streets. The proposed ILA D-Node would be located inside the existing building shown in the above photograph.

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
8
PROJECT COMPONENT
EMERYVILLE ILA D-NODE
VIEWPOINT LOCATION
Northwest corner of the intersection of 53rd and Hollis Streets, viewing to the southeast toward the existing building that will contain the proposed ILA D-Node site.
ANALYST
Michael Clayton
DATE
2/16/00

VISUAL QUALITY

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

Views of the site encompass an urban setting of business and industrial 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 ILA D-Node will be located. Therefore, visual absorption capability is considered **high**.

VIEWER SENSITIVITY

The proposed project will not change the existing business/industrial 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: Moderate to High

Duration of View: Moderate to extended

Overall Viewer Exposure:
Moderate to High - due to high visibility, moderate to high traffic volumes on Hollis Street, 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. 8 Viewpoint
(continued)

VISUAL CONTRAST RATING

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