Site 18. FRESNO 3R

Environmental Checklist

ENVIRONMENTAL CHECKLIST

1. Facility Title:
Level 3 Communications Infrastructure Project, Fresno 3R

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) 398-3040

4. Facility Location:
The site is located along the southern edge of West Napa Avenue, east of its intersection with North Fruit Avenue, in the City of Fresno, Fresno County, California. The site is located on the Fresno County Assessor Parcel Number 458-163-27. The entirely fenced site is 2.08 acres in size, with a 29,225 square feet "L"-shaped packaging/distribution building and parking lot to the northwest. The site currently has water, sewer, gas and electrical hook-ups. The site is entirely paved with intermittent landscaping along its entryway (northern side). Access to the site is currently at its north border with West Napa Avenue. The site is presently being used for packaging and distribution. The running line, located in the Union Pacific Railroad (UPRR) Right-of-Way (ROW), would be located approximately 100 feet south of the site A vicinity map of the site is provided as Figure 18-1. a plot plan of the site is provided as Figure 18-2. Additional site maps are available in the PEA (PEA, 2000, following p.18-42).

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

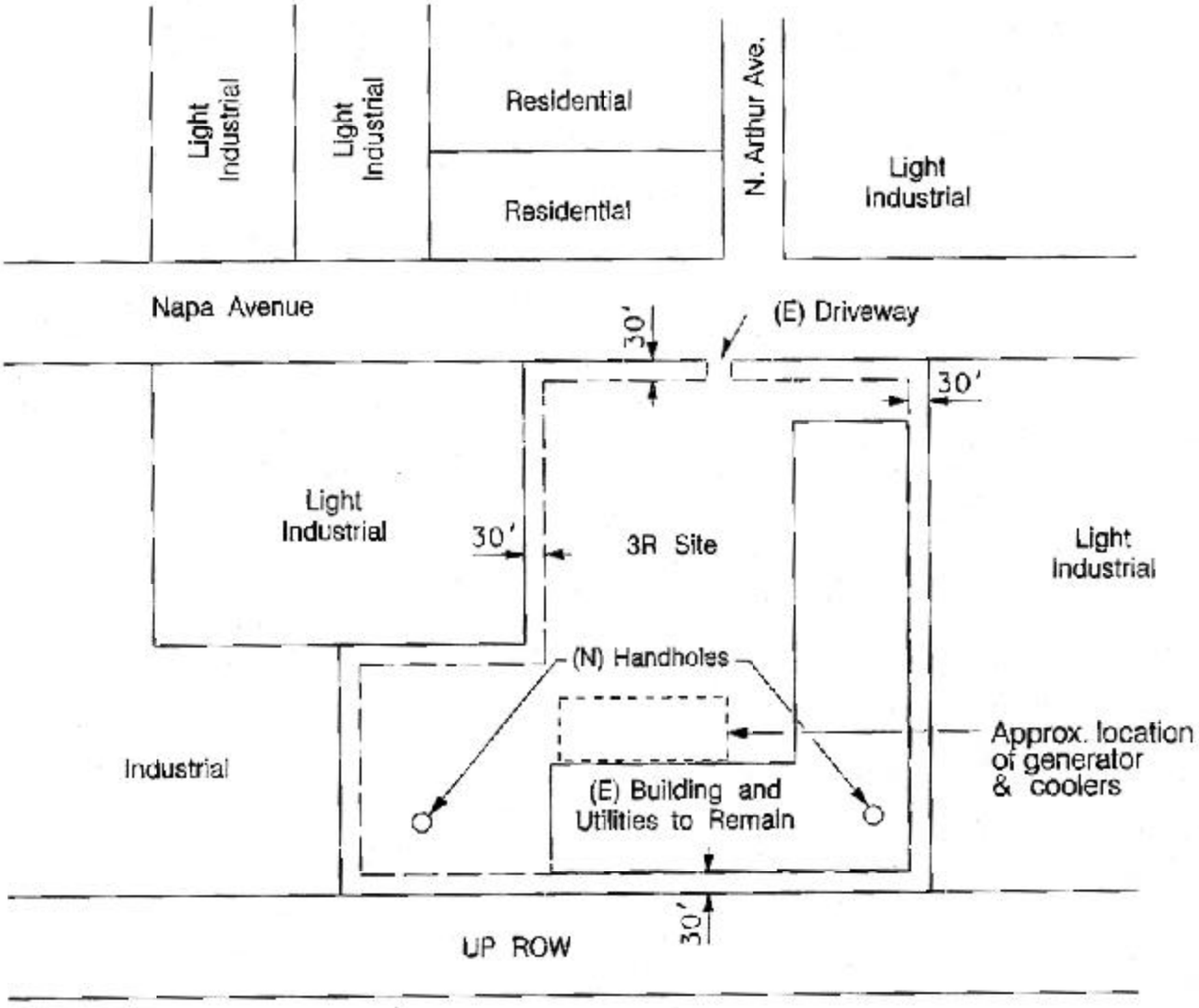
6. General Plan Designation: Light Industrial

7. Zoning: Light Manufacturing

8. Description of Facility:
This checklist evaluates the design, construction, and operation of the Fresno 3R. This facility will be located outside a utility corridor.

A regeneration or 3R station is an integral part of the operation of a fiber optic network. Regeneration is the process of detecting or shaping, re-timing, and re-modulating the optical signal. The resulting signal is filtered of noise and directed to the end destination along the fiber. Current technology dictates that this type of signal enhancement is required every 300 miles of signal travel distance. Regeneration can be accomplished at a 3R, a D-node, or a terminal facility. The 3R structure also performs ILA functions; both 3R and ILA facilities will service four fiber optic cable ducts.

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)



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

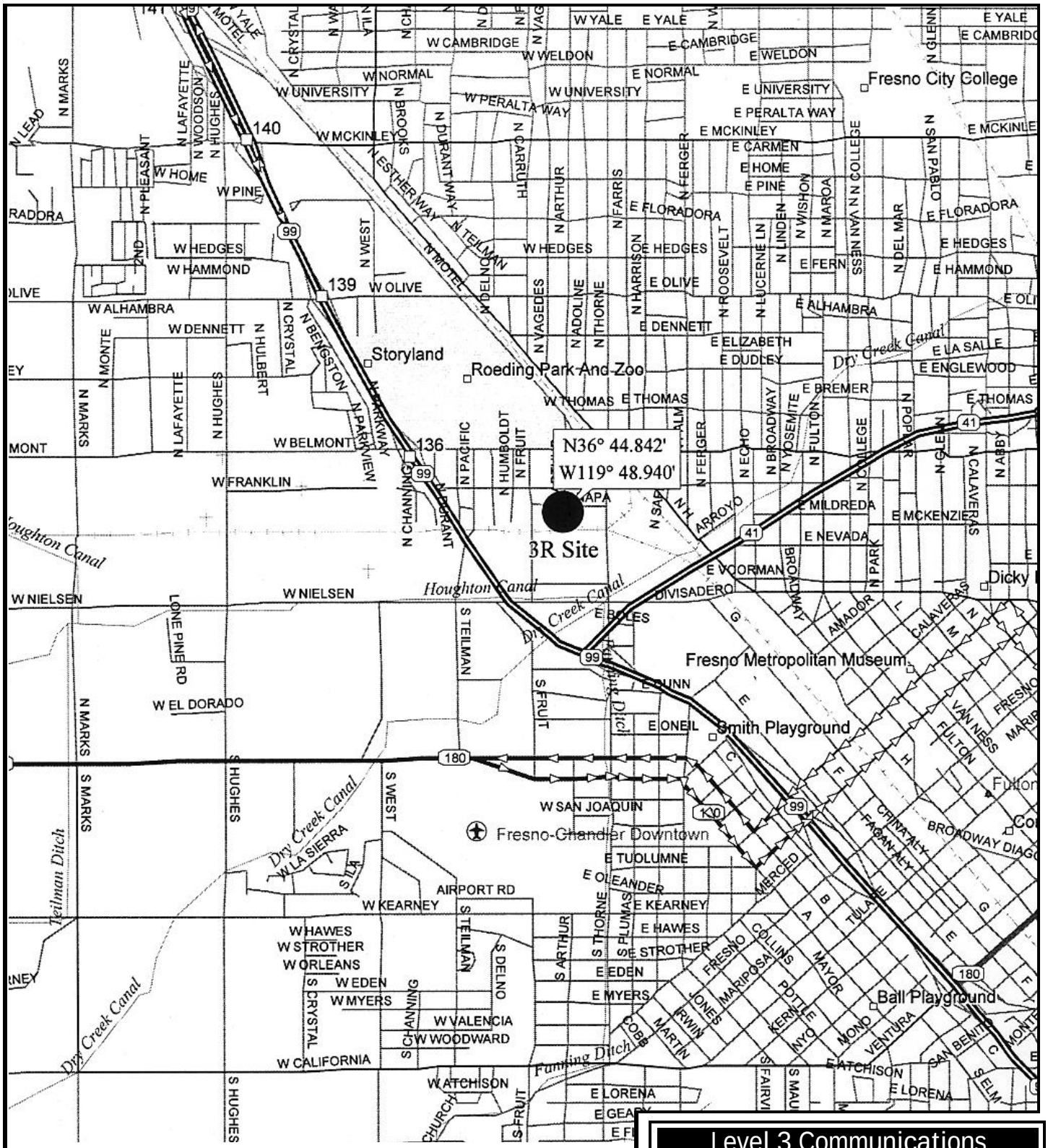
Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 18-2

Fresno 3R Conceptual Plot Plan

Aspen *EnvironmentalGroup*



Level 3 Communications Infrastructure Project

Figure 18-1

Fresno ILA
Site Vicinity Map

Aspen
EnvironmentalGroup

The Fresno 3R will be constructed on a developed 2.08-acre site at 249 West Napa Street. The site contains a one-story, 29,225 square feet concrete building. The 3R equipment will encompass approximately 5,000 square feet of the building. A mechanical equipment yard will house an emergency generator and a cooling unit. This yard will be located adjacent to the building and surrounded by a concrete block wall or chain link fence at least 8 feet tall, depending on security needs. The yard dimensions will be approximately 125 feet by 56 feet. A locked gate will restrict access to the site.

No additional buildings will be constructed. Control and maintenance functions will occur within the proposed facility. Parking space and a driveway providing access from West Napa Street exists to support site maintenance activities.

The Fresno 3R will require water, electricity, and telephone service lines. Utility lines supporting these capabilities are located on site. Normal electrical power will be provided, consisting of 400-amp, 480-volt, three-phase service. No significant site grading is anticipated, nor will there be any net change in impervious surfaces. Thus, no change in storm water drainage characteristics is anticipated. Fire protection equipment will be installed per local codes.

Figure 18-2 is a conceptual plot plan of the Fresno 3R site showing required setbacks and locations of utility and vehicle access. The area bounded by the setbacks is the "development window" within which the 3R facility will be situated. The precise location of the equipment yard within the "development window" and the equipment within the building will be determined during the engineering design phase of the project.

Site development will require no grading for placement of the generator shelter or for access and parking. Upgrading of the generator foundations will be engineered and completed prior to delivery of components (i.e., shelter placement), placement of the fiber optic cable line, and installation of utility connections. Erection of perimeter fencing will occur prior to all improvements.

The fiber optic cable feed to the 3R will be from the railroad ROW entering the property from the south. The connection to the 3R facility will be installed at a depth of approximately 42 inches either by plowing in the conduit (which does not require a trench) or by digging a trench, laying the conduit, and back-filling.

Some of the interior walls will be demolished. These walls, and a minor amount of asphalt to be removed for the emergency generator installation, will require disposal. The estimated volume of demolition debris requiring disposal is 191 cubic yards. During construction, no offsite areas will be required for mobilization or parking of construction or worker vehicles.

One 400-kilowatt (kW), 587-horsepower (hp) diesel-powered generator will provide emergency power to the facility. The weatherproof generator housing or shelter size will depend on the soundproofing required but will be approximately 11 feet wide, 29 feet long, and 12 feet high. It will arrive at the site preassembled and will be installed on the concrete foundation. Insulation will be provided as needed for noise abatement. The generator will be mounted on a 1,400-gallon, double-walled, aboveground storage tank. 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. 18-2). The tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote).

During operation at 100-percent load, the 587-hp generator consumes approximately 29 gallons of diesel fuel per hour (gph). At 75 percent load, fuel consumption rate is 21.8 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 21.8 gph equals 654 gallons of diesel fuel consumption per year for testing and maintenance. Testing of the emergency generator will be controlled remotely, and will not be part of site maintenance activities.

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

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

The 3R site will not be permanently staffed. It will be visited approximately once a week for routine maintenance, data downloading, and fuel tank filling (assumed for analysis purposes to be 60 trips per year).

Current and potential cumulative projects in the vicinity of the proposed Fresno 3R site are provided in Table 18-1 of the PEA (PEA, 2000, follows p. 18-42). -Criteria for inclusion of a project in the cumulative analysis are as follows:

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

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

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

- Potential projects that have been formally submitted to the lead agency and which are defined well enough to discern where they are, what they are (type of land use), and how big they are (acres, dwelling units, square footage, etc.). Although these submitted, but not approved projects are

considered "speculative" under CEQA, they give an indication of potential future development around the facility site.

Table 18-1 of the PEA notes two current projects within a two mile radius of the project site: a 12 acre shopping center (located 1.5 miles northwest of the 3R site), and one charter school (located approximately (located 1.75 miles from the 3R site). Ten future projects within a two mile radius of the project site are listed in PEA Table 1. These projects range from remodeling of existing buildings to manufacturing and industrial facilities.

9. Surrounding Land Uses and Environmental Setting:

The surrounding property uses are as follows: (North) two single family residences, N. Arthur Avenue, and an automotive repair shop and yard (all are across W. Napa Avenue); (East) a large construction storage yard; (South) the UPPR ROW, beyond which are light industrial uses; and (West) a large processing plant and warehouse for distribution. 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 Fresno and the San Joaquin Valley United Air Pollution Control District (SJVUAPCD).

is a permitted use under the Light Manufacturing-zoning district (Fresno Zoning Ordinance 12-226.3-J). The City will require the applicant to apply for a Site Plan Review, which is an administrative review and permit process reviewed by the City's Development Department, Redevelopment Agency, and other City departments. No public hearing is required during the Site Plan Review process unless the City's environmental review requires the adoption of findings, or the Site Plan approval is appealed (PEA, 2000, p.18-3).

Under SJVUAPCD Rule 2010, installation and operation of an emergency standby generator requires a permit construct and a permit to operate.

Specific local policies relevant to each of the sixteen environmental impact issue areas are provided in Table 18-2 of the PEA (PEA, 2000, follows p. 18-42). When there are no relevant and applicable policies, this fact is stated with an explanation. Sources for the policies are provided at the end of the listing.

11. Determination:

On the basis of the analysis of this Initial Study, the proposed facility would not have a significant effect on the environment because 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 and Necessity (CPCN)(Decision No. 98-03-066). That CPCN was supported by a Mitigated Negative Declaration that included mitigation measures to be implemented in the design, construction and operation of the previously approved telecommunications facilities within existing utility rights-of-way. The project will incorporate all of the mitigation measures outlined in the previous Decision, as well as those of this environmental review, into its design and construction of the project. Therefore, the actions previously imposed as mitigation measures in the CPCN Decision are now Environmental

Commitments for the facility addressed herein. In summary, these Environmental Commitments include:

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

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

I. AESTHETICS

Setting

The site is located in an urban landscape dominated by built structures and infrastructure. Existing visual quality, viewer sensitivity, and viewer exposure are rated low. Visual absorption capability is rated high since the proposed project will be installed in an existing building (see the Visual Analysis Data Sheet at the end of this Initial Study). The proposed project will minimally alter the existing building exterior appearance and visual features and no 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 18-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 18-I-2 shows the view from the Key Viewpoint. These figures are found at the end of this Initial Study. Also, see PEA Photos 18-A through D for additional views.

Evaluation

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

a) No Impact. The project site is not located within the viewshed of a scenic vista. The project will result in only minor changes to the existing building's exterior appearance and visual character as viewed from W. Napa Avenue.

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

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

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

c) No Impact. Existing views of the site encompass an urban setting of industrial development; paved surfaces; and infrastructure. Since project construction will only involve interior renovation of an existing building, visual absorption capability is considered high. The proposed project would not significantly change the existing visual character or quality of the site or surroundings.

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

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

II. AGRICULTURAL RESOURCES

Setting

The site is located in a developed urban area. The General Plan designation is "Light Industrial" and the Zoning designation is "Light Manufacturing." The site does not hold any special agricultural designations and is not currently used for agricultural purposes. The site currently contains a 29,225 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 project is within the San Joaquin Valley Air Basin, which is currently designated as a nonattainment area for state and national one-hour-average ozone standards and for state and national particulate matter ("PM10") standard. There is a mix of commercial, industrial and residential properties near the site. The nearest public receptors are industrial plants adjacent to the western property boundary. The nearest sensitive receptor is a residence 55 feet to the north.

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

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

Under SJVUAPCD Rule 2010, installation and operation of an emergency standby generator requires an authority to construct permit and a permit to operate. The construction and operation of the standby generator must be in accordance with SJVUAPCD's Rule 2201 which requires Best Available Control Technology ("BACT") to minimize nitrogen oxide ("NO_x") and volatile organic compound ("VOC") emissions, both of which are precursors to ozone. By controlling NO_x and VOC emissions, the BACT requirements also indirectly reduce PM10 emissions because both NO_x and VOC are also precursors to secondary formation of PM10. SJVUAPCD Rule 2201 includes an offset exemption for emergency standby generators. Adequate documentation must be provided to show that operation does not and will

not exceed 200 hours per year, and will not be used in conjunction with any utility voluntary demand reduction program. Under this exemption, emissions associated with the occasional use and testing of emergency generators are not subject to numerical thresholds.

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

Evaluation

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

a) Less Than Significant Impact. Site construction parameters affecting emissions from mobile sources and the emergency generator, and the resulting emissions are estimated in Table 18-III-1 (PEA, 2000, Fresno 3R, Table 18-3 follows p. 18-42). These resulting emissions are well-within regulatory thresholds (discussed further in Section III(b) below). These emissions are, therefore, in compliance with the applicable air quality plan.

Emergency generator testing and the visiting technician vehicle would contribute operational air emissions as shown in Table 18-III-1. The emergency generator would be constructed and operated in a manner consistent with existing air quality plans by fully complying with the requirements of Rule 2010, and particularly meeting the BACT requirements of Rule 2201. Operation of the emergency generator would be in compliance with the offset exemption requirements of Rule 2201 because the generator would operate less than 200 hours per year and would not be used in conjunction with any utility voluntary demand reduction program. In addition, generator operations would be fully documented based on Rule 2201 record keeping requirements.

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

Level (3) has committed to taking the following actions to implement Environmental Commitments in the CPCN Decision:

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

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

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

In addition, Level (3) has committed to fully comply with SJVUAPCD's Rule 8020 by implementing the following dust control measures during construction, as applicable:

TABLE 18-III-1 AIR QUALITY CALCULATIONS

Construction Engine Emissions

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (1) (hrs or trips)	NUMBER OF DAYS	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (2)	NO_x Daily (lbs/day)	NO_x Total (tons)	VOC EF (2)	VOC Daily (lbs/day)	VOC Total (tons)	PM_{10} EF (2)	PM_{10} Daily (lbs/day)	PM_{10} Total (tons)	SO_x EF (2)	SO_x Daily (lbs/day)	SO_x Total (tons)	CO EF (2)	CO Daily (lbs/day)	CO Total (tons)	NOTES
Demolition (191 cy)																					
Excavator	84	8	3	1	-	774	14	0.020	64	1.1	0.002	13	0.2	0.0004	58	1.0	0.002	79	1.4	0.002	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.0015	2.2	0.3	0.0003	0.59	0.08	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	7
Semi-end Dump Trucks	20 ton	3	3	-	100	11.3	15	0.022	2.2	2.9	0.004	0.59	0.8	0.001	0.31	0.4	0.001	14.0	18.6	0.028	7
Worker Light Truck	Light	2	3	-	30	1.00	0.3	0.0004	0.35	0.09	0.0001	0	0	0	0.06	0.02	0.00002	7.22	1.9	0.0029	7
Maxima and Subtotals (Demolition)							30	0.04		4.4	0.006		1.1	0.002		1.5	0.002		23.7	0.03	
Pad Construction (270cy)																					
Cement Truck	10 yd3	4	2	-	30	11.3	6.0	0.0060	2.2	1.2	0.0012	0.59	0.3	0.0003	0.31	0.2	0.0002	14.0	7.4	0.0074	7
Gravel Truck	10 yd3	4	1.5	-	30	11.3	6.0	0.0045	2.2	1.2	0.0009	0.59	0.3	0.0002	0.31	0.2	0.00012	14.0	7.4	0.0056	7
Worker Light Truck	Light	2	2	-	30	1.00	0.3	0.0003	0.35	0.09	0.00009	0	0	0	0.06	0.02	0.00002	7.22	1.9	0.0019	7
Maxima and Subtotals (Pad Construction)							12	0.011		2.4	0.002		0.62	0.001		0.3	0.0003		16.8	0.01	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	12	1	-	774	13.6	0.082	64	1.1	0.007	13	0.2	0.001	58	1.0	0.006	79	1.4	0.008	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.0015	2.2	0.3	0.0003	0.59	0.1	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	7
Worker Light Truck	Light	2	12	-	30	1.00	0.3	0.002	0.35	0.1	0.0006	0	0	0	0.06	0.02	0.0001	7.2	1.9	0.011	7
Maxima and Subtotals (Trenching and Utility Installation)							15	0.08		1.5	0.008		0.31	0.0015		1.1	0.006		5.2	0.02	
Shelter Placement																					
Crane	150 ton	8	1	1	-	576	10	0.005	82	1.4	0.001	64	1.1	0.0006	41	0.7	0.0004	1624	28.6	0.014	8
Equipment Delivery Truck	Low boy	1	1	-	150	11.3	7.4	0.004	2.2	1.5	0.001	0.59	0.4	0.0002	0.31	0.2	0.0001	14.0	9.3	0.005	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.0001	0.35	0.09	0.00005	0	0	0	0.06	0.02	0.00001	7.2	1.9	0.001	7
Maxima and Subtotals (Shelter Placement)							18	0.009		3.0	0.001		1.5	0.0008		0.9	0.0005		39.8	0.02	
General Construction Activities																					
Compactor	<25 hp	6	12	1	-	8	0.11	0.001	227	3.0	0.018	1.4	0.02	0.0001	0	0	0	6350	84.0	0.504	8
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.001	2.2	0.3	0.0003	0.59	0.1	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	7
Construction Generator	<50 hp	8	12	1	-	0.02	0.0003	0.000002	0.002	0.00004	0.0000002	0.001	0.00002	0.0000001	0.002	0.00004	0.0000002	0.01	0.0002	0.000001	8
Water Truck	4500 gal.	1	2	-	30	11.3	1.5	0.001	2.2	0.29	0.0003	0.59	0.08	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	6
Worker Light Truck	Light	10	18	-	30	1.0	1.3	0.012	0.35	0.5	0.004	0	0	0	0.06	0.08	0.0007	7.2	9.6	0.086	7
Maxima and Subtotals (General Construction)							4.4	0.016		4.0	0.023		0.2	0.000		0.16	0.0008		97	0.59	
Maxima and Subtotals, Construction Engine Emissions [3]								0.16			0.04		1.5	0.005		1.5	0.010		97	0.68	
Total Construction Emissions (Fugitive plus exhaust)								0.16			0.04		17	0.14		1.5	0.010		97	0.68	
Construction Thresholds								10 tpy			10 tons VOC/year		80 lb/day			150 lb/day			550 lb/day		
Insignifigant Impact [9]								Yes			Yes		Yes			Yes			Yes		

Construction Fugitive Dust Emissions

SOURCE	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	AREA OF GRADING / TRENCHING	PM_{10} EMISSIONS EF	PM_{10} EMISSIONS (daily lbs)	PM_{10} EMISSIONS (total tons)	NOTES
Demolition	8	3	0.34 acres	39.4 lb/acre-day	13	0.020	12
Access Road Use	8	18	0.23 acres	39.4 lb/acre-day	9.1	0.081	13
Trenching - Cable Installation	8	12	-	0.51 lb/hr	4.1	0.024	
Wind Erosion	24	12	0.36 acres	6.6 lb/acre-day	2.4	0.014	11
Subtotal, Construction Fugitive Emissions [3]					16	0.140	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)	VOC EF (g/hr) [2]	VOC Daily (lbs/day)	VOC Annual (tons/year)	PM_{10} EF (g/hr) [2]	PM_{10} Daily (lbs/day)	PM_{10} Annual (tons/year)	SO_x EF (g/hr) [2]	SO_x Daily (lbs/day)	SO_x Annual (tons/year)	CO EF (g/hr) [2]	CO Daily (lbs/day)	CO Annual (tons/year)	NOTES
Emergency Generator	440	0.5	60	1		3,550	3.9	0.12	36	0.04	0.0012	59	0.07	0.002	410	0.45	0.014	568	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	0.0014	0	0	0	0.06	0.008	0.0002	7.2	0.96	0.03	7
Total Operation Emissions [5]							4.0	0.12		0.09	0.003		0.07	0.002		0.46	0.014		1.58	0.05	
Operation Thresholds							Exempt			Exempt			Exempt			Exempt			Exempt		
Insignifigant Impact [10]							Yes			Yes			Yes			Yes			Yes		

'- = Not applicable

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

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

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

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

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

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

(6) Emission factors are from Caterpillar Corp.

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

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

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

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

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

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

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

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

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

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

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

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

- When materials are transported off site, all material will be covered, effectively wetted to limit visible dust emissions, or kept below at least 6 inches of freeboard space from the top of the container.

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

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

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

b) Less Than Significant Impact. As discussed above, the Fresno 3R site lies in an area designated as nonattainment of the National and California Ambient Air Quality Standards for ozone and PM10.

SJVUAPCD recommends the use of emission threshold to regulate individual development projects (Table 18-III-1). These thresholds apply to emissions from construction equipment to be used in this project. For VOCs and NO_x, the thresholds are annual, equal to 10 tons per year (tpy). In contrast, the thresholds for PM10, SO_x, and CO are expressed on a daily basis (80 lb/day, 150 lb/day and 550 lb/day, respectively).

The facility would be built on a previously developed building site occupying approximately 2.0 acres. Site development would be limited to installation of the standby generator in a new enclosure and the installation of the 3R equipment in pre-fabricated shelters on an existing building pad. The access road/parking already exists and is paved. Construction activities would require up to two months to complete. Construction of the project would generate fugitive dust (including PM10), and other criteria air pollutants from exhaust emissions. Air quality impacts from fugitive dust emissions during construction would be temporary and intermittent.

As discussed under III(a) above, Level (3) has already committed to implementing a comprehensive series of dust control measures to manage fugitive dust during construction.

Over the long-term, the project would result in emissions from operation of both stationary and mobile sources (Table 18-III-1). However, mobile source emissions would be negligible because the site would be unmanned and routine motor vehicle activity would result only from weekly site visits (single vehicle) to check on the computers, download information, and test-run the emergency generator.

Stationary source emissions would result from operation of the emergency generator during weekly routine testing and during unforeseen emergency electricity loss.

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

c) Less than Significant Impact. The Fresno 3R facility is one of four PEA sites in the San Joaquin Valley under the jurisdiction of the SJVUAPCD (the other three being the Hanford, Bakersfield, and Stockton ILA facilities). Potential total construction emissions from all four sites were analyzed for the possibility of simultaneous construction. The same thresholds apply to assessment of total project emissions as were used to evaluate emissions from individual project sites.

Simultaneous construction at all four sites would not exceed the annual or daily numerical thresholds. Therefore, the potential cumulative impact of the four sites on air quality in the San Joaquin Valley Air Basin is less than significant.

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Total project emissions from testing and maintaining the emergency generators at all four PEA sites in the San Joaquin Valley are exempt from offset requirements because the emissions from each generator are exempt. Potential impacts associated with emissions that are exempt from regulatory requirements are less than significant.

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

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

d) Less Than Significant Impact. Sensitive receptors are defined as facilities that house children, elderly, and ill members of the population, such as schools, day-care centers, hospitals, retirement homes, hospices, and residences. The nearest neighbors to the proposed 3R site are adjacent industrial facilities residences, which are public receptors. The distance of the closest sensitive receptor to the proposed site is a residence located 55 feet from the northern boundary of the site.

Project construction would affect an area of less than one acre within the larger 2.08-acre site. Therefore, receptors associated with surrounding uses would be buffered from the effects of project construction (see Figure 18-2). This buffer, along with the low levels of construction emissions, would prevent substantial pollutant concentrations from reaching sensitive receptors. Through application of fugitive dust control measures outlined above, these emissions 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. Second, generator testing would be restricted to 30 minutes per week or less and not more than 30 hours per year. 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

A large warehouse (Mountain Produce) currently occupies the proposed site. The site is predominately surrounded by similar warehouse development. The area is also characterized by some residential development. The site is heavily disturbed and supports no native habitat.

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 potential sensitive species was created based upon a California Natural Diversity Database Search (Fresno South Quadrangle), field reconnaissance, and knowledge of the site vicinity. Table 18-IV-1 includes these species and their potential for occurrence onsite (California Department of Fish and Game, March 2000).

The site is heavily disturbed and does not support any native habitat. Similar levels of development characterize the vicinity.

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

b) No Impact. This site does not support any riparian vegetation or other sensitive natural habitat. No sensitive habitat has been identified by local or state agencies (California Department of Fish and Game, March 2000; PEA, 2000, p. 18-14).

Table 18-IV-1
Potential for Habitat at the Fresno 3R Site to Support Sensitive Species Occurring in the Vicinity

Table 18-IV-1
Potential for Habitat at the Fresno 3R Site to Support Sensitive Species Occurring in the Vicinity

San Joaquin Valley orcutt grass (*Orcuttia inaqualis*) is a federal threatened species and a California state endangered species. It has a CNPS listing of 1B. It is endemic to the San Joaquin Valley. This species is associated with vernal pool habitat. *The site is heavily disturbed and lacks suitable vernal pool habitat for San Joaquin Valley orcutt grass.*
Sanford's arrowhead (*Sagittaria sanfordii*) is a federal species of concern associated with marsh and swamp communities. It has a CNPS listing of 1B. *The site is heavily disturbed and lacks suitable moist conditions for Sanford's arrowhead.*
*Succulent owl's clover (*Castilleja campestris *ssp.* succulenta*), a federal threatened and California state endangered species with a CNPS listing of 1B. It is associated with vernal pools and moist places within grass and communities.* The site does not provide any vernally moist habitat for the succulent owl's-clover.
*Molestan blister beetle (*Lytta molesta*), a federal species of concern, is found throughout the California central valley.* The site is heavily disturbed and does not likely provide sufficient habitat for the Molestan blister beetle.
*Western spadefoot (*Scaphiopus hammondii*), a federal species of concern, is associated with grassland and valley-foothill woodland communities. This species relies on vernal pools during the breeding season.* The site is heavily disturbed and does not provide sufficient upland or breeding habitat for the western spadefoot.
*The tricolored blackbird (*Agelaius tricolor*), a federal and California state species of concern, is largely endemic to California. This colonial nesting species is associated with freshwater marshes with cattail, tule, bulrush, or sedge vegetation.* The site does not provide the wetland vegetation associated with tricolored blackbird nesting colonies.
The burrowing owl (*Athene cunicularia*) is a federal and California state species of concern. This species utilizes the abandoned burrows of ground squirrels, foxes, and other small animals. Burrowing owls are often found in open, dry grasslands, deserts, and scrublands with low-growing vegetation. *The site is heavily disturbed and does not provide sufficient habitat for burrowing owls.*
The San Joaquin pocket mouse (*Perognathus inornatus inornatus*), a federal species of concern, is associated with grassland and blue oak savanna communities. This species is often found in grassy or weedy areas with fine-textured soil. *The site is heavily disturbed and has no appropriate habitat for the San Joaquin pocket mouse.*
*Fresno kangaroo rat (*Dipodomys nitratoides exilis*), a federal and California state endangered species, is associated with alkali sink areas within grassland communities.* The site is heavily disturbed and does not provide sufficient habitat for the Fresno kangaroo rat.
The San Joaquin kit fox (*Vulpes macrotis mutica*), a federal endangered and California state threatened species, is associated with the annual grassland communities of the San Joaquin Valley. The species requires soft, sandy earth to dig burrows in. *The site is heavily disturbed and provides marginal habitat for the San Joaquin kit fox.*

Source: California Department of Fish and Game (CDFG), *Fresno South 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. The proposed site and vicinity is not characterized by any jurisdictional waterways or vernal pool habitat.

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

d) No Impact. The site and vicinity are characterized by heavy development. It is unlikely that this site is located within a wildlife movement corridor or provides any significant nursery resources (California Department of Fish and Game, March 2000).

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

e) No Impact. The City of Fresno does have a tree preservation ordinance but the few landscaped trees on site would not be protected under this ordinance (California Department of Fish and Game, March 2000; PEA, 2000, p.18-15).

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

f) No Impact. There are no habitat conservation plans that would be applicable to this site. There are no biological resources onsite that would likely be protected under any habitat conservation plans or natural community conservation plans (California Department of Fish and Game, March 2000; PEA, 2000. p.18-15).

V. CULTURAL RESOURCES

Setting

The site is located in the western part of the City of Fresno in the northern San Joaquin Valley, Fresno County. The parcel contains a recently built commercial/warehouse structure and the rest of the parcel is paved. The site is within the area occupied by the ethnographic Northern Valley Yokuts, Pitkachi tribelet.

Evaluation

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

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

a) and b) No Impact. An archival record search was completed of the site and area within a one half-mile radius by the California Historical Resources Information System (CHRIS), Southern San Joaquin Valley Center, CSU Bakersfield. The search also included a check of the California Office of Historic Preservation Historic Property Data File for Fresno 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 as well other historic data available at the Center. The records search reported that the property had been previously surveyed (File No. 99-324) and that there are no previously recorded prehistoric and historic archaeological sites and historic sites within one-half mile of the project. 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 no response has been sent to Level 3 as of March 14, 2000.

The field inventory noted no exposed ground surface on the parcel. The building on the project parcel is modern (1966) and is not eligible for the California Register of Historical Resources as it is not associated with significant historic events or important persons, does not have distinctive architectural characteristics, nor does it have the potential to yield information important in history. In addition, the structure is less than 50 years old. The facility will be installed inside the existing building.

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

c) Less Than Significant Impact. Quaternary alluvial fan deposits (unit Qf) underlie the project site, which include the Modesto Formation. No fossil site is recorded on the project site or elsewhere in the Fresno South West 7.5-minute quadrangle. However, the Modesto Formation has yielded fossil vertebrates at localities elsewhere in the northern San Joaquin Valley. There is a potential for encountering fossils at the project. However, the probability is low because of the shallow trenching planned at the project site (PEA, 2000, p. 18-18).

Level (3) has already committed to monitoring construction-related earth moving by a qualified vertebrate paleontologist or qualified paleontologic construction to allow for the recovery of larger fossil remains at newly discovered fossil sites, and fossiliferous rock samples will be recovered and processed to allow for the recovery of smaller fossil remains. Monitoring will begin once earth moving is below any artificial fill and topsoil. All recovered fossil remains will be fully treated (prepared, identified by knowledgeable paleontologists, curated, catalogued) and, along with associated specimen data and corresponding geologic and geographic site data, placed in a recognized museum repository. The paleontologist will prepare a final report of findings that includes an inventory of recovered fossil remains. These measures would be in compliance with Society of Vertebrate Paleontology Guidelines for mitigating construction-related activities on paleontologic resources and for the museum's acceptance of a monitoring program for fossil collection.

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

d) No Impact. The CHRIS records search and field survey provided no evidence of the presence of human remains (File No. 99-324). If suspected human remains are encountered during construction, operations will stop until the proper official is notified, the find evaluated, any mitigation recommendations implemented, and Level 3 has been cleared to resume construction in the area of the find (see ~~*Level 3 Long-Haul Fiber Optics Project Cultural Resources Procedures*~~ (PBNS, 1999:25-39)).

VI. GEOLOGY AND SOILS

Setting

The site is located in a flat-lying area in the City of Fresno. Fresno is located in a geologically and seismically stable area. It is not located within an Alquist-Priolo zone, landslide, liquefaction, or subsidence hazard area (CDMG, 1973, 1999). The area may experience minor to moderate groundshaking from large earthquakes on faults outside of the local area. Soil in the project area is classified as having low expansion potential (USDA, 1971).

Evaluation

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

a) No Impact. The project site is not located within or near an Alquist-Priolo zone, a landslide hazard area, or liquefaction hazard area (CDMG, 1973, 1999). Moderate magnitude groundshaking from significant earthquakes on faults located within approximately 125 miles of the project area (Blake, 1998 and CDMG, 1973) may affect the project site. Compliance with local and state seismic building codes will minimize potential seismic hazards.

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

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

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

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

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

d) No Impact. The soil in the project area is mapped as a unit of the Greenfield series (USDA, 1971), which is classified as having a low potential for expansive soil.

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

e) No Impact. The facility would not be permanently staffed, but the existing building has restroom facilities. The project would not require additional sewer or other means of wastewater disposal.

VII. HAZARDS AND HAZARDOUS MATERIALS

Setting

Review of a database of regulatory agency recognized hazardous waste sites revealed no potentially contaminated sites at or within one mile of the project site (Vista, 1999). Fuel for the backup generator will be stored in an aboveground tank. No schools are located within one-quarter mile of the site. The Fresno-Chandler Downtown Airport is located approximately 1.0 miles southwest of the project site, however the project site is not located within any airport safety zone or within the airport land use plan.

Evaluation

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

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

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

b) No Impact. Leak monitoring and spill containment features planned for the onsite aboveground fuel storage tank minimize the risk of hazardous substance release from 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 located in a light industrial area and no schools or proposed schools are located within one-quarter mile of the project site.

d)	Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The project site is not included on a list of regulatory agency recognized hazardous materials sites (Vista, 1999).

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

e) No Impact. The project site is not within an airport land use plan. The Fresno-Chandler Downtown Airport is located approximately one mile southwest of the project site, however the airport does not represent a safety hazard because the site will not be manned on a daily basis.

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

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

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

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

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

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

Level (3) has already committed to equip generators with spark arrestors as mitigation.

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 18-9, follows 18-42).

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

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

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

Evaluation

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

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

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

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

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

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

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

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

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

e) No Impact. 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 which would impede or redirect flood flows?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

h) No Impact. The project is not located within a 100-year floodplain (PEA, 2000, Figure 18-9, follows p. 18-42).

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

i) No Impact. The site is not located within an area subject to inundation from dam or levee failure (PEA, 2000, p. 18-24).

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

j) Less Than Significant Impact. The site's distance from major water bodies and the characteristics of the surrounding terrain indicate that the project is not subject to significant risk of loss, injury or death due to the effects of these phenomena. In addition, the site is to be unmanned. Any risk to life and limb would be present only during project construction and maintenance, and is therefore considered less than significant.

IX. LAND USE PLANNING

Setting

The proposed site is located on W. Napa at the intersection with N. Arthur in the City of Fresno. The general project vicinity is an urban industrial environment. The 2.08-acre site is occupied by a 29,225 square-foot packaging/distribution building that is proposed to be renovated for occupancy by the 3R station. The site is bordered by W. Napa on the north, a construction storage yard on the east, the Union Pacific right of way on the south, and a processing plant and warehouse on the west. Across from the 3R site on W. Napa are residences and commercial properties. See Figure 18-1 at the end of this Initial Study and PEA Figures 18-1 through 8, for detailed locator and site vicinity maps.

The General Plan land use designation for the project site is "Light Industrial" while the Zoning designation is "Light Manufacturing." The project would be considered a "Public Utility Service Yard with Incidental Buildings" which is a permittable use under the Light Manufacturing zoning district. The proposed site is also located within the Roeding Business Park Redevelopment Planning Area. The

project is not anticipated to conflict with any adjacent uses and is considered consistent with the General Plan, Zoning Ordinance, and Draft Roeding Business Park Redevelopment Project Area Industrial Design Standards & Guidelines. 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 18-1 in this Initial Study and PEA Figures 18-5, 7, and 8 for locations of adjacent uses.

Evaluation

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

a) No Impact. The project site is already developed. The proposed project would reuse the existing building and its location would not divide elements of the local community.

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

b) No Impact**.** The General Plan land use designation for the project site is "Light Industrial" while the Zoning designation is "Light Manufacturing." The project would be considered a "Public Utility Service Yard with Incidental Buildings" which is a permittable use under the Light Manufacturing zoning district The proposed project is not expected to conflict with any applicable land use plans, policies, or regulations, including the redevelopment guidance provided in the Draft Roeding Business Park Redevelopment Project Area Industrial Design Standards & Guidelines. The proposed project is also not expected to conflict with the existing residences (located across W. Napa) which are non-conforming uses under the Light Industrial General Plan land use designation.

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

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

X. MINERAL RESOURCES

Setting

The major mineral resource extracted in Fresno County is sand and gravel, with minor decomposed granite and dimension stone production (CDMG, 1996). The project site is located in an urbanized area not likely to be mined for sand and gravel.

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 closest public noise receptors to the 3R site are adjacent industrial facilities. There are no established thresholds for construction noise that apply to the site. However, the City of Fresno Noise Ordinance prohibits construction activities between the hours of 10 PM and 7 AM, Monday through Saturday, or any time on Sundays or holidays. Long-term operational noise is limited to 60 dBA L_{dn} or less.

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. Construction noise would be temporary and is not subject to local noise threshold standards or other quantitative standards. Level 3 has agreed to limit construction activity between the hours of 7 a.m. and 7 p.m. Monday through Saturday in accordance with the City of Fresno Noise Ordinance. Therefore, potential impacts during construction are less than significant.

With regard to project operations, the main source of noise would be associated with operation of the emergency generator during power outages and weekly 30-minute testing periods. Level 3 would insure consistency with the 60 dBA Ldn operational noise standard by including a noise-insulating generator shelter into the design of the 3R facility. Because Level 3 would incorporate this design feature as a site-specific environmental commitment, and because generator operations would be limited to only 30 minutes per week for normal maintenance, potential impacts from generator noise are less than significant.

Level (3) has already committed to the following mitigation measures to minimize project-related noise impacts:

- Limiting construction to the hours of 7 AM to 7 PM Monday through Saturday.
- Enclosing generator within a sound-insulating enclosure rated at 85 dBA at a distance of 5 feet, and mounting generator on spring isolators.
- Providing a generator setback of 30 feet from adjacent property lines.

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 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. Consequently, there would be a less than significant impact from groundborne vibrations or noise during construction.

The 400 kW generator is the only potential source of excessive groundborne noise or vibration from site operations. However, the generator would be mounted on spring isolators that would effectively reduce groundborne vibration by more than 95 percent. Hence, potential impacts associated with groundborne noise and vibration are less than significant.

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

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

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

d) Less Than Significant Impact. Temporary increases in ambient noise levels would occur during construction of the proposed project. Construction activities would be limited in scope because the existing onsite building would be used. The proposed project would comply with the local noise ordinance governing hours of construction. Therefore, potential noise impacts would be less than significant.

With regard to operations, periodic noise would be generated by the emergency back-up generator, during power outages and weekly testing. This noise would not significantly increase the ambient noise levels, particularly since surrounding uses would be separated from the source by a substantial buffer area around the perimeter of the site. In addition, the noise-insulated generator enclosure would further reduce potential impacts associated with periodic increases in ambient noise to 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) Less Than Significant Impact. The site is located approximately 1.2 miles north of the Fresno Chandler Downtown Airport. However, the site is not located within the Fresno Chandler Downtown Airport Land Use Planning Area, or any other land use planning overlay zones. Construction activities would be short-term in duration, and the project site would be unmanned during operations, except for weekly visits for facility maintenance. Therefore, potential impacts related to exposing people working at the proposed site to excessive airport noise levels are less than significant.

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. Thus, no impacts would occur.

XII. POPULATION AND HOUSING

Setting

The site is located within the City of Fresno, with a population of 479,137 as of January 1999 (PEA, 2000, p. 18-30). The nearest housing is located across W. Napa Avenue to the north of the site, and consists of single family residences. There are no local policies for population and housing which apply to the proposed project or the project site (PEA, 2000, p. 18-30).

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. The proposed project would not create new housing nor extend roads or other infrastructure that would indirectly induce population growth.

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

b) No impact**.** The proposed project would not involve the removal of any housing, and therefore, would not create the need to develop replacement housing elsewhere. The project would involve the reuse of an existing industrial building as an unmanned 3R station.

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 consists of the reuse of an existing industrial building and, would not, therefore, displace any people or generate the need for replacement housing.

XIII. PUBLIC SERVICES

Setting

The site is located in the city of Fresno. Fire protection is provided by the Fresno Fire Department and Police protection is provided by the Fresno Police Department. The nearest school to the site is Fresno High School, located three-quarters of a mile north of the site. The nearest park is Roeding Park, approximately one-quarter mile north of the site. The UP railroad ROW is located adjacent to the site on the south (Figure 18-2).

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 3R facility would have no impact on the local school, parks or other public facilities. An 8-foot fence with a locked gate to restrict access to the site would surround the facility grounds. The site would not have a significant impact on police services. A 1,400-gallon, double-walled, aboveground diesel fuel storage tank would be located on the facility grounds. Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). Fire protection equipment would be installed per local codes. Although parks are in the vicinity, the Fresno 3R would not have a physical effect on the parks or increase the need for parks in the area.

XIV. RECREATION

Setting

The nearest park to the proposed ILA site is Roeding Park, located approximately one-quarter mile north of the site. However, due to the un-staffed nature of the ILA facility, the proposed project will not result in additional use of existing recreation facilities or require construction of additional

recreational facilities. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant recreation impacts are anticipated with project implementation.

Evaluation

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

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

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

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

XV. TRANSPORTATION/TRAFFIC

Setting

The site would be located on the south side of W. Napa Avenue, a two-lane, east/west local street. Traffic on W. Napa Avenue is relatively light, with uses contributing to traffic including the Light Industrial uses along its southern edge and some residential uses along its northern edge. There are intermittent sidewalks, but no bus stops, bicycle lanes, or other pedestrian facilities on W. Napa Avenue. Access to the site is currently provided by a driveway at the site's north-central edge along W. Napa Avenue (See Figure 18-2).

Arthur Avenue is located directly across the site, which is a two-lane, north/south local street. Traffic is very light on Arthur Avenue, with mostly residential uses. There are no sidewalks, bus stops, bicycle lanes, or other pedestrian facilities on Arthur Avenue.

Both W. Napa Avenue and Arthur Avenue are designated as local streets in the City of Fresno General Plan Circulation Element. Local Streets are defined in the Circulation Element as "minor streets which function primarily to provide access to residential land with generally two lanes carrying volumes of 1,000 to 2,000 vehicles per day."

Evaluation

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

a) Less Than Significant Impact. During construction of the proposed project, approximately 7 workers would be commuting to the site for approximately three months. Occasionally, trucks would deliver equipment and materials to the site as well as haul construction debris from the site to recycling centers or landfills. During the operational phase of the project, one or two service persons would visit the site approximately once a week. The project would cause a negligible increase in traffic. Therefore, potential impacts are less than significant.

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

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

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

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

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

d) No Impact. Access to the proposed site would be via existing driveways. No changes to the site design are proposed.

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

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

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

f) No Impact. Parking spaces would be provided on-site to accommodate vehicles used in periodic maintenance visits.

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

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

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

The site is currently wired to electricity and telephone via overhead lines along W. Napa Avenue. Sewer service is available, with an eight-inch main line in W. Napa Avenue. Wastewater flows to the Fresno-Clovis Wastewater Reclamation Facility, which currently treats 70 million gallons per day (MGD), and has a daily capacity of 94 MGD. Water service is also available, with a four-inch secondary line in W. Napa Avenue. The Fresno Water Division provides 100-percent well-drawn water service to the area, with an estimated 134 MGD in 1999, and an estimated 217 MGD peak service level. Existing water and sewer hook-ups are also present up to the existing building. The solid waste service that serves the Fresno area utilizes the Orange Avenue Landfill (PEA, 2000; p. 18-34)

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 restroom facilities; however, since the facility would be unmanned, wastewater generation would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board since the facility would be unmanned.

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 facility would use an existing building with available water service on-site. There would be a minimal amount of wastewater produces. The site would not require construction or expansion of water or wastewater 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 with minimal construction or water use. The facility 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 on-site water service. There would be sufficient water supplies to serve the minimal water use 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 restroom facilities approximately once or twice a week. The local wastewater provider could adequately serve the minimal amount of wastewater that would be 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) Less Than Significant Impact. The proposed facility would reuse an existing facility. The site would involve interior modifications that would create a small amount of solid waste. The site's solid waste needs could be served by Orange Avenue Landfill, which is permitted by the State of California.

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

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

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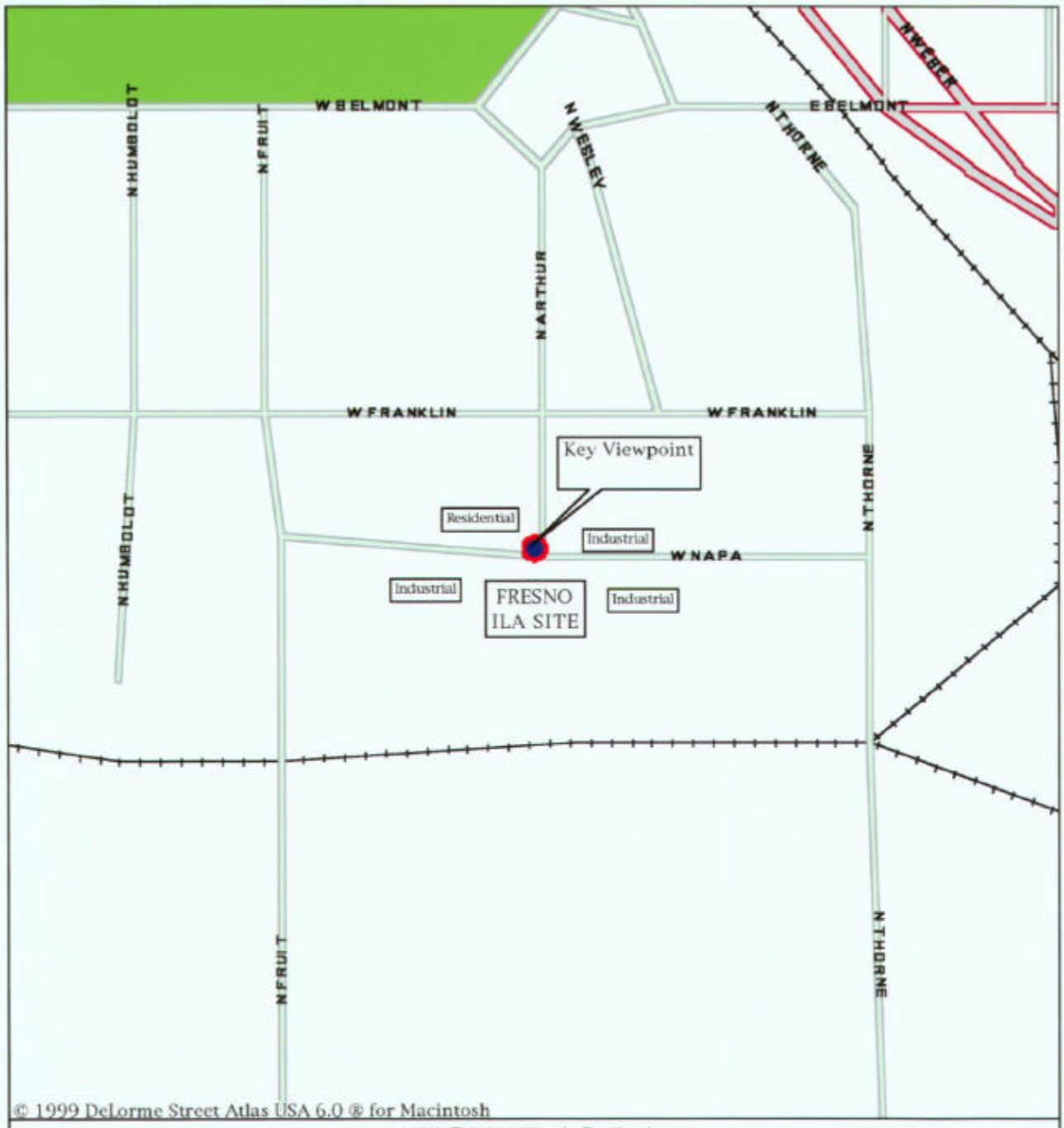

FIGURE 18-I-1

Mag 17.00
Mon Mar 06 16:12 2000
Scale 1:3,906 (at center)
200 Feet
100 Meters

Local Road
Major Connector
Railroad
City Park

Level 3 Communications Infrastructure Project	Figure 18-I-2 Fresno 3R	View to the south from the northwest corner of the intersection of W. Napa Avenue and N. Arthur in the City of Fresno. The proposed 3R Station will be located in the building on W. Napa shown in the photo above.

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
18
PROJECT COMPONENT
Fresno 3R
VIEWPOINT LOCATION
Northwest corner of the intersection of W. Napa Avenue and N. Arthur, viewing to the south toward the existing building proposed to accommodate the 3R station.
ANALYST
Michael Clayton
DATE
2/2/00

VISUAL QUALITY

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

VISUAL ABSORPTION CAPABILITY

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

VIEWER SENSITIVITY

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

VIEWER EXPOSURE

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

VISUAL IMPACT SUSCEPTIBILITY

[X] **Low** [ ] **Moderate** [ ] **High**	Visual quality, viewer sensitivity, and viewer exposure are rated low while visual absorption capability is rated high. The minimal changes to the existing building exterior will not result in an increase in visual contrast and the changes will not be particularly noticeable to residents and motorists on W. Napa and N. Arthur. Therefore, visual impact susceptibility is rated **low**.

(over)

Level 3 Site No. 18 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, tan, dark brown
TEXTURE	Indistinct (developed site)	Indistinct (developed site)	Smooth to coarse

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