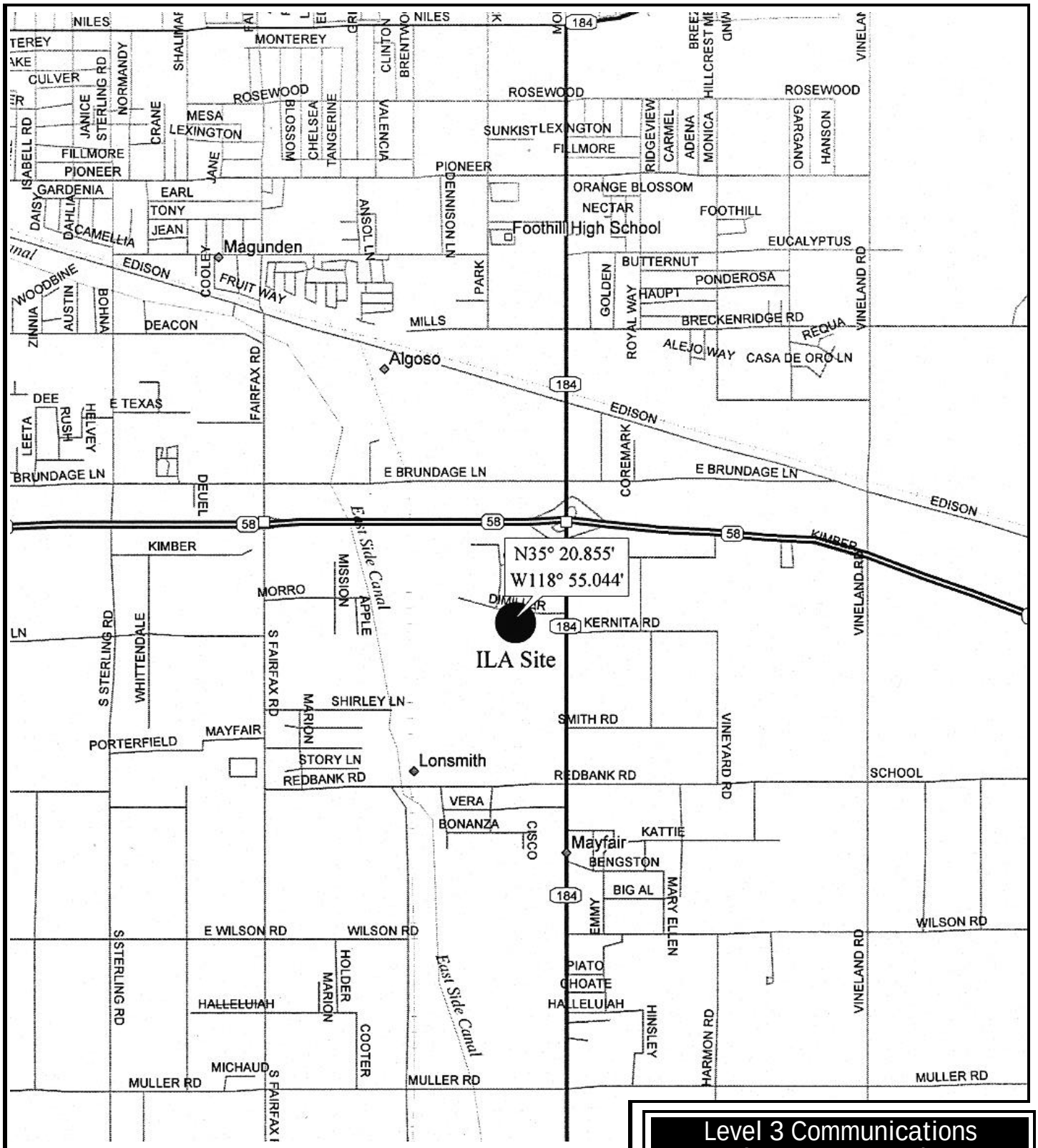
Site 20. BAKERSFIELD ILA

Environmental Checklist



Scale 1:31,250 (at center)

2000 Feet

1000 Meters

Local Road

Major Connector

State Route

Interstate/Limited Access

Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 20-1

Bakersfield ILA
Site Vicinity Map

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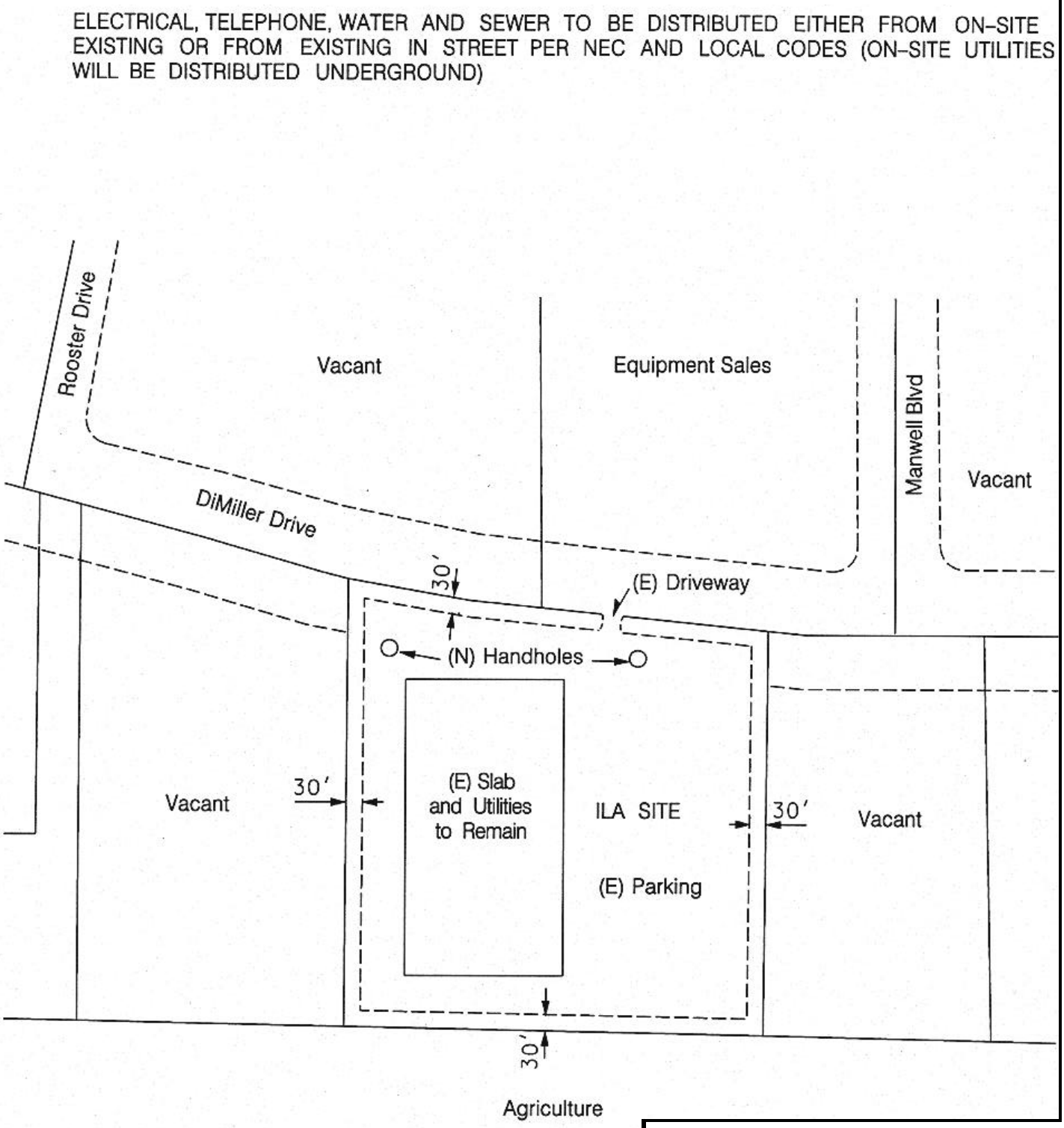

RequiredSetbacks:
Front-30'
Rear-30'
Side-30'

Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 20-2

Bakersfield ILA Conceptual Plot Plan

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

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

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

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

Figure 20-2 is a conceptual plot plan of the Bakersfield ILA site showing required setbacks and locations of utility and vehicle access. The area bounded by the setbacks is the "development window" within which the ILA facility will be situated. The ILA facility will be located on the

Site development will require no grading for either placement of the generator shelter or for access and parking. The installation of the generator and ILA shelter foundations will be completed prior to delivery of prefabricated components (i.e., shelter placement), placement of the fiber optic cable line, and installation of utility connections. Erection of perimeter fencing will occur prior to all improvements. The fiber optic cable feed to the ILA will be from the railroad ROW, south on Highway 184, west on DiMiller Drive, and will enter the site from the north. The connection to the ILA facility will be installed at a depth of approximately 42 inches either by plowing in the conduit (which does not require a trench) or by digging a trench, laying the conduit, and back-filling. During construction, no offsite areas will be required for mobilization or parking of construction or worker vehicles. The metal building will be recycled. Approximately 375 cubic yards of debris (from the existing building and upgrading the concrete foundation) will be generated.

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

engine/generators (PEA, 2000, p. 20-2). The tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote).

During operation at 100-percent load, the 449-hp generator consumes approximately 22 gallons of diesel fuel per hour (gph). At 75 percent load, fuel consumption rate is 16.5 gph. During most of the 30 minutes of testing and maintenance run time each week, the generators will run at 50-percent load. However, for the 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 16.5 gph equals 495 gallons of diesel fuel consumption per year for testing and maintenance. Testing of the emergency generator will be controlled remotely, and will not be part of site maintenance activities.

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

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

The ILA site will not be permanently staffed. 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 Bakersfield ILA site are provided in Table 20-1 of the PEA (PEA, 2000, follows p. 20-42). Criteria for inclusion of a project in the cumulative impacts assessment are as follows:

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

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

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

- Potential projects that have been formally submitted to the lead agency and which are defined well enough to discern where they are, what they are (type of land use), and how big they are (acres, dwelling units, square footage, etc.). Although these submitted, but not approved projects are considered "speculative" under CEQA, they give an indication of potential future development around the facility site.

Table 20-1 of the PEA indicates that no current or future projects are planned within a two mile radius of the site.

9. Surrounding Land Uses and Environmental Setting:

The project site is located in a sparsely developed area. The parcels on the east and west of the site are undeveloped. Directly south of the project site is agricultural land. Directly north of the site, across DiMiller Drive, there is one undeveloped parcel and one parcel developed with an industrial equipment sales, rental, and storage yard. Resource-specific 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 Kern County and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).

The site is zoned Medium Industrial (M-2) – Precise Development (PD) (PEA, 2000, p. 20-3). The proposed project would be considered a Utility and Communications Facility under the Kern County Zoning Ordinance and is a permitted use in the M-2 zoning district. Projects within the Precise Development Combining District (PD) are required to have an approved Precise Development Plan. Precise Development Plan 8, Map 124-1, Modification #7 was approved for the existing on-site development. According to the Kern County Planning Department, the proposed use is consistent with the approved Precise Development Plan and the Applicable Modification (PEA, 2000, p. 20-3). Because the proposed project is a permitted use in the M-2 zoning district, and the use is consistent with the approved Precise Development Plan and Modification #7, no land use permits would be required by the Kern County Planning Department. The Department would require the project proponent to submit a letter explaining the proposed project and its operational characteristics.

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, precursors to ozone.

Specific local policies relevant to each of the sixteen environmental impact issue areas are provided in Table 20-2 of the PEA (PEA, 2000, follows p. 20-42). When there are no relevant and applicable policies, this fact is stated with an explanation. Sources for the policies are provided at the end of the listing.

11. Determination:

On the basis of the analysis of this Initial Study, the proposed facility would not have a significant effect on the environment because all potential impacts have been mitigated to a level of less than significant through either (1) the additional mitigation measures recommended in this Checklist, or (2) the Environmental Commitments described below.

The proposed facility is an element of the project addressed in an Application for Modification of an existing Certificate of Public Convenience and 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 ROW. The project will incorporate all of

mitigation measures outlined in the previous Decision, as well as those of this environmental review, into its design and construction of the project. Therefore, the actions previously imposed as mitigation measures in the CPCN Decision are now Environmental Commitments for the facility addressed herein. In summary, these Environmental Commitments include:

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

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

I. AESTHETICS

Setting

The site is located in a rural to urban transition landscape comprised of built structures and vacant land. Existing visual quality and viewer sensitivity are rated low, while viewer exposure is rated low to moderate. Visual absorption capability is rated high since the proposed project will replace an existing building with one of similar form, line, and color (see the Visual Analysis Data Sheet located at the end of this Initial Study). No project-induced visual contrast is expected since the replacement facility will have visual characteristics similar to the previous structure. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant visual impacts are anticipated and no mitigation measures are recommended. Figure 20-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 20-I-2 shows the view from the Key Viewpoint. These figures are found at the end of this Initial Study. Also, see PEA Photos 20-A through D for additional views (PEA, 2000, follows p. 20-42).

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

a) No Impact. The project site is not located within the viewshed of a scenic vista. The project will result in the replacement of an existing structure with a facility of similar visual character.

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

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

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

c) No Impact. Existing views of the site encompass a rural to urban transition visual setting composed of industrial development; paved surfaces and infrastructure; and vacant land. Since project construction will involve the replacement of an existing building with a facility of similar visual character, visual absorption capability is considered high. The proposed project would not significantly change the existing visual character or quality of the site or surroundings.

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

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

II. AGRICULTURAL RESOURCES

Setting

The site is located in a rural to urban transition area. The General Plan designation is "Service Industrial" while the Zoning designation is "Medium Industrial. The site is identified in the Metropolitan Bakersfield 2010 General Plan as located on prime agricultural soils. However, the site is a developed, paved site with an industrial building. The site has not been used for agricultural purposes for some time. 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. Although the site is located on land designated as Prime Agricultural Soils in the Metropolitan Bakersfield 2010 General Plan, the site is already developed with an industrial building and paved parking surfaces. Therefore, the proposed project would not result in the new 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 industrial 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 new conversion of farmland or significant agricultural potential to a non-agricultural use.

III. AIR QUALITY

Setting

The project site 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") standards. There is one commercial establishment located 90 feet from the site, with the balance of the land surrounding the site vacant. The distance of the closest sensitive receptor to the closest boundary of the site is over 3,000 feet.

As part of the ozone and PM10 attainment strategies under the applicable federal and state air quality plans, SJVUAPCD requires that there be no significant increase in emissions of NO_x, ROC, and PM10 from new and modified sources. To meet these objectives, numerical thresholds are set on construction- and operation-related emissions of pollutants 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 20-III-1 (PEA, 2000, Table 20-3, follows p. 20-42). These resulting emissions are well-within regulatory thresholds. Therefore, project emissions would be in compliance with the applicable air quality plan.

Generator testing and the visiting technician vehicle would contribute operational air emissions. The generator would be constructed and operated in a manner consistent with existing air quality plans by fully complying with the requirements of SJVUAPCD's Rule 2010 and Rule 2201. Operation of the emergency standby generator would be in compliance with the requirements of Rule 2201 because it would be operated less than 200 hours per year, would not be used in conjunction with any utility voluntary demand reduction program, and would be fully documented with regard to duration of use.

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

To minimize project-related impacts, Level 3 has already committed to the following mitigation measures:

- Level 3 will take 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.

TABLE 20-III-1 AIR QUALITY CALCULATIONS

Construction Engine Emissions

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (1) (hrs or trips)	NUMBER OF DAYS	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (2)	NO_x Daily (lbs/day)	NO_x Total (tons)	ROC EF (2)	ROC Daily (lbs/day)	ROC Total (tons)	PM_{10} EF (2)	PM_{10} Daily (lbs/day)	PM_{10} Total (tons)	SO_x EF (2)	SO_x Daily (lbs/day)	SO_x Total (tons)	CO EF (2)	CO Daily (lbs/day)	CO Total (tons)	NOTES
Demolition (375 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	0.001	2.2	0.3	0.0003	0.59	0.08	0.0001	0.31	0.0	0.000	14.0	1.9	0.002	7
Semi-end Dump Trucks	20 ton	5	3	-	100	11.3	25	0.037	2.2	4.9	0.007	0.59	1.3	0.002	0.31	0.7	0.001	14.0	31	0.046	7
Worker Light Truck	Light	2	3	-	30	1.00	0.3	0.0004	0.35	0.1	0.0001	0	0	0	0.06	0.02	0.00002	7.22	1.9	0.0029	7
Maxima and Subtotals (Demolition)							40	0.06		6.4	0.009		1.6	0.002		1.8	0.003		36	0.05	
Pad Construction (270cy)																					
Cement Truck	10 yd3	4	2	-	30	11.3	6.0	0.0060	2.2	1.2	0.0012	0.59	0.3	0.0003	0.31	0.2	0.0002	14.0	7.4	0.0074	7
Gravel Truck	10 yd3	4	1.5	-	30	11.3	6.0	0.0045	2.2	1.2	0.0009	0.59	0.3	0.0002	0.31	0.2	0.0001	14.0	7.4	0.0056	7
Worker Light Truck	Light	2	2	-	30	1.00	0.3	0.0003	0.35	0.1	0.0001	0	0	0	0.06	0.02	0.00002	7.22	1.9	0.0019	7
Maxima and Subtotals (Pad Construction)							12.2	0.01		2.4	0.002		0.62	0.001		0.3	0.0003		16.8	0.01	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	12	1	-	774	14	0.082	64	1.1	0.007	13	0.2	0.001	58	1.0	0.006	79	1.4	0.008	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.001	2.2	0.3	0.000	0.59	0.1	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	7
Worker Light Truck	Light	2	12	-	30	1.00	0.3	0.002	0.35	0.1	0.001	0	0	0	0.06	0.02	0.00010	7.2	1.9	0.011	7
Maxima and Subtotals (Trenching and Utility Installation)							15	0.08		1.5	0.008		0.31	0.0015		1.1	0.006		5.2	0.02	
Shelter Placement																					
Crane	150 ton	8	1	1	-	576	10	0.005	82	1.4	0.001	64	1.1	0.0006	41	0.7	0.0004	1624	29	0.014	8
Equipment Delivery Truck	Low boy	1	1	-	150	11.3	7.4	0.004	2.2	1.5	0.001	0.59	0.4	0.0002	0.31	0.2	0.0001	14.0	9.3	0.005	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.000	0.35	0.1	0.000	0	0	0	0.06	0.02	0.00001	7.2	1.9	0.0010	7
Maxima and Subtotals (Shelter Placement)							18	0.01		3.0	0.001		1.51	0.001		0.9	0.0005		40	0.02	
General Construction Activities																					
Compactor	<25 hp	6	12	1	-	8	0.11	0.0006	227	3.0	0.018	1.4	0.02	0.0001	0	0	0	6350	84	0.504	8
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.0015	2.2	0.3	0.0003	0.59	0.1	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	7
Construction Generator	<50 hp	8	12	1	-	0.02	0.0003	0.000002	0.002	0.00004	0.0000002	0.001	0.00002	0.0000001	0.002	0.00004	0.0000002	0.01	0.0002	0.000001	8
Water Truck	4500 gal.	1	2	-	30	11.3	1.5	0.001	2.2	0.29	0.0003	0.59	0.08	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	6
Worker Light Truck	Light	1	18	-	30	1.0	0.13	0.001	0.35	0.05	0.0004	0	0	0	0.06	0.008	0.00007	7.2	1.0	0.009	7
Maxima and Subtotals (General Construction)							3.2	0.005		3.6	0.019		0.17	0.0003		0.09	0.0002		89	0.52	
Maxima and Subtotals, Construction Engine Emissions [3]								0.17			0.04		1.6	0.005		1.8	0.010		89	0.63	
Total Construction Emissions (Fugitive plus exhaust)								0.17			0.04		19	0.15			0.010			0.63	
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	0.37 acres	39.4 lb/acre-day	14	0.022	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	0.39 acres	6.6 lb/acre-day	2.6	0.015	11
Subtotal, Construction Fugitive Emissions [3]					17	0.14	15
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) [3]						0.15	

(Continued)

Operation Emissions [4]

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (g/hr) [2]	NO_x Daily (lbs/day)	NO_x Annual (tons/year)	ROC EF (g/hr) [2]	ROC Daily (lbs/day)	ROC Annual (tons/year)	PM_{10} EF (g/hr) [2]	PM_{10} Daily (lbs/day)	PM_{10} Annual (tons/year)	SO_x EF (g/hr) [2]	SO_x Daily (lbs/day)	SO_x Annual (tons/year)	CO EF (g/hr) [2]	CO Daily (lbs/day)	CO Annual (tons/year)	NOTES
Emergency Generator	337	0.5	60	1		2,325	2.56	0.08	337	0.37	0.011	135	0.15	0.004	313	0.35	0.010	2,865	3.2	0.09	6,14
	(300 KW)																				
Worker Light Truck	Light	-	60	1	30	1.0	0.13	0.004	0.35	0.05	0.001	0	0	0	0.06	0.01	0.0002	7.2	0.96	0.03	7
Total Operation Emissions [5]							2.70	0.08		0.42	0.013		0.15	0.004		0.35	0.011		4.1	0.12	
Operation Thresholds																					
Insignifigant Impact [10]							No			No			No			No			No		

'-' = 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.

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

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

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

- Fugitive dust emissions from all land-clearing, grubbing, scraping, excavation, land-leveling, grading, cut and fill, and demolition activities will be effectively controlled by watering during these activities or 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. SJVUAPCD recommends the use of emission threshold to regulate individual development projects (Table 20-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).

Site development would be limited to installation of the standby generator in a new enclosure and the installation of the ILA equipment inside in an existing building. 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 but also larger-diameter particulate), and other criteria air pollutants from exhaust emissions basically limited to trenching and grading activities and material delivery (such as cement) by truck. Air quality impacts from fugitive dust emissions during construction would be temporary and intermittent.

Estimates of construction-related engine emissions are shown in Table 20-III-1. For pollutants with annual numerical thresholds (i.e., NO_x and VOC), these total project emissions would be less than two percent of the regulatory limit.

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

Over the long-term, the project would result in emissions from operation of both stationary and mobile sources (Table 20-III-1). However, mobile source emissions would be negligible because the site would be unmanned and routine motor vehicle activity would result only from weekly site visits to check on the computers and download information. Stationary source emissions would result from operation of the emergency, diesel-powered, standby engine during weekly routine testing and during unforeseen emergency electricity loss.

c)	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment 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 Bakersfield ILA site is one of four PEA sites in the San Joaquin Valley under the jurisdiction of the SJVUAPCD (the other 3 being the Hanford and Stocton ILA Sites, and the Fresno 3R Site). Potential total project construction emissions were analyzed for the possibility of simultaneous construction at these four sites. 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 impact of the four sites on air quality in the SJVUAPCD is less than significant.

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

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

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

d) No Impact. The distance of the closest sensitive receptor to the edge of the proposed site is more than 3,000 feet. Project construction would affect an area of less than one acre within the larger 2.35 acre site. Therefore, sensitive receptors would be buffered from the effects of project construction. This buffer, along with the low levels of construction emissions, would prevent substantial pollutant concentrations from reaching sensitive receptors.

The emergency generator would produce operation emissions during periodic testings and power outages. Two factors prevent these emissions from affecting sensitive receptors. First, the generator would not be located in close proximity to sensitive receptors due to the establishment of buffer zones where development would be excluded. Second, generator usage would be restricted to approximately

30 minutes per week. These measures would assure that sensitive receptors are not exposed to substantial pollutant concentrations.

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

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

IV. BIOLOGICAL RESOURCES

Setting

The proposed site is currently occupied by a large industrial facility (Camco). Large disturbed fields of non-native grassland vegetation are found east and west of the site. A large grape vineyard is located to the south. DiMiller Drive, an additional industrial facility, and a large open field characterize the northern vicinity. Two landscaped alder trees (approximately 30-ft. tall and 3.5 ft. dbh) are found onsite along the northern edge of the property. The site is heavily disturbed and supports no native habitat.

The site vicinity provides habitat for black-tailed jackrabbits (*Lepus californicus*), cottontails (*Sylvilagus auduboni*), California ground squirrels (*Otospermophilus beechyi*), and various small mammals. The adjacent fields provide excellent burrowing opportunities for California ground squirrels. Their burrows are numerous in these areas.

In the San Joaquin Valley, there are sensitive wildlife species often associated with the activities of California ground squirrels. Squirrel burrows provide shelter habitat for blunt-nosed leopard lizards (*Gambelia sila*) (federal and state endangered). Burrowing owls (*Athene cunicularia*) (federal and state species of concern) modify squirrel burrows for shelter and breeding sites. The San Joaquin kit fox (*Vulpes macrotis mutica*) (federal endangered and state threatened) depends upon the burrows for shelter and the ground squirrels for prey.

These sensitive species have been identified in the general area and there is potential for occupancy of the site vicinity. A reconnaissance survey revealed no current sign of either kit fox or blunt-nosed leopard lizard. It is unlikely that blunt-nosed leopard lizard would utilize such an overgrown area. However, there is significant potential for kit fox within the vicinity.

Two burrowing owls were directly observed near the property during the reconnaissance visit. These owls were utilizing squirrel burrows in the adjacent open fields. One owl was detected approximately 75 feet west of the property. The second owl was observed near the northern boundary of the property, on the far side of DiMiller Drive. This owl later flew onto the property. The site does not provide nesting habitat for burrowing owls. However, they do likely forage and take refuge on the property.

Evaluation

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

a) Less than Significant Impact. A list of sensitive plant and wildlife species likely to occur within the site and/or vicinity was compiled prior to and during the site visit by Level 3 Communications (California Department of Fish and Game, September 1999). This list was formulated based upon a search of the California Natural Diversity Database, Lamont Quadrangle which was rerun by Aspen for this Initial Study (California Department of Fish and Game,March 2000). Species list are also based on knowledge of the area, and the onsite assessment. The list of species including the likelihood of occurrence at the site is included in Table 20-IV-1. High levels of previous disturbance characterize the site. No sensitive plant species were identified. and the site does not provide appropriate habitat for the elderberry longhorn beetle (*Desmocerus californicus dimorphus*), blunt-nosed leopard lizard, the southwestern pond turtle (*Gambelia sila*), or the monarch butterfly (*Danaus plexippus*)

Construction is likely to disturb sensitive wildlife species utilizing the site or nearby vicinity for breeding and rearing purposes. The breeding season for the burrowing owl is defined as March 1 to August 31. During this period, disruption of established nest sites could result in the abandonment and/or failure of a burrowing owl breeding effort.

San Joaquin kit fox may also experience reproductive failure due to such disturbance. The San Joaquin kit fox breeding season is described as follows: natal dens are established in September and October; mating generally occurs between late December and March; pups are born in February and March and remain until August or September. Therefore, crucial stages within the breeding cycle extend throughout the year.
To minimize potential impacts, Level 3 has already committed to the following mitigation measures:

- Although the site visit revealed no current sign of kit fox or burrowing owl within the vicinity, focused surveys would be required to confirm their absence. Pre-construction surveys should be conducted no more than two weeks prior to construction activities in order to identify the need for any specific fox or owl avoidance measures.

- If active kit fox sign is identified onsite, construction activities will be delayed until the end of the pupping season. Both the U.S. Fish and Wildlife Service (FWS) and California Department of Fish and Game (CDFG) will also be contacted for further action in the presence of a kit fox den.

- Burrowing owls were directly observed in the immediate vicinity. Therefore, pre-construction surveys for owls will be conducted within 500 feet of the proposed site. Burrowing owl breeding season lasts from March 1 to August 31. Construction activities will be delayed during this period if owls are identified on the property or within 300 feet of the site. If breeding owls are identified within 300 ft. of the site, construction will be scheduled after September 1 and before March 1 in order to avoid the breeding season. Identified shelter sites would be avoided, if possible, beyond the critical breeding season.

TABLE 20-IV-1

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

Bakersfield smallscale (*Atriplex tularensis*), a federal species of concern, a California state endangered species, and a CNPS List 1B species, is endemic to the Greenfield and Weedpatch regions south of Bakersfield. This species is often found along the border of alkali sinks. *The site is not within the known distribution for this species and does not support sufficient habitat. Therefore it is unlikely that Bakersfield smallscale would be present onsite.*
San Joaquin woolythreads (*Lembertia congdonii*) is a federal endangered species and a CNPS List 1B species endemic to the San Joaquin Valley. This species is associated with the alkali soils of chenopod scrub and valley and foothill grassland communities. *The site is disturbed and does not support sufficient habitat for the Joaquin woolythreads.*
Calico monkeyflower (*Mimulus pictus*) is a CNPS List 1B species known only from Kern and Tulare Counties. This flower is associate with foothill broadleafed upland forest, and cismontane woodland communities. *Appropriate habitat for the Calico monkeyflower is not found onsite.*
Bakersfield cactus (*Opuntia Basilaris* var. *treleasei*) is a federal and California state endangered species and a CNPS List 1B species endemic to Kern county. This species is associated with chenopod scrub, valley and foothill grassland, and cismontane woodland. *The site is disturbed and does not support adequate habitat. Bakersfield cactus was not observed onsite and is not likely present.*
Oil neststraw (*Stylocline citroleum*) is a federal species of concern and a CNPS List 1B species often associated with chenopod scrub communities. This species is often found in oil producing areas. *The site is disturbed and does not support adequate habitat for oil neststraw.*
The valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), a federal threatened species, is endemic to the central valley of California. This species is associated with the blue elderberry bush. *Blue elderberry was not observed onsite. Therefore the site has no appropriate habitat for the valley elderberry longhorn beetle.*
The winter roost sites of the monarch butterfly (*Danaus plexippus*) are considered sensitive habitat by the CDFG. These roost sites include groves of eucalyptus, Monterey pine, and cypress trees. *The site does not include stands of trees necessary for monarch butterfly roosting habitat.*
The blunt-nosed leopard lizard (*Gambelia sila*), a federal and California state endangered species, is associated with sparsely vegetated alkali and desert scrub communities. *The site is highly disturbed and supports low quality habitat for the blunt-nosed leopard lizard.*
The southwestern pond turtle (*Clemmys marmorata pallida*), a federal and California state species of concern, is found along streams with deep pools, basking sites and safe underwater retreats. *The site has no appropriate aquatic habitat for the southwestern pond turtle.*
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. *This site is adjacent to appropriate habitat for the burrowing owl. Burrowing owls were observed within 300-ft. of the site during the September 1999 visit.*
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), *Lamont Quadrangle, California Natural Diversity Database*, March 2000.

If breeding owls are identified in the vicinity and, following installation of the proposed facility, owls continue to utilize the vicinity for breeding purposes, this may warrant a long-standing agreement concerning land management practices and future site modification.

Adoption of these avoidance measures should ensure less than significant disturbance to kit fox, blunt-nosed leopard lizard, and burrowing owls that may utilize the site or vicinity (California Department of Fish and Game, March 2000).

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

b) No Impact. 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).

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. Jurisdictional waterways, vernal pool habitat, or any other sensitive natural habitat are not present onsite or within the immediate vicinity (California Department of Fish and Game, March 2000).

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

d) Less than Significant Impact. This property does not provide habitat for native fish or other aquatic species. It is not likely linked to any significant wildlife corridor. The two trees onsite do not likely provide important nesting habitat for any protected bird species.

However, the site vicinity (within 300 feet) does provide nursery sites for burrowing owls. The vicinity also provides potential den sites for the endangered San Joaquin kit fox.

The applicant proposed mitigation measures outlined under item IV CA, above, would be applicable. Adoption of these avoidance measures should ensure less than significant disturbance to kit fox and burrowing owl breeding behavior within the site vicinity (California Department of Fish and Game, March 2000).

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

e) No Impact. Although two landscaped alder trees were found onsite, the City of Bakersfield has no local policies or ordinances concerning biological resources. It is unlikely that removal of these trees will be necessary (California Department of Fish and Game, March 2000; Forrest, 1999; Goss, 1999).

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) Less than Significant Impact. The City of Bakersfield is included in the Bakersfield Metropolitan HCP. This HCP requires the payment of fees for development within the metropolitan area (California Department of Fish and Game, March 2000; PEA, 2000, p. 20-16).

V. CULTURAL RESOURCES

Setting

The ILA site is located southeast of the City of Bakersfield, south of the community of Magunden, Kern County. The parcel contains a recently built metal warehouse structure and the rest of the parcel is paved. The area is within the ethnographic region ascribed to the Southern Valley Yokuts, *Yawelmani* 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-mile radius by the California Historical Resources Information System (CHRIS), Southern San Joaquin Valley Information Center, CSU Bakersfield. The search also included a check of the California Office of Historic Preservation Historic Property Data File for Kern County, the National Register of Historic Places (listings and eligibility determinations), California Points of Historical Interest, California Register of Historical Resources, and California Historical Landmarks and other historic data available at the Center. The records search reported that the property had not been previously surveyed (File No. 99-343). No recorded archaeological resources are present within one mile. One recorded historic site (a historic road) is present within one mile of the project. No other properties within one mile are listed on the National Register of Historic Places, the California Register of Historical Resources, California State Historic Resources Inventory, California Historical Landmarks, and California Points of Historical Interest.

The State of California Native American Heritage Commission (NAHC) completed a search of the NAHC Sacred Lands file with negative results and identified locally knowledgeable Native Americans for follow-on contact/consultation. These individuals were contacted and a response received by Level 3 from a Native American consultant on December 26, 1999. The guidance was to follow the guidelines in CEQA for any archaeological or culturally sensitive sites are disturbed.

The field inventory noted no exposed ground surface on the parcel. The building on the project parcel is modern (1988) 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 on the concrete pad of the existing building subsequent to removal of walls and roof.

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. Pleistocene continental deposits (unit Qc) underlie the project site. No fossil localities are recorded either on the project site or elsewhere on the Lamont 7.5-minute quadrangle. However, paleontologists recorded a fossil horse being recovered from Pleistocene sediments during construction of the Bakersfield canal (PEA, 2000, p. 20-18). Therefore, potential for encountering fossils at depth in the subsurface during earth moving construction activities exists. Level 3's environmental commitment to performing site specific mitigation for paleontologic resources will allow for identification and recovery of any fossils unearthed during construction. This commitment is as follows:

A preconstruction field survey of the project site will be conducted by a qualified vertebrate paleontologist. A qualified vertebrate paleontologist or qualified paleontologic monitor will monitor construction related earth moving activities to allow for the recovery of larger fossil remains and rock samples would be recovered to allow for the processing of smaller fossil remains. All recovered fossil remains will be fully treated (prepared, identified by knowledgeable paleontologists, curated, catalogued) and, along with associated specimen data and corresponding geologic and geographic site data, placed in a recognized museum repository. The paleontologist will prepare a final report of findings that includes an inventory of recovered fossil remains. These measures would be in compliance with 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. 99-343). 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 Bakersfield site is in a relatively flat-lying area southeast of the City of Bakersfield. Bakersfield is located in a moderately geological and seismically active area of the southern Central Valley. The project site is approximately 9 miles southwest of the Alquist-Priolo zones for the Kern Front fault group (CDMG 1999). It is not located within a landslide, liquefaction, or subsidence hazard area

(CDMG, 1973). 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 to moderate expansion potential (USDA, 1989).

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 approximately 9 miles southwest from the Alquist-Priolo zones for the Kern Front fault group (CDMG 1999). However, the site is not located within or near a landslide or liquefaction hazard area (CDMG, 1973). Activity on the Kern Front fault group is though to have been caused by fluid withdrawal in the area. Moderate magnitude groundshaking in the project area could result from significant earthquakes on faults in the vicinity of the project area (Blake, 1998; CDMG, 1973). The major active faults in the vicinity of the project site and their distance from the project site are as follows: 1) Kern Front, 9 miles; 2) White Wolf, 14 miles; 3) Plieto, 25 miles; 4) Garlock, 32 miles; 5) San Andreas, 36 miles; and the Sierra Nevada faults, 49 miles (Blake, 1998). 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. Regional subsidence of the area due to fluid withdrawal has no site-specific impact to development of the project site.

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

d) No Impact. The soil in the project area is mapped as the Delano sandy clay loam (USDA, 1989), which has a low to moderate potential for expansion. The proponent's commitment to compliance with local and state building codes will minimize potential hazards and risks.

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

e) No Impact. The facility would not be occupied and thus would not require sewer or other means of wastewater disposal.

VII. HAZARDS AND HAZARDOUS MATERIALS

Setting

Review of a database of regulatory agency recognized hazardous waste sites revealed no potentially contaminated sites at or within one mile of the project site (Vista, 1999). Fuel for the backup generator would be stored in an aboveground tank. There are no schools located within one-quarter mile of the site. There are no airports located in the vicinity of the project site, and the site is not located within any airport safety zone.

Evaluation

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

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

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

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

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

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

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

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

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

e) No Impact. The project site is not located within 2 miles of an airport or within an airport land use plan.

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

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

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

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

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

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

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

VIII. HYDROLOGY AND WATER QUALITY

Setting

The facility is to be constructed on an existing concrete pad. The site is not located within a 100-year floodplain (PEA, 2000, Figure 20-10, follows p. 20-42).

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

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

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

Evaluation

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

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

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

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

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

c) No Impact. The project involves construction on the concrete pad of an existing building. No site grading is anticipated nor will there be any net change in impervious surfaces. Thus, no changes in 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 which would result in flooding on- or off-site?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

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

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

e) No Impact. No water or sewer hookups are anticipated because the site will be unmanned. No site grading is anticipated nor will there be any net change in impervious surfaces. The project involves construction on the concrete pad of an existing building, so no net change in the amount and characteristics of runoff is expected.

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

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

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

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

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

h) No Impact. The project is not located within a 100-year floodplain (PEA, 2000, Figure 20-10, follows p. 20-42).

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. 20-25).

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

j) No Impact. The site is not located within an area subject to inundation from seiche, tsunami, or mudflow (PEA, 2000, p. 20-25).

IX. LAND USE PLANNING

Setting

The proposed site is located on 7731 DiMiller Drive in unincorporated Kern County. The general project vicinity exhibits a rural to urban transition including industrial development and vacant land. The 2.35-acre site is occupied by a 11,500 square-foot industrial building and parking lot that is proposed to be replaced by the ILA facility. The site is bordered by DiMiller Drive on the north and vacant land on the east, south, and west. Vacant land and commercial/industrial development is located on the north side of DiMiller Drive across from the proposed site. See Figure 20-1 in this Initial Study and PEA Figures 20-1 through 8 for detailed locator and site vicinity maps.

The General Plan land use designation is "Service Industrial" while the Zoning designation for the -Precise Development." The proposed project would be considered a Utility and Communications Facility under the Kern County Zoning Ordinance which would be a permitted use under the Medium Industrial zoning designation and consistent with the goals of the Precise Development Plan. The project is not anticipated to conflict with any adjacent uses and is considered consistent with the General Plan and Zoning Ordinance. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant land use impacts are anticipated. See Figure 20-1 in this Initial Study and the PEA Figures 20-5, 7, and 8) for locations of adjacent uses.

Evaluation

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

a) No Impact. The project site is already developed. The proposed project would replace the existing building and 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 is "Service Industrial" while the Zoning designation for the project site is "Medium Industrial-Precise Development." The proposed project would be considered a Utility and Communications Facility under the Kern County Zoning Ordinance which would be a permitted use under the Medium Industrial zoning designation and consistent with the goals of the Precise Development Plan. The proposed project is not expected to conflict with any applicable land use plans, policies, or regulations.

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

c) No Impact. The proposed ILA site is an existing developed site and 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 project site is not located in an area designated by the State or Kern County for mineral resources. There are no applicable local policies for mineral resources which apply to the project site (PEA, 2000, p. 20-27).

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 Bakersfield ILA site is southeast of the City of Bakersfield in Kern County, within the Metropolitan Bakersfield Planning Area. The site is for the most part surrounded by vacant lots. An equipment sales business is located to the northeast, and the south side of the parcel is bordered by agricultural land. The area is designated as "Service Industrial" and is zoned as Medium Industrial

(M-2). The closest residence is more than 3,000 feet from the boundary of the site.

Kern County restricts construction activities to normal working hours (8 AM to 5 PM weekdays) (Chmiel, 2000). No quantitative threshold for construction noise levels applies to the ILA site. Long-term operational noise from industrial properties cannot exceed 75 dBA CNEL as measured at the boundary of the noise-producing parcel.

Evaluation

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

a) Less than Significant Impact. The project would not generate noise levels in excess of local standards during construction as no numerical standards apply. Although Kern County does not have a quantifiable threshold for construction noise levels that would apply to the Bakersfield ILA site, Kern County does restrict construction activities to normal working hours (8 AM to 5 PM weekdays). Level 3 has agreed to observe local construction-related work-hour restrictions by restricting construction activities to the period of 8 AM to 5 PM, Monday through Friday.

With regard to operational noise, the Metropolitan Bakersfield 2010 General Plan specifies that long-term operational noise from industrial properties can not exceed 75 dBA CNEL, as measured at the boundary of the noise-producing parcel. Noise levels during weekly half hour generator tests are anticipated to be 84 dBA at a distance of 50 feet from the shelter building. To reduce noise levels to 75 dBA CNEL, the Applicant has committed to locate the generator shelter at least 20 feet from property line (see Figure 20-2). Long-term noise from the proposed facility operations would comply with the standards set by the Metropolitan Bakersfield 2010 General Plan with implementation of the Applicant-proposed measures presented below:

- Level 3 will limit construction to the period from 8 AM to 5 PM, Monday through Friday
- Level 3 will install the emergency standby generator in a standard weatherproof enclosure at least 20 feet from the property line of the ILA site.

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

b) Less than Significant Impact. Neither project construction or project operations would generate excessive ground borne 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. This work area would be set back a significant distance from the project boundary. Since the generator would be setback at least 20 feet from the property line and the nearest sensitive receptor is more than 3,000 feet from the site, ground borne vibrations associated with proposed construction would be less than significant.

During the operational period of the proposed project, the generator would cause only localized, intermittent vibration approximately 30 minutes a week. The generator would be mounted on a

concrete pad and would have a minimum of 4 vibration isolators rated for reducing ground borne vibration more than 95 percent. The minimum setback of 20 feet and the approximate 3,000-foot distance to the nearest residence would provide additional assurance that excessive groundborne noise or vibration would not be perceived by off-site sensitive receptors. The buried fiber optic cable would not generate any perceptible vibrations or noise. Consequently, potential impacts associated with groundborne vibration from site operations are considered to be less than significant.

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

c) No Impact. The proposed project would not result in a substantial permanent increase in ambient noise levels.

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

d) Less than Significant Impact. Temporary increases in ambient noise levels would occur during the approximate two-month period of construction. However, these levels would not be considered significant and would comply with local construction noise regulations. Testing of the onsite emergency generator for a period of approximately 30 minutes a week and use of the emergency generator during power outages, along with maintenance activities, would generate operational noise levels. These intermittent noise levels would not substantially increase ambient noise levels because the setback distance from the property boundary would create a buffer area around the generator. Noise levels associated with the emergency generator would comply with local noise regulations and are less than significant.

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

e) No Impact. The site is not located within an airport land use plan.

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

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

XII. POPULATION AND HOUSING

Setting

The site is located within the County of Kern, with an estimated population of 639,798 as of January 1999 (PEA, 2000, p.20-30). The nearest housing is located approximately 0.60 miles south of the site, and consists of single family, rural residential houses.

Housing policies in the Metropolitan Bakersfield 2010 General Plan are not applicable to the project, as they are only related to maintaining affordable housing throughout the metropolitan area.

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 proposed project involves the reuse of an existing industrial site for the installation of an ILA facility. The project would be unmanned and would be visited by one or two service personnel approximately weekly for maintenance. The project would not induce new employment and no new housing or extension of major infrastructure would result.

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

b) No impact**.** No displacement of existing housing units would result from implementation of the proposed project. The proposed project involves the reuse of an existing industrial site for the installation of an unmanned ILA facility.

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

c) No impact. The proposed project involves the reuse of an existing industrial site for the installation of an unmanned ILA facility and would not displace any people.

XIII. PUBLIC SERVICES

Setting

The site is located in the Kern County. Fire protection is provided by the Kern County Fire Department and police protection is provided by the Kern County Sheriff's Department. The nearest school to the site is Foothill High School, located one mile north of the site along Morning Drive (Figure 20-1). The nearest park is Pioneer Park, located approximately 1.25 miles northwest of the site.

Evaluation

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

a) No Impact. Construction and operation of the unmanned ILA facility would have no impact on the local school, parks or other public facilities. An 8-foot fence with a locked gate to restrict access to the site would surround the facility grounds. The site would not have a significant impact on police services. A 1,000-gallon, double-walled, aboveground diesel fuel storage tank would be located on the facility grounds. Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). Fire protection equipment would be installed per local codes. There are no parks in close proximity to the Bakersfield ILA. The ILA would not have a physical effect on any parks or increase the need for parks in the area.

XIV. RECREATION

Setting

The nearest park to the proposed ILA site is Pioneer Park, located approximately 1.5 miles northwest of the site. However, due to the un-staffed nature of the ILA facility, the proposed project will not result in additional use of existing recreation facilities or require construction of additional recreational facilities. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant recreation impacts are anticipated with project implementation.

Evaluation

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

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

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

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

XV. TRANSPORTATION/TRAFFIC

Setting

The project site would be bordered on the north by DiMiller Drive. DiMiller Drive is not classified in the Metropolitan Bakersfield 2010 General Plan. DiMiller Drive is a two-lane paved road with curbs and gutters in the project area. There are no sidewalks or transit facilities in the project area. The project site would be accessed by two driveways along DiMiller Drive, one at the northwest corner of the site, and one at approximately the center of the street frontage. The majority of the sites in the surrounding area are undeveloped. The only traffic-generating uses in the project vicinity are an industrial equipment yard to the north across DiMiller Drive, and industrial uses to the west along Blair Drive.

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 at the site, approximately 7 construction workers would be commuting to the site for approximately three months. Occasionally, trucks would deliver equipment and materials to the site and haul construction debris, including the demolition debris of an existing building, from the site to recycling centers or landfills. During operation of the project, one or two service person 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. The proposed project involves the reuse of an existing industrial site. Access to the site would be via existing driveways. No changes to the site configuration are proposed.

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

e) Less than Significant with Mitigation Incorporation. The fiber optic cable feed to the proposed ILA site would be from the railroad ROW, south on Highway 184, and west on DiMiller Drive (see Figure 20-1). Emergency access along these roads could be affected during construction activities. The loss of a lane and the resulting increase in congestion could lengthen the response time required for emergency vehicles passing through the construction zone. Moreover, there is a possibility that emergency services may be needed at a location where access is temporarily blocked by the construction zone. This potential impact is considered less than significant with the following additional mitigation incorporated:

At locations where access to nearby property is blocked, provision shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes (Mitigation Measure 20-XV-1).

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

f) No Impact. The project site has off-street parking areas at the north portion of the site along DiMiller Drive. A large paved area at the eastern portion of the site is also available for parking. The project would be unmanned and visited by service personnel approximately once a week for maintenance purposes. On-site parking capacity would be adequate for the proposed use

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 project vicinity. State Highway 184 is designated as a "future bikeway" in the Metropolitan Bakersfield 2010 General Plan. However, the proposed project would not conflict with any adopted policies for alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

All necessary utilities, including electricity, telephone, water, and wastewater are currently available at the project site. All utilities are underground in the project area. The solid waste facility that serves the Bakersfield Metropolitan area is the Bena Sanitary Landfill.

Evaluation

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

a) Less than Significant Impact. The proposed site has existing water service available on site. Since the facility would be unmanned, wastewater generation would be minimal. The site would not exceed the wastewater requirements of the applicable Regional Water Quality Control Board.

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

b) No Impact. The proposed facility would be located on the footprint of an existing building with all utilities available on site. There would be a minimal amount of wastewater produced. The site would not require the 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 the footprint of an existing site. There would be minimal construction and water use. The facility would not require construction or expansion of storm 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 facility would be located on the footprint of an existing building with all utilities available on site. There would be sufficient water supplies for the minimal water use occurring on site.

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

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

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

f) Less than Significant Impact. The proposed facility would involve the reuse of an existing concrete slab. Construction would generate minimal amount of solid waste since the building is constructed from prefabricated structures. The site's waste disposal needs could be served by the Bena Sanitary 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 would be deposited would be in compliance with applicable solid waste laws. The project would comply with applicable solid waste laws.

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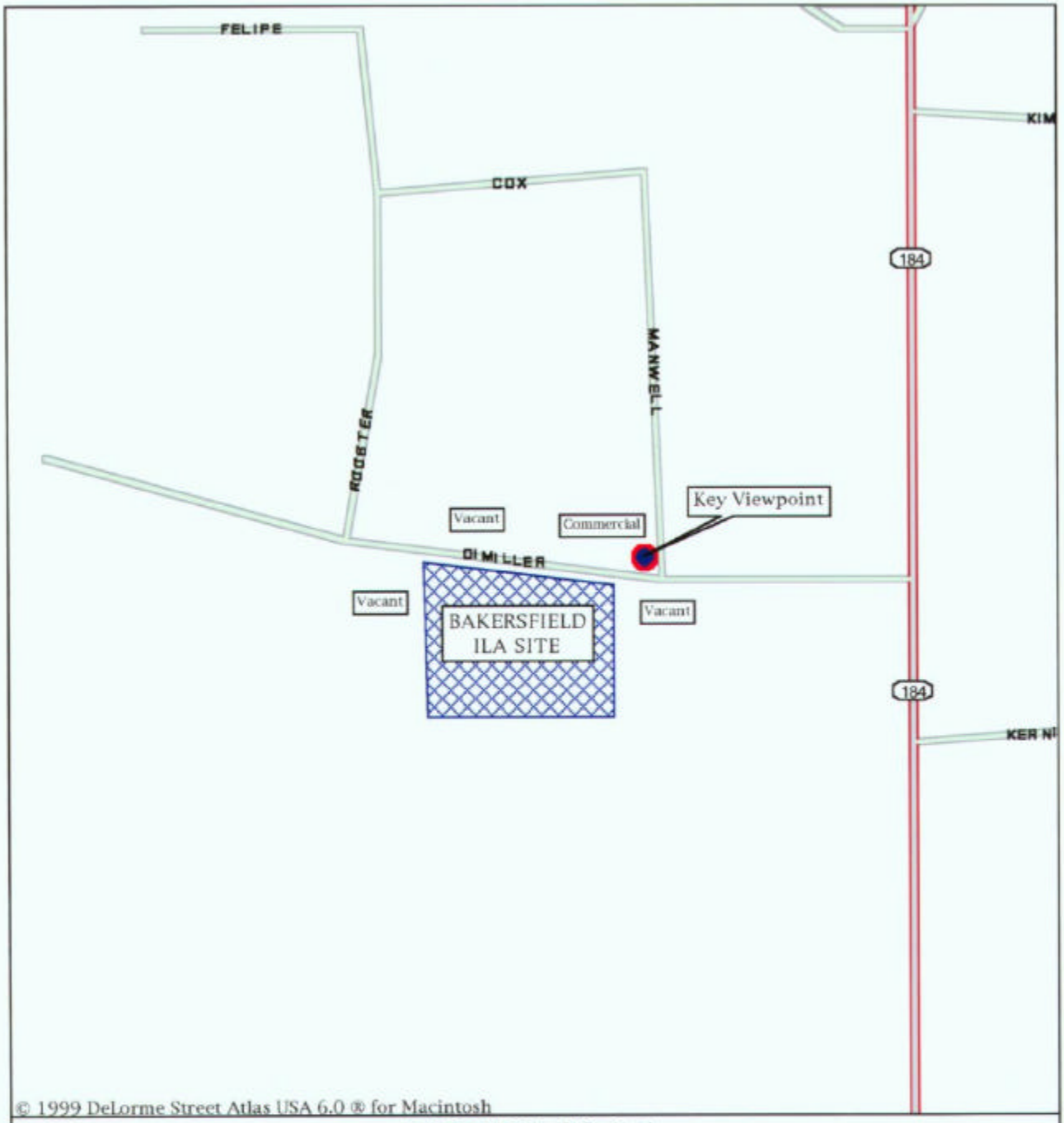

FIGURE 20-I-1

Mag 17.00
Fri Feb 25 23:40 2000
Scale 1:3,906 (at center)
200 Feet
100 Meters

Local Road
State Route

Level 3 Communications Infrastructure Project	**Figure 20-I-2** **Bakersfield ILA**	View to the southwest from westbound DiMiller Drive in unincorporated Kern County. The proposed ILA facility would replace the existing metal building (at 7731 DiMiller Drive) shown in the above photo

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
20
PROJECT COMPONENT
Bakersfield ILA
VIEWPOINT LOCATION
Westbound DiMiller Drive, viewing to the southwest toward the existing building to be replaced by the proposed ILA facility.
ANALYST
Michael Clayton
DATE
2/3/00

VISUAL QUALITY

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

VISUAL ABSORPTION CAPABILITY

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

VIEWER SENSITIVITY

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

VIEWER EXPOSURE

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

VISUAL IMPACT SUSCEPTIBILITY

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

(over)

Level 3 Site No. 20 Viewpoint
(continued)

VISUAL CONTRAST RATING

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

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

DEGREE OF CONTRAST

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

TERM: ☒ Long ☐ Short

CONTRAST SUMMARY: ☒ None ☐ Low ☐ Moderate ☐ High

PROJECT DOMINANCE

Subordinate ☐ **Co-Dominant** ☒ **Dominant** ☐

VIEW IMPAIRMENT

None ☒ **Low** ☐ **Moderate** ☐ **High** ☐

VISUAL IMPACT SIGNIFICANCE

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