Site 7. FAIRFIELD ILA

Environmental Checklist

ENVIRONMENTAL CHECKLIST

1. Facility Title:
Level 3 Communications Infrastructure Project, Fairfield ILA

2. Lead Agency Name and Address:
California Public Utilities Commission
Van Ness Avenue, San Francisco, CA 94102
(415) 703-2782

3. Contact Person and Phone Number:
Gary Finni, Level 3 Communications, LLC
6689 Owens Drive, Suite A, Pleasanton, CA 94588
(925) 398-3000

4. Facility Location:
The project site, 106 Railroad Avenue, is located in the City of Suisun City, County of Solano. The parcel measures 125 feet wide by 235 feet length (0.68 acre) and is entirely developed. It contains a prefabricated, six bay concrete building that encompasses 15,750 square feet. A concrete driveway with 22 parking spaces occupies the west side of the site. Access to the parcel is limited by a wood fence along the northern property boundary, chain-link fencing along the west boundary, and a gated access to the south. A concrete block structure is located in the parking lot along the west side of the building and contains bulk refuse receptacles. A vicinity map of the site is provided as Figure 7-1. A plot plan of the site is provided as Figure 7-2. Additional site maps are available in the PEA (PEA, 2000, following p. 7-37)

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

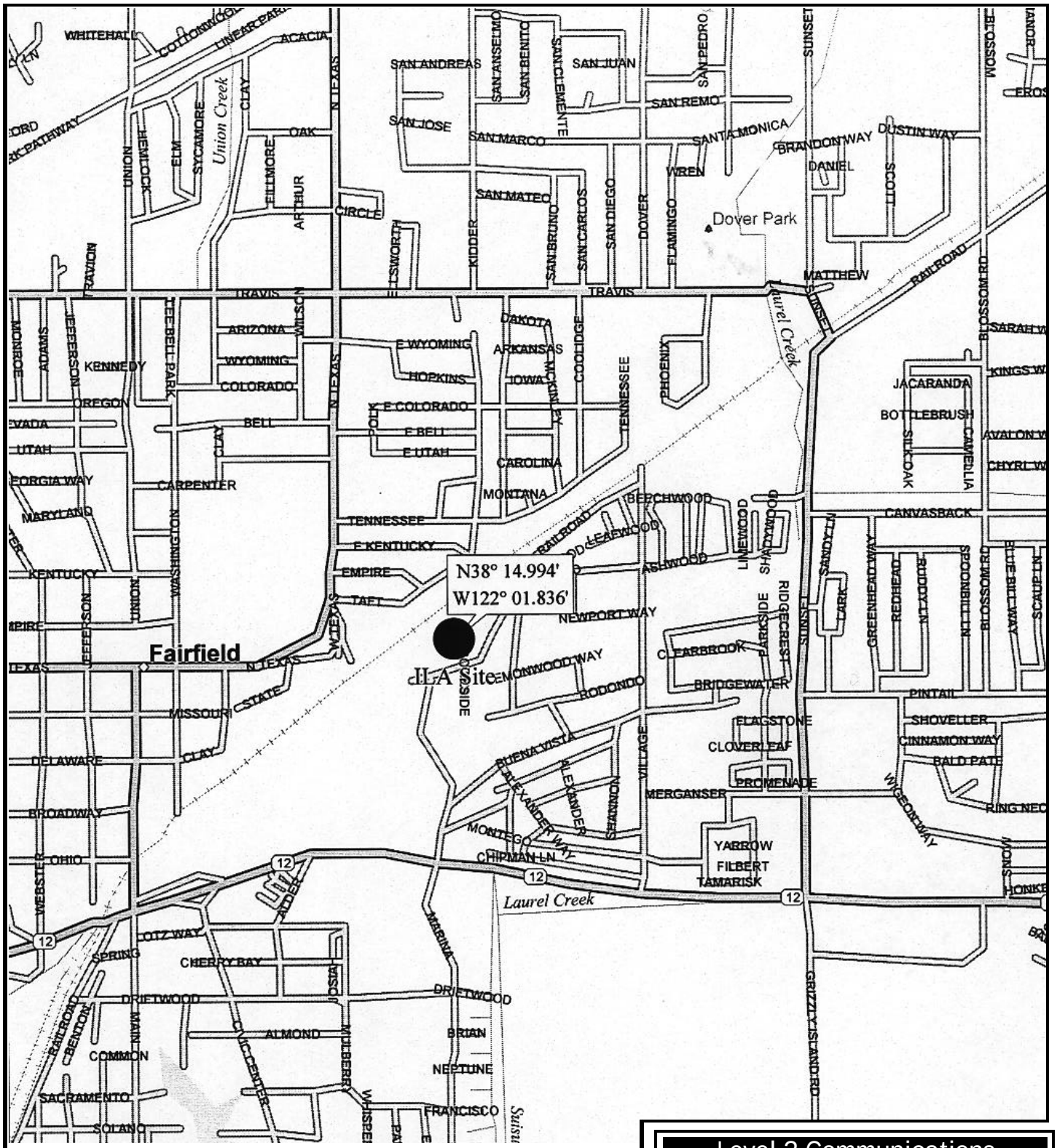
6. General Plan Designation: Planned Unit Development (PUD)

7. Zoning: Commercial Service District (CS)

8. Description of Facility:
This checklist evaluates the design, construction, and operation of the Fairfield ILA.

The Fairfield ILA will be constructed within an existing building located on a developed 0.68-acre site at 106 Railroad Avenue. The facility encompasses approximately 15,750 square feet of the parcel and requires demolition of five existing partition walls. The existing shell will remain intact with the new electronics installed within. A separate generator structure will be constructed at the northwest corner of the property utilizing another engineered portion of the existing concrete pad.

An In-line light Amplification 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.



Level 3 Communications Infrastructure Project

Figure 7-1

FairfieldILA
Site Vicinity Map

Aspen
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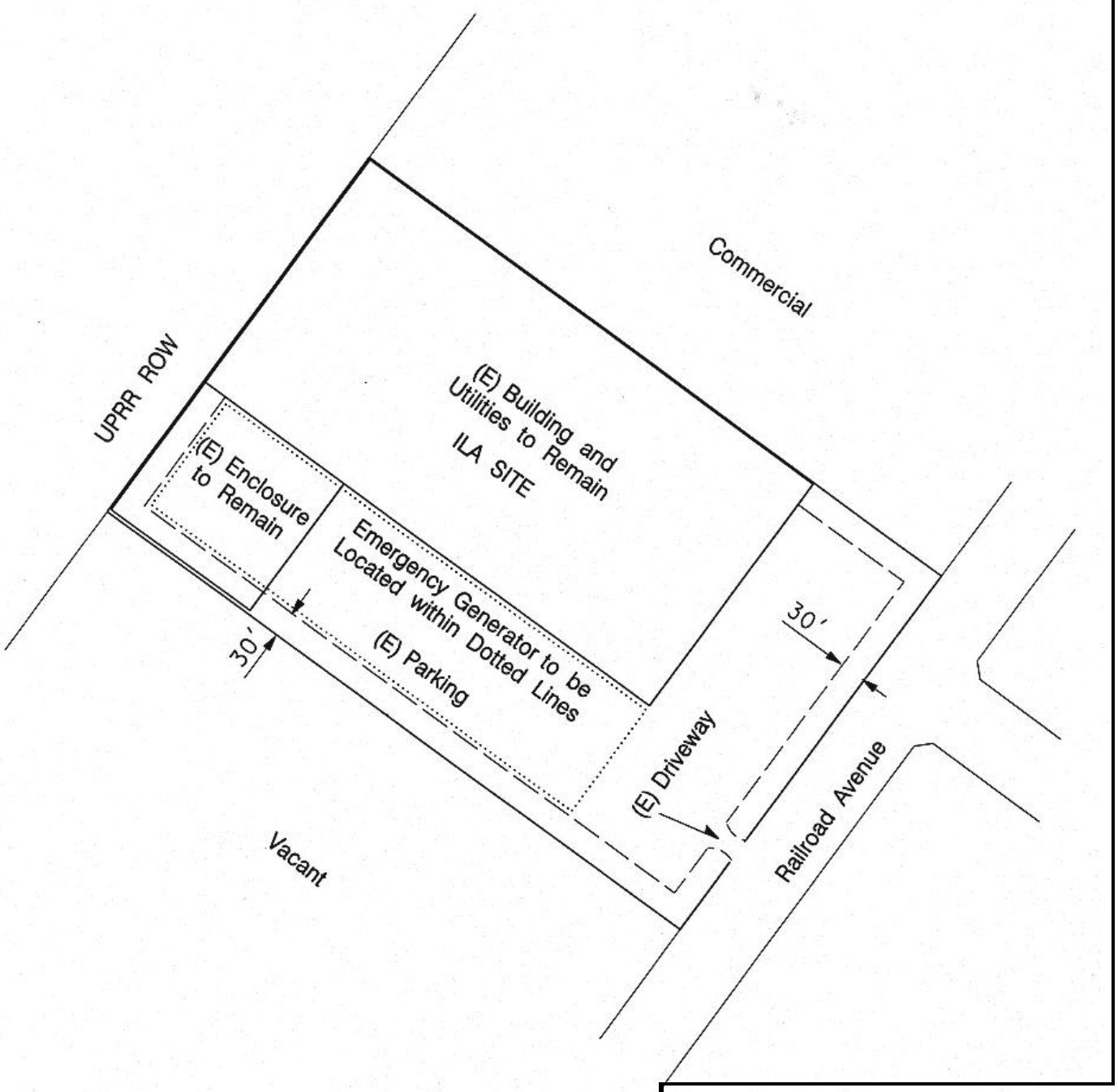

RequiredSetbacks:
Front-30'
Rear-30'
Side-30'

Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 7-2

FairfieldILA
Conceptual Plot Plan

Aspen
EnvironmentalGroup

The proposed ILA station will be engineered for the utilization of the available square footage. No prefabricated ILA huts will be used at this location.

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 Railroad Avenue exists 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 Fairfield ILA will require electricity and telephone. Utility lines supporting these capabilities are present. Normal electrical power will be provided, consisting of 400-amp, 480-volt, three-phase service. No water or sewer hookups are required because the site will be unmanned. Site grading is not 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 7-2 is a conceptual plot plan of the Fairfield ILA site showing required setbacks and locations of utility and vehicle access. The area bounded by the setbacks is the "development window" within which the ILA facility will be situated. The precise location of the ILA interior electronics will be determined during the engineering design phase of the project.

There will be no site development including no grading for placement of the generator shelter or for access and parking. Upgrading of the generator foundation will be engineered and 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 any additional perimeter fencing will occur prior to all improvements. The fiber optic cable feed to the ILA will be from the railroad right-of-way along the north side of the site. 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. The five existing partition walls will be demolished. Walls from the building and some additional concrete removed for pad upgrade will require disposal. The estimated volume of demolition debris requiring disposal is 265 cubic yards. During construction, no offsite areas will be required for mobilization or parking of construction or worker vehicles.

One 300-kilowatt (kW), 449-horsepower (hp) diesel-powered generator will provide emergency power to the set of four ILA huts. The pre-cast concrete generator housing or shelter will be approximately 12 feet wide, 24 feet long (288 square feet) and 10 feet high. It will arrive assembled 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 tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). The double-walled storage tank on which generator is mounted is designed to support the weight of the generator. This mounting is a common design for emergency generators (PEA, 2000, p. 7-2).

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 purpose 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. The site will be visited approximately weekly or 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 Fairfield ILA site are provided in Table 7-1 of the PEA (PEA, 2000, follows p.3-37). Criteria for inclusion of a project in the cumulative analysis 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 or the project-related facilities, or between March 1999 to March 2003.
- Current projects that include those which have been approved by the lead agency and have had their environmental document signed, approved, and/or certified.
- Potential projects that have been formally submitted to the lead agency and which are defined well enough to discern where they are, what they are (type of land use), and how big they are (acres, dwelling units, square footage, etc.). Although these submitted, but not approved projects are considered "speculative" under CEQA, they give an indication of potential future development around the facility site.

Table 7-1 of the PEA indicates that there are no current projects approved for development within two miles of the project site. Two future projects are identified within two miles of the project site: one residential development located approximately one and one-half miles from the site; and, 125,000 square feet office development located an estimated one mile form the project ILA.

9. Surrounding Land Uses and Environmental Setting:

The Southern Pacific Railroad borders the subject parcel to the north and Railroad Avenue provides access from the south. The parcel to the west in this commercial development is vacant while the parcel to the east is occupied by a prefabricated concrete building that abuts the building on the subject parcel. South of the subject parcel across Railroad Avenue is a single-family home development known as California Tapestry. Utility services occur in easements along Railroad Avenue. Sections I – XVI of this Initial Study checklist provide resource-specific baseline settings.

10. Other Agencies Whose Approval is Required:

The site is located within the jurisdiction of Suisun City. It is also located within the Bay Area Air Quality Management District (BAAQMD).

A Use Permit will be required. Following application for the permit, the City determines if it should be processed administratively or should go to the Planning Commission. If processed administratively, the public is notified and can comment but a public hearing is not held. If processed through the Planning Commission, a public hearing is held. For both procedures, design review by the City planners is required before project approval. After approval of the project and prior to commencement of construction, a building permit/certificate of occupancy is issued and construction may commence (PEA, 2000, p. 7-3).

Specific local policies relevant to each of the sixteen environmental impact issue areas are provided in Table 7-2 (PEA, 2000, follows p. 7-38). When there are no relevant and applicable policies, this fact is stated with an explanation. Sources for the policies are provided at the end of the listing.

11. Determination:

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

The proposed facility is an element of the project addressed in an Application for Modification of an existing Certificate of Public Convenience and Necessity (CPCN) (Decision No. 98-03-066). That CPCN was supported by a Mitigated Negative Declaration that included mitigation measures to be implemented in the design, construction, and operation of the previously approved telecommunications facilities within existing utility rights-of-way. The project will incorporate all of the mitigation measures outlined in the previous Decision, as well as those of this environmental review, into its design and construction of the project. Therefore, the actions previously imposed as mitigation measures in the CPCN Decision are now Environmental Commitments for the facility addressed herein. In summary, these Environmental Commitments include:

- Measures to mitigate potential impacts to various resources
- All required local, regional, state and federal approvals and permits required for construction and operation of the project
- Coordination with local and resource management agencies
- Notifications of adjacent property owners

- Coordination with other utility projects in the area
- Documentation and reporting of compliance.

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

I. AESTHETICS

Setting

The site is located in an urban landscape dominated by built structures and infrastructure. Existing visual quality and viewer sensitivity are considered low while visual absorption capability is rated high and viewer exposure is rated moderate to high (see the Visual Analysis Data Sheet at the end of this Initial Study). The proposed project will not alter the existing building exterior appearance and visual features. Therefore, no project-induced visual contrast is expected. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant visual impacts are anticipated and no mitigation measures are recommended. Figure 7-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 7-I-2 shows the view from the Key Viewpoint. These figures are at the end of the Initial Study. Also, see PEA Photos 7-A through F for additional views.

Evaluation

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

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

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

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

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

c) No Impact. Existing views of the site encompass an urban setting of business, commercial, and residential development; paved surfaces; and infrastructure. Since project construction will be

limited to interior renovation, visual absorption capability is considered high. The proposed project would not change the existing visual character or quality of the site or surroundings.

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

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

II. AGRICULTURAL RESOURCES

Setting

The site is located in a developed urban area. The site does not hold any special agricultural designations and is not currently used for agricultural purposes. The site currently contains a 15,750 square-foot concrete building and parking area. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant agricultural impacts are anticipated as a result of project implementation.

Evaluation

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

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

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

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

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

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

III. AIR QUALITY

Setting

The project site is within the San Francisco Bay Air Basin and is currently designated as a nonattainment area for state and national one-hour average ozone standards and for state respirable particulate matter ("PM10") standards. There are residences near the site and a number of commercial establishments located adjacent to the site. The distance to the closest sensitive receptor from the nearest boundary of the site is approximately 115 feet.

The regional agency responsible for developing nonattainment plans is the BAAQMD. BAAQMD is also the agency with permit authority over most types of stationary sources in the San Francisco Bay Area. BAAQMD exercises permit authority through its *Rules and Regulations*. Both federal and state ozone plans rely heavily upon stationary source control measures set forth in BAAQMD's *Rules and Regulations*. The overall stationary source control program that is embodied by the BAAQMD *Rules and Regulations* has been developed such that new stationary sources can be allowed to operate in the Bay Area without obstructing the goals of the regional air quality plans. To accomplish this objective, many new stationary sources are required to install Best Available Control Technology (BACT) and to provide offsets at a greater than 1:1 ratio in order to secure a permit to operate from the BAAQMD. Other stationary sources have been deemed too minor to require a permit, BACT, or offsets. For example, and as applicable to the Fairfield ILA site, BAAQMD Regulation 1, Rule 1-110.2, excludes emergency generators used solely as an emergency standby source of power from all BAAQMD regulations, including the requirement to secure a permit to operate.

BAAQMD has no numerical thresholds for fugitive dust (PM10) from construction activities. Instead, for construction-phase impacts, BAAQMD recommends that significance should be based on a consideration of the control measures to be implemented.

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 and operational emissions are estimated in Table 7-III-1 (PEA, 2000, Table 7-3, following p.7-37). These resulting emissions are well-within regulatory thresholds. These emissions are, therefore, in compliance with the applicable air quality plan.

Since the site would use an existing building and associated paved access roads and driveways, grading activities and travel of heavy equipment over temporary roads would not be necessary; as such, fugitive dust would not be generated in a significant amount during the construction phase (Table 7-III-1). The only expected construction activity at this site is the preparation of a 300 square foot area for the emergency generator enclosure. Fugitive dust generated would be controlled in a manner consistent with the applicable air quality plans by implementing effective dust control measures throughout the construction phase. Long-term fugitive dust emissions associated with facility operation would be negligible.

Generator testing and the visiting technician vehicle would contribute to operational air emissions as shown in Table 7-III-1. Normal use of the standby engine would include weekly tests of approximately 30 minutes in duration. Under Regulation 1, Rule 1-110.2, this engine would not require Level 3 to secure a BAAQMD permit for its use. This exclusion applies to emergency generators not used in connection with any utility voluntary electricity demand reduction program.

Normal operations at the site would generate approximately one vehicle trip to and from the site each week by a technician. The project would generate so little traffic on a long-term basis that none of the measures included in the *Carbon Monoxide Maintenance Plan* would apply.

Level (3) has already committed to notifying the BAAQMD prior to project construction that an emergency generator would be located at the project site and would not be used in connection with any utility voluntary electricity demand reduction program.

Level (3) will implement a construction-phase dust abatement program based on *CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans* (BAAQMD, 1996), which will include the following:

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

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

b) Less than significant impact. As discussed above, the Fairfield ILA Site lies in an area designated as nonattainment of the National and California Ambient Air Quality Standards for ozone and the State standard for PM10.

TABLE 7-III-1 AIR QUALITY CALCULATIONS

Construction Engine Emissions

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (1) (hrs or trips)	NUMBER OF DAYS	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (2)	NO_x Daily (lbs/day)	NO_x Total (tons)	POC EF (2)	POC Daily (lbs/day)	POC Total (tons)	PM_{10} EF (2)	PM_{10} Daily (lbs/day)	PM_{10} Total (tons)	SO_x EF (2)	SO_x Daily (lbs/day)	SO_x Total (tons)	CO EF (2)	CO Daily (lbs/day)	CO Total (tons)	NOTES
Site Grading (11 cy)																					
Backhoe Loader	200	1	1	1	-	2370	5.2	0.0026	180	0.4	0.0002	15	0.03	0.00002	135	0.3	0.0001	205	0.5	0.0002	6
Vac Truck	153	2	1	1	-	1660	7.3	0.0037	110	0.5	0.0002	15	0.07	0.00003	105	0.5	0.0002	110	0.5	0.0002	6
Surveying Lt-Heavy Duty Truck	117	3	1	1	-	780	5.2	0.0026	72	0.5	0.0002	44	0.3	0.00015	85	0.6	0.0003	105	0.7	0.0003	6
Lt-Heavy Duty Truck	10 cu yd	1	1	1	30	11.3	1.5	0.0007	2.2	0.29	0.00015	0.59	0.08	0.00004	0.31	0.04	0.0000	14.0	1.9	0.0009	7
Worker Light Truck	175	1	1	1	30	18.4	2.4	0.00122	4.4	0.58	0.00029	0.84	0.111	0.000056	0.31	0.041	0.0000	35	4.6	0.0023	6
Equipment Delivery Truck	Low boy	3	1	-	30	11.3	4.5	0.0022	2.2	0.9	0.0004	0.59	0.23	0.00012	0.31	0.12	0.0001	14.0	5.6	0.0028	7
Worker Light Truck	Light	2	1	-	30	1.0	0.26	0.00013	0.35	0.09	0.00005	0	0	0	0.06	0.02	0.0000	7.22	1.9	0.0010	7
Maxima and Subtotals (Site Grading)							16.0	0.013		2.3	0.0016		0.7	0.0004		0.8	0.0008		14.6	0.008	
Gutting of Building Interior (265 cu.yds.)																					
Semi-end Dump Trucks	20 ton	4	3	-	100	11.3	20	0.030	2.2	3.9	0.0058	0.59	1.0	0.0016	0.31	0.5	0.0008	14.0	24.8	0.037	7
Worker Light Truck	Light	12	3	-	30	1.00	1.6	0.0024	0.35	0.6	0.0008	0	0	0	0.06	0.1	0.0001	7.22	11.5	0.0172	7
Maxima and Subtotals (Demolition)							21	0.03		4.4	0.0067		1.0	0.0016		0.6	0.0010		36.2	0.05	
Pad Construction (11cy)																					
Cement Truck	10 yd3	1	1	-	30	11.3	1.5	0.0007	2.2	0.3	0.00015	0.59	0.08	0.00004	0.31	0.0	0.0000	14.0	1.9	0.0009	7
Gravel Truck	10 yd3	1	1	-	30	11.3	1.5	0.0007	2.2	0.3	0.00015	0.59	0.08	0.00004	0.31	0.0	0.0000	14.0	1.9	0.0009	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.0001	0.35	0.1	0.00005	0	0	0	0.06	0.0	0.0000	7.22	1.9	0.0010	7
Maxima and Subtotals (Pad Construction)							3.2	0.00		0.7	0.0003		0.16	0.00008		0.1	0.0000		5.6	0.00	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	12	1	-	774	14	0.082	64	1.1	0.0068	13	0.2	0.0014	58	1.0	0.0061	79	1.4	0.008	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.001	2.2	0.3	0.0003	0.59	0.08	0.0001	0.31	0.0	0.0000	14.0	1.9	0.002	7
Worker Light Truck	Light	2	12	-	30	1.00	0.3	0.002	0.35	0.1	0.0006	0	0	0	0.06	0.0	0.0001	7.2	1.9	0.011	7
Maxima and Subtotals (Trenching and Utility Installation)							15	0.08		1.5	0.0076		0.31	0.0015		1.1	0.0062		5.2	0.02	
Shelter Placement																					
Crane	150 ton	2	1	1	-	576	2.5	0.001	82	0.4	0.0002	64	0.3	0.000	41	0.2	0.000	1624	7.2	0.004	8
Equipment Delivery Truck	Low boy	1	1	-	150	11.3	7.4	0.004	2.2	1.5	0.0007	0.59	0.4	0.000	0.31	0.2	0.000	14.0	9.3	0.005	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.0001	0.35	0.1	0.00005	0	0	0	0.06	0.0	0.000	7.2	1.9	0.001	7
Maxima and Subtotals (Shelter Placement)							10.2	0.005		1.9	0.0010		0.67	0.000		0.4	0.00		18.4	0.01	
General Construction Activities																					
Compactor	<25 hp	1	1	1	-	8	0.018	0.00001	227	0.5	0.0002	1.4	0.00	0.0000	0	0.0	0.0000	6350	14.0	0.007	8
Equipment Delivery Truck	Low boy	1	1	-	30	11.3	1.5	0.001	2.2	0.3	0.0001	0.59	0.1	0.0000	0.31	0.0	0.0000	14.0	1.9	0.001	7
Construction Generator	<50 hp	8	12	1	-	0.02	0.0003	0.000002	0.002	0.00004	0.0000002	0.001	0.00002	0.0000001	0.00	0.0	0.0000	0.01	0.0002	0.000	8
Water Truck	4500 gal.	1	2	-	30	11.3	1.5	0.001	2.2	0.29	0.0003	0.59	0.08	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	6
Worker Light Truck	Light	1	17	-	30	1.0	0.13	0.001	0.35	0.0	0.0004	0	0	0	0.06	0.0	0.0001	7.2	1.0	0.008	7
Maxima and Subtotals (General Construction)							1.6	0.003		0.8	0.0011		0.1	0.0001		0.0	0.0001		16.8	0.02	
Maxima and Subtotals, Construction Engine Emissions [3]								0.14			0.018			0.0040			0.0084			0.114	
Total Construction Emissions (Fugitive plus exhaust)								0.14			0.018			0.11			0.0084			0.114	
Construction Thresholds								--			-- (Precursor, POC)			Fugitive PM10 Control Measures			--			--	
Insignifigant Impact [9]								Yes			Yes			Yes			Yes			Yes	

Construction Fugitive Dust Emissions

SOURCE	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	AREA OF GRADING / TRENCHING	PM_{10} EMISSIONS EF	PM_{10} EMISSIONS (daily lbs)	PM_{10} EMISSIONS (total tons)	NOTES
Gutting of Building Interior	8	3	0.007 acres	39.4 lb/acre-day	0.3	0.0004	12
Access Road Use	8	17	0.23 acres	39.4 lb/acre-day	9.1	0.077	13
Trenching - Cable Installation	8	12	-	0.51 lb/hr	4.1	0.024	
Wind Erosion	24	12	0.03 acres	6.6 lb/acre-day	0.2	0.0012	11
Subtotal, Construction Fugitive Emissions [3]					9.2	0.10	15
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) [3]						0.11	

(Continued)

Operation Emissions [4]

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (g/hr) [2]	NO_x Daily (lbs/day)	NO_x Annual (tons/year)	POC EF (g/hr) [2]	POC Daily (lbs/day)	POC Annual (tons/year)	PM_{10} EF (g/hr) [2]	PM_{10} Daily (lbs/day)	PM_{10} Annual (tons/year)	SO_x EF (g/hr) [2]	SO_x Daily (lbs/day)	SO_x Annual (tons/year)	CO EF (g/hr) [2]	CO Daily (lbs/day)	CO Annual (tons/year)	NOTES
Emergency Generator	337 (300 KW)	0.5	60	1		2,325	2.6	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
Worker Light Truck	Light	-	60	1	30	1.0	0.13	0.004	0.35	0.05	0.001	0	0	0	0.06	0.01	0.0002	7.2	0.96	0.03	7
Total Operation Emissions [5]							2.70	0.08		0.42	0.013		0.15	0.004		0.35	0.011		4.1	0.12	
Operation Thresholds							Exempt			--			--			--			Exempt		
Insignifigant Impact [10]							Yes			Yes			Yes			Yes			Yes		

'- = Not applicable

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

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

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

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

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

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

(6) Emission factors are from Caterpillar Corp.

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

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

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

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

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

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

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

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

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

Estimates of construction-related engine emissions are shown in Table 7-III-1. These emissions are small, and are less than significant because the BAAQMD has no thresholds of significance for construction emissions. Fugitive dust emissions during site construction activities are shown in Table 7-III-1. There are no numerical thresholds for fugitive dust (PM10) from construction activities. Instead, BAAQMD recommends that significance should be based on a consideration of the control measures to be implemented. Level 3 would implement a comprehensive series of dust control measures to manage fugitive dust during construction.

Mobile source emissions associated with the facility operation 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, download information, and test-run the emergency generator. Since the project would generate essentially no traffic, vehicular emissions would not approach the 550 pounds per day screening threshold recommended by BAAQMD and therefore the project would not have a significant effect on local carbon monoxide concentrations. Operational emissions from the 449 hp 300 kw emergency standby engine are exempt from emission thresholds by BAAQMD.

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 Fairfield ILA site is one of two PEA sites in the San Francisco Bay Air Basin under the jurisdiction of the BAAQMD (the other being the Emeryville ILA D-Node). Potential project total construction emissions were analyzed for the possibility of simultaneous construction at both of these sites. The same thresholds apply to assessment of total project emissions as were used to evaluate emissions from individual project sites.

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

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

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

d) Less Than Significant Impact. Sensitive receptors are defined as facilities that house children, elderly, and ill members of the population, such as schools, day-care centers, hospitals, retirement homes, hospices, and residences. The nearest existing sensitive receptor to the proposed ILA site is a house located approximately 115 feet from the site boundary.

Project construction would affect an area much smaller than the 0.7-acre site; therefore, receptors associated with surrounding uses would be buffered from the effects of project construction (see Figure 7-2). This buffer, along with the low levels of construction emissions, would prevent substantial pollutant concentrations from reaching sensitive receptors. Through application of fugitive dust control measures, these emissions would be kept below a level of significance.

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

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

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

IV. BIOLOGICAL RESOURCES

Setting

The proposed Fairfield ILA site is located in a commercial building in Suisun City. Vegetation on the site includes nine Eucalyptus trees planted along the western edge of the site and various ornamental shrubs planted in the front of the building. A vacant lot abuts the property to the west. This undeveloped parcel is a disked field dominated by annual grasses and forbs including bristly ox-tounge (*Picris echioides*), soft chess (*Bromus hordeaceous*) and star thistle (*Centaurea solstitialis*). There are no sensitive biological resources on or adjacent to this site.

Evaluation

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

a) No Impact. Prior to conducting a site visit, Level 3 Communications searched the California Natural Diversity Database for occurrence records of special status biological resources on the Fairfield North and Fairfield South Quadrangle maps (California Department of Fish and Game, September 1999). Aspen searched the database in March 2000. Although ten special status plant species and seventeen special status wildlife species were identified during this search, none is likely to occur at the site because of the lack of appropriate habitat (Table 7-IV-1).

The project would not have a substantial adverse effect on any special status species identified in local, state or federal plans including the California Native Plant Society listings, California Fish and Game, or Endangered Species Act.

Table 7-IV-1
Potential for Habitat at the Fairfield ILA Site to Support Sensitive Species Occurring in the Vicinity

Recurved larkspur (*Delphinium recurvatum*) is a federal species of concern and has a CNPS listing of 1B. It is found associated with chenopod scrub, cismontane woodland, valley and foothill grassland communities. *The Fairfield ILA site is unlikely to support this species because the site supports no appropriate habitat associated with the Recurved larkspur. The habitat also has been disced and therefore is disturbed.*
The Suisun marsh aster (*Aster lentus*) is a federal species of concern and has a CNPS listing of 1B. It is found associated with brackish, freshwater marshes and swamps, and wetlands. *The Fairfield ILA site is unlikely to support this species because the site has no suitable aquatic habitats.*
Delta tule pea (*Lathyrus jepsonii* var. *jepsonii*) is a federal species of concern and has a CNPS listing of 1B. It is found associated with freshwater marshes and swamps, and wetlands. *The Fairfield ILA site is unlikely to support this species because the site has no suitable aquatic habitats.*
Legenere (*Legenere limosa*) is a federal species of concern and has a CNPS listing of 1B. It is found associated with vernal pools and wetlands. *The Fairfield ILA site is unlikely to support this species because the site has no suitable aquatic habitats.*
Mason's lilaeopsis (*Lilaeopsis masonii*) is a federal species of concern, is a California state rare species, and has a CNPS listing of 1B. It is found associated with freshwater marshes and swamps, riparian scrub and wetlands. *The Fairfield ILA site is unlikely to support this species because the site has no suitable aquatic habitats.*
Alkali milk-vetch (*Astragalus tener* var. *tener*) has a CNPS listing of 1B. It is found associated with alkali playa, valley and foothill grassland, vernal pools and wetlands. *The Fairfield ILA site is unlikely to support this species because the site has no suitable aquatic or playa habitats.*
Heartscale (*Atriplex cordulata*) is a federal species of concern and has a CNPS listing of 1B. It is found associated with meadows and seeps, chenopod scrub, and valley and foothill grassland communities. *The Fairfield ILA site is unlikely to support this species because the site has no suitable habitats.*
Suisun thistle (*Cirsium hydrophilum* var. *hydrophilum*) is a federal endangered species and has a CNPS listing of 1B. t is found associated with marshes and swamps, salt marsh and wetlands. *The Fairfield ILA site is unlikely to support this species because the site has no suitable aquatic habitats.*
Soft bird's-beak (*Cordylanthus mollis* ssp. *mollis*) is a federal endangered species and a California state rare species, and has a CNPS listing of 1B. It is found associated with marshes and swamps, salt marsh and wetlands. *The Fairfield ILA site is unlikely to support this species because the site has no suitable aquatic habitats.*
Brewer's western flax (*Hesperolinon breweri*) is a federal species of concern and has a CNPS listing of 1B. It is found associated with chaparral, cismontane woodland, ultramafic, valley and foothill grassland communities. *The Fairfield ILA site is unlikely to support this species because the site has no suitable habitats.*
Contra Costa goldfields (*Lasthenia conjugens*) is a federal endangered species and has a CNPS listing of 1B. It is found associated with cismontane woodland, valley and foothill grassland, vernal pool and wetland communities. *The Fairfield ILA site is unlikely to support this species because the site has no suitable habitats.*
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.*
Monarch butterfly (*Danaus plexippus*) has no listing but its winter roost sites 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.*
Sacramento splittail (*Pogonichthys macrolepidotus*) is a federal threatened and a California state species of concern. It prefers freshwater marshes, estuaries, and flowing waters. *No suitable aquatic habitats are present on or adjacent to the site, thus none of these fish are expected to occur at the site.*
*The California red-legged frog (*Rana aurora draytonii*) is a federal threatened and California state species of special concern whose potential habitat includes all aquatic and riparian areas within it's range. During the dry season, the red-legged frog retreats to upland refuge. Upland habitat includes any landscape features that might provide sufficient cover and moisture. Currently, Monterey, San Luis Obispo, and Santa Barbara counties support the greatest density of occupied drainages.* *No suitable aquatic habitats are present on or adjacent to the site, thus no red-legged frogs are expected to occur at the site.*

Table 7-IV-1
Potential for Habitat at the Fairfield ILA Site to Support Sensitive Species Occurring in the Vicinity

The western pond turtle (*Clemmys marmorata*) is a federal and California state species of concern. It is primarily an aquatic turtle and occurs along streams, marshes, rivers, irrigation ditches or in ponds. Deep pools and rocks, logs and other basking sites are important habitat elements. *No suitable aquatic habitats are present on or adjacent to the site, thus no turtle are expected to occur at the site.*
Swainson's hawk (*Buteo swainsoni*) is a California state threatened species. They occur in open grassland, juniper and sage flats, and desert scrub habitat. Nests are often placed in a small cluster of trees or in a single isolated tree. The CNPS had 2 records of nesting Swainson's hawks in the vicinity of the proposed project. Both records were for birds that nested in tall eucalyptus trees. *Although several eucalyptus trees are planted along the southern edge of the site, none are large enough to support a nesting Swainson hawk.*
The burrowing owl (*Athene cunicularia*) is a federal and California state species of concern. This small owl utilizes the abandoned burrows of ground squirrels, foxes, and other small animals. Burrowing owls typically occur in open, dry annual or perennial grasslands and in desert and scrublands characterized by low-growing vegetation. *The Fairfield ILA site is unlikely to support nesting burrowing owls because it has been disced and no burrows were detected during the site visit.*
The short-eared owl (*Asio flammeus* [nesting]) is a California state species of concern. It is found in great basin grasslands, meadows and seeps, marshes, swamps or wetlands. *The Fairfield ILA site is unlikely to support short-eared owls because it does not have the appropriate habitat.*
California black rail (*Laterallus jamaicensis coturniculus*) is a federal species of concern and a California state threatened species. It is found associated with both freshwater or brackish marshes and swamps, and salt marsh areas. *The Fairfield ILA site is unlikely to support this species because the site has no suitable habitats.*
California clapper rail (*Rallus longirostris obsoletus*) is a federal endangered species and a California state endangered species. It is found associated with both freshwater or brackish marshes and swamps, and salt marsh areas. *The Fairfield ILA site is unlikely to support this species because the site has no suitable habitats.*
Suisun song sparrow (*Melospiza melodia maxillaris*) is a federal species of concern and a California state species of concern. It is found associated with marshes and swamps, and wetland areas. *The Fairfield ILA site is unlikely to support this species because the site has no suitable habitats.*
Salt-marsh harvest mouse (*Reithrodontomys raviventris*) is a federal endangered species and a California state endangered species. It is found associated with marshes and swamps, and wetland areas. *The Fairfield ILA site is unlikely to support this species because the site has no suitable habitats.*
Suisun shrew (*Sorex ornatus sinuosus*) is a federal species of concern and a California state species of concern. It is found associated with marshes and swamps, and wetland areas. *The Fairfield ILA site is unlikely to support this species because the site has no suitable habitats.*

Source: California Department of Fish and Game (CDFG), *Fairfield North and Fairfield South Quadrangles, California Natural Diversity Database,* March 2000.

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

b) No Impact. The project would not have any impact on riparian habitat or other sensitive natural communities identified in local, regional, state, or federal regulations. The site is completely developed and is surrounded by development on two sides. The disked field and Union Pacific Railroad ROW on the remaining two sides of the site do not support any wetlands or other waters of the United States.

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

c) No Impact. The project would not have any adverse effects on federally protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. There are no wetlands or waters of the United States on or adjacent to the site (PEA, 2000, Figure 7-10).

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

d) No Impact. The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. In addition the project will not impede the use of native wildlife nursery sites. An 8- to 10-foot tall fence currently surrounds the site.

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. The project would not conflict with any local policies or ordinances protecting biological resources, including tree preservation ordinances. No trees would be removed as a result of the project and, if removed, none of the trees would qualify as significant or heritage status under the Suisun City tree preservation policy.

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

f) No Impact. A regional Habitat Conservation Plan (HCP) is currently being developed for Solano County; however, the project would not conflict with the plan in any way. The HCP will cover the service area of the Solano County Irrigation District, which includes the western portion of the County including Fairfield and Suisun Cities. No other conservation plans are applicable to the site (PEA, 2000. p.7-13).

V. CULTURAL RESOURCES

Setting

The ILA site is located in Suisun, Solano County, near the Union Pacific Railroad tracks and Laurel Creek. The parcel contains a recently built commercial/warehouse structure and the rest of the parcel is paved. The area is within the border region of ethnographic territory of the Patwin but was also likely used by neighboring groups including the Nisenan and the Miwok.

Evaluation

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

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

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

The State of California Native American Heritage Commission (NAHC) completed a search of the NAHC Sacred Lands file with negative results and identified locally knowledgeable Native Americans for follow-on contact/consultation. These individuals were contacted, and no response has been sent to Level 3 as of March 14, 2000.

No field survey was conducted since there is no exposed ground on the surface available for inspection. The facility will be installed inside the existing building. No cultural resources potentially eligible for the California Register of Historic Resources are present on the property.

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

c) Less Than Significant Impact. Quaternary alluvial fan deposits (unit Qf) underlie the project site. No fossil localities are recorded in this rock unit or elsewhere in the Fairfield North 7.5-minute quadrangle. However, alluvial fan deposits in the northern San Joaquin Valley have yielded the remains of extinct late Pleistocene land mammals. These fossil occurrences indicate there is a potential for late Pleistocene continental vertebrate fossil remains occurring at the project site. However, the likelihood. of unearthing fossil is low due to the shallow nature of the project excavation to be employed at the site.

Level 3's environmental commitment to conduct paleontological monitoring during construction will allow for identification and recovery of any fossils that might be unearthed (PEA, 2000, p. 7-16).

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

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

d) No Impact. The CHRIS records search and field survey provided no evidence of the presence of human remains (File No. 99-572). If suspected human remains are encountered during construction, operations will stop until the proper official is notified, the find evaluated, any mitigation recommendations implemented, and Level 3 has been cleared to resume construction in the area of the find (see *Level 3 Long-Haul Fiber Optics Project Cultural Resources Procedures* (PBNS, 1999:25-39)).

VI. GEOLOGY AND SOILS

Setting

The project site is located within the Suisan City city limits, just east of Fairfield. The project area is located in a relatively flat area at the northern edge of the Sacramento River Delta. This site is located in a geologically active area. The project site is not located within or near an Alquist-Priolo Zone, or a landslide or subsidence hazard area. Liquefaction potential is designated as low, however shallow groundwater conditions may increase the risk of liquefaction. Erosion activity is moderate and the soils are highly expansive.

Evaluation

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

a) Less Than Significant Impact. The project site is not located within or near an Alquist-Priolo zone. It is located in a flat area with no landslide hazard (CDMG, 1973). Although designated as an area of low liquefaction potential (CDMG, 1973), the close proximity of the project area to the Suisan Slough indicates potential shallow groundwater conditions that could lead to liquefaction. The project area is susceptible to severe to moderate magnitude groundshaking from active and potentially active faults of the San Andreas and Great Valley systems in the vicinity of the project area (Blake, 1998; CDMG, 1973). Faults likely to affect the project site and their approximate distance from the project site are as follows:

- Concord-Green Valley fault, 6 miles;
- Great Valley faults 4 and 5, 8 miles;
- West Napa fault, 13 miles;
- Hunting Creek fault, 17 miles;
- Rodgers Creek fault, 20 miles;
- Hayward fault, 24 miles; and
- The San Andreas fault, 42 miles (Blake, 1998).

Accordingly, building design will meet Uniform Building Code-Zone 4 Seismic Standards and any and all local building and seismic codes to minimize any adverse seismic hazard and risk to facility structures. The site would not be occupied on a full time basis, and therefore would not expose people to substantial risk of injury or death from the 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. Although the site is located in an area designated as having moderate erosion activity (CDMG, 1973), no erosion or loss of topsoil is expected to occur. The site is flat, paved and the existing building would be reused to house the terminal facility.

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

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

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

d) No Impact. The soil in the project area is mapped as the Capay silty clay loam (USDA, 1977), which is classified as having highly expansive soil. Compliance with state and local building codes and reengineering of the existing foundation will minimize any potential impacts.

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

e) No Impact. 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 adjacent to the project site (Vista, 1999). During the site visit, two automotive repair facilities were observed to occupy the adjacent building abutting the site to the east. The site appeared clean, but the interiors of the businesses were not observed. Improper use, storage, and or disposal of hazardous materials at these facilities may have resulted in localized pockets of contamination. No schools are located within one-quarter mile of the site, however a daycare center is located approximately 0.2 miles southeast of the site. The project site is not located in the vicinity of an airport or within an airport land use plan. Fuel for the standby generator would be stored in an aboveground storage tank onsite.

Evaluation

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

a) No Impact. Level 3 will handle and store hazardous materials onsite in compliance with applicable federal, state, and local regulations.

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

b) No Impact. Leak monitoring and spill containment features planned for the onsite aboveground fuel storage tank would minimize the risk of hazardous substance release through reasonably 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. However, the Children's World Learning Center, a daycare center, is located approximately 0.2 miles southeast of the site. It is not anticipated that children from this facility will walk by the site with any frequency. Proper handling and storage of hazardous materials, and restricted access to hazardous materials would reduce the risk of exposure.

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

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

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

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

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

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

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

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

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

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

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

VIII. HYDROLOGY AND WATER QUALITY

Setting

The facility is to be constructed within an existing building. The site is located within a 100-year floodplain (PEA, 2000, Figure 7-9).

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

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

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

Evaluation

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

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

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

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

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

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

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

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

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

e) No Impact. No site grading is anticipated nor will there be any net change in impervious surfaces. The project involves construction within an existing building, so no net change in the amount and characteristics of runoff is expected.

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

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

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

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

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

h) Less Than Significant Impact. The project is located within a 100-year floodplain (PEA, 2000, Figure 9). However, the project will be placed within an existing structure, so the project will not result in a change to the existing situation.

The project's design will incorporate all flood-protection measures deemed necessary for the site by Solano County, taking into consideration the type of use and risk level at this location.

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

i) Less Than Significant Impact. Some risk of flooding is present at the project, but people would be present only during project construction and maintenance, and is therefore the risk of injury or death is considered less than significant.

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

j) No Impact. The site is not located within an area subject to inundation from seiche, tsunami, or mudflow (PEA, 2000, p.7- 22).

IX. LAND USE PLANNING

Setting

The proposed site is located at 106 Railroad Avenue in Suisun City. The general project vicinity is urban with a mix of business, commercial, and residential development. The site is presently occupied by a prefabricated, six-bay concrete building that encompasses 15,750 square feet. The site is bordered by Railroad Avenue on the south, business/commercial buildings on the east and west, and the Southern Pacific Railroad right of way on the north. Residential development is located across the street on the south side of Railroad Avenue. See Figure 7-1 in this Initial Study and PEA Figures 7-1 through 8 for locator and vicinity maps.

The General Plan land use designation for the project site is Planned Unit Development while the Zoning designation is "Commercial Service District". These designations would allow for the proposed use, subject to approval of a Use Permit. Therefore, the proposed project would not conflict with any adjacent uses and is considered consistent with the General Plan and Zoning Ordinance. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy,

no significant land use impacts are anticipated. See Figure 7-1 in this Initial Study and PEA Figures 7-5, 7, and 8 for locations of adjacent uses.

Evaluation

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

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

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

b) No Impact. The proposed use would be allowed under the existing General Plan and Zoning Ordinance designations of "Planned Unit Development" and "Commercial Service District" respectively, subject to approval of a Use Permit. Therefore, the proposed project is not expected to conflict with any applicable land use plans, policies, or regulations.

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

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

X. MINERAL RESOURCES

Setting

The project area is not located in an area designated by the state or the city of Suisun City for mineral resources (PEA, 2000, p. 7-23).

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 nearest public receptor (a commercial business) is located adjacent to the property. The site is not located close to an airport and is not within an airport land use plan. There are no private airports near the site.

City of Suisun City Municipal Code, Sec. 15.12.320 restricts construction activities to the periods from 7:00 am to 6:00 pm weekdays and 9:00 am to 5:00 pm on Saturdays. For operational noise, Noise Policy 4 of the Noise and Safety Element City in the Suisun City General Plan limits noise from commercial and industrial land uses to CNEL 65 dBA.

Evaluation

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

a) Less Than Significant Impact. The project would not generate noise in excess of local standards during construction because no numerical standards apply. Therefore, potential noise impacts from construction are less than significant. Level 3 will comply with the city's municipal code by restricting construction activities to the periods from 7:00 am to 6:00 pm weekdays and 9:00 am to 5:00 pm on Saturdays. Because the facility would use prefabricated structures, the construction period would be less than two months. Potential noise impacts related to construction are less than significant.

With regard to project operations, the emergency generator would be the main source of noise. The generator, which produces noise levels in the order of 84 dBA when housed in the weather proof enclosure, would be automatically tested for of 30 minutes each week. The generator would be located at least 95 feet from the nearest receptor (a commercial building). This would result in a noise level, which would not exceed the limit of 65 dBA CNEL outlined in the general plan. Therefore, potential impacts associated with project operations are less than significant

Level 3 will comply with local construction-related noise ordinances by restricting construction activities to the periods from 7:00 am to 6:00 pm weekdays and 9:00 am to 5:00 pm on Saturdays.

Level 3 will comply with the local operation noise ordinance by installing the generator a sufficient distance back from the property boundary.

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. The low level groundborne vibration and noise generated during construction would be short term in nature, and generally would not extend more than a few feet from the active work area. Since the nearest public and sensitive receptors would be 95 feet from the construction area, there would be a less than significant impact from groundborne vibrations or noise during construction.

For the operational period (approximately 30 minutes a week) the generator would cause only localized vibration intermittently. The generator would be mounted on a concrete pad with rubber vibration isolators. These vibration isolators result in a reduction of groundborne vibration by more than 95 percent. The buried innerduct would not generate measurable vibration or noise. Consequently, potential groundborne vibration or noise impacts from site operations would be less than significant.

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

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

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

d) Less Than Significant Impact. Temporary increases in ambient noise levels would occur during the approximately two months of construction, and would comply with the local construction noise ordinance. Operational noise sources would include weekly testing of the emergency generator for a period of approximately 30 minutes, operation of the generator during power outages, and maintenance activities. This periodic noise would not be a substantial increase in ambient noise levels because the distance from the site boundary to the nearest industrial facility would create a buffer area around the generator and the enclosure of the generator would reduce the generator noise levels. Therefore, potential impacts related to project operations are less than significant.

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

e) No Impact. The site is not located within an airport land use plan nor is within two miles of a public airport.

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

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

XII. POPULATION AND HOUSING

Setting

As of 1998, the Suisun City population was 26,280 and approximately 40 square miles in area (PEA, 2000, p.7-26). The nearest housing is located across Railroad Avenue south of the site and consists of single-family residences.

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 neither create new housing, nor extend roads or other infrastructure that would either indirectly or directly induce population growth.

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

b) No impact. The project does not involve the demolition of any residential units. Therefore, no new housing at a different location would be necessary.

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

c) No impact. The project does not involve the removal of any dwelling units, and thus would not displace and people. No replacement housing would be necessary.

XIII. PUBLIC SERVICES

Setting

The site is located within the city of Suisun City. Fire protection is provided by Suisun City Fire Department. Police protection is provided by Suisun City Police Department. Five parks are located

within the vicinity of the site, the nearest being Heritage Park, located 0.5 mile east of the site (Figure 7-1).

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 maintenance of the unmanned ILA facility would have no impact on the local schools, parks or other public facilities. The site would not have a significant impact on police services. The terminal would contain a 1,000-gallon, double-walled, aboveground diesel fuel storage tank. Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). Fire protection equipment would be installed per local codes. Although parks are in the vicinity, the Fairfield ILA would not have a physical effect on the parks or increase the need for parks in the area.

XIV. RECREATION

Setting

Although there is a small community park located approximately 0.5 mile east of the project, due to the un-staffed nature of the facility, the proposed project will not result in additional use of existing recreation facilities or require construction of additional recreation facilities. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant recreation impacts are anticipated with project implementation.

Evaluation

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

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

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

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

XV. TRANSPORTATION/TRAFFIC

Setting

The proposed site would be located on a parcel east of the intersection of Railroad Avenue and Marina Boulevard, on the north side of Railroad Avenue. Railroad Avenue is a two lane, undivided road. Site access is provided by a paved driveway from Railroad Avenue. There are sidewalks along both the north and south sides of Railroad Avenue. There are no paths, bus stops, bike lanes, or other alternative transportation facilities on or near the site.

Evaluation

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

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

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

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

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

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

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

d) No Impact. Access to the proposed site would be via an existing paved driveway from Railroad Avenue (see Figure 7-2). No changes to the site design are proposed.

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

e) No Impact. The proposed project involves the reuse of an existing building. The project would not affect emergency access routes during construction or operation.

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

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

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

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

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

The Fairfield ILA would require electricity and telephone. Utility lines supporting these capabilities are located overhead across Railroad Avenue running east-west. Electric power is currently available at the site. No sewer and water hook-ups will be needed, and there will be no wastewater discharge or water usage.

Waste would be generated at the Fairfield ILA during facility construction and routine operation. Solid waste generation during construction should be minimal since the facility would be constructed in an existing facility. During operation of the ILA facility, there should be no appreciable generation of solid waste since the site would not be permanently staffed and site visits would be infrequent (one per week) and of short duration (one to several hours).

The project would utilize Potrero Hills Landfill for disposal of the small amount of solid waste generated during facility construction and routine operation.

Evaluation

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

a) No Impact. The proposed site would create no wastewater and would not exceed the wastewater requirements of the applicable 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 ILA facility would be unmanned and would create no wastewater. The site would not require the construction or expansion of a wastewater treatment facility since there will be no water hook-ups.

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. Storm water drainage facilities exist on the site; however, the proposed site would not place additional burden on the drainage facilities. There would be minimal water use and construction would be on an existing facility.

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 project would not require water hook-ups or access to an available water supply.

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

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

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

f) No Impact. Solid waste generation during construction would be minimal since the proposed facility would be constructed in an existing building. The site would generate minimal waste during operation since it would be an unmanned facility. The project's solid waste disposal needs could be served by Potrero Hills Landfill, which is permitted by the State of California.

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

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

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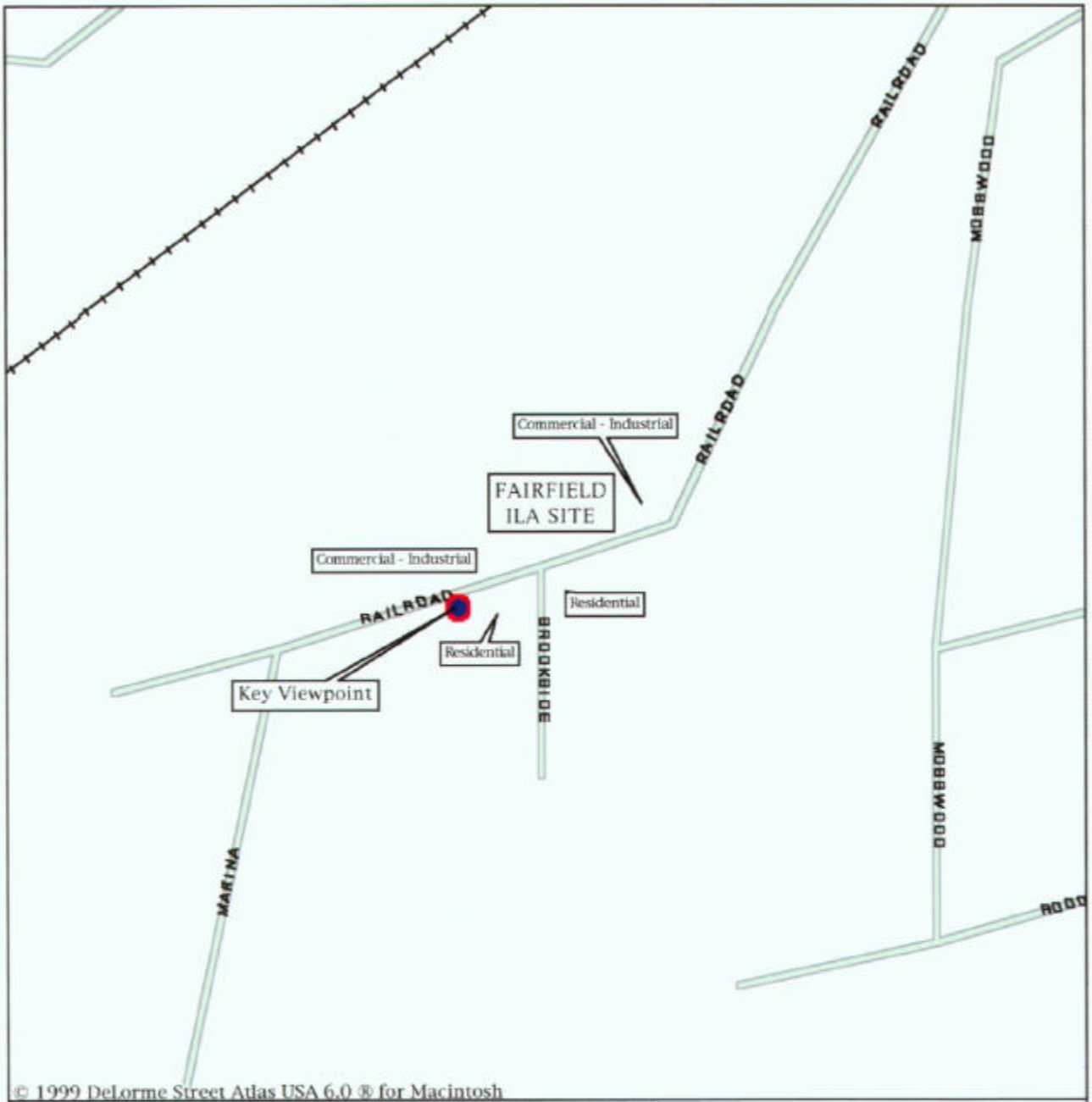

FIGURE 7-I-1

Mag 18.00
Fri Feb 25 15:34 2000
Scale 1:1,953 (at center)

200 Feet

50 Meters

Local Road

Railroad

Level 3 Communications Infrastructure Project	**Figure 7-I-2 Fairfield ILA**	View to the northwest from eastbound Railroad Avenue in Suisun City. The proposed ILA facility would be located within the existing building (at 106 Railroad Avenue) shown in the above photo.

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
7
PROJECT COMPONENT
Fairfield ILA
VIEWPOINT LOCATION
Eastbound Railroad Avenue, to the southwest of the proposed ILA site, viewing to the northeast.
ANALYST
Michael Clayton
DATE
2/1/00

VISUAL QUALITY

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

VISUAL ABSORPTION CAPABILITY

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

VIEWER SENSITIVITY

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

VIEWER EXPOSURE

Visibility: High	**Duration of View:** Moderate to extended
Distance Zones: [FG: 0-0.5mi.; MG: 0.5-4mi.; BG: 4mi.-horizon] Foreground	**Overall Viewer Exposure:** **Moderate to High** - due to high visibility, and presence of adjacent, occupied business/commercial buildings and residences.
Numbers of Viewers: Moderate	

VISUAL IMPACT SUSCEPTIBILITY

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

(over)

Level 3 Site No. 7 Viewpoint
(continued)

VISUAL CONTRAST RATING

CHARACTERISTIC LANDSCAPE DESCRIPTION

	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Level	Indistinct (developed site with landscaping)	Prominent, geometric
LINE	Horizontal	Indistinct (developed site)	Vertical, horizontal to diagonal
COLOR	Indistinct (developed site)	Indistinct (developed site)	Grey, blue, and white
TEXTURE	Indistinct (developed site)	Indistinct (developed site)	Smooth

PROPOSED ACTIVITY DESCRIPTION

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

DEGREE OF CONTRAST

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

TERM: ☑ Long ☐ Short

CONTRAST SUMMARY: ☑ None ☐ Low ☐ Moderate ☐ High

PROJECT DOMINANCE

Subordinate ☐ Co-Dominant ☐ Dominant ☑

VIEW IMPAIRMENT

None ☑ Low ☐ Moderate ☐ High ☐

VISUAL IMPACT SIGNIFICANCE

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