Site 5. COLUSA ILA

Environmental Checklist

ENVIRONMENTAL CHECKLIST

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

2. Lead Agency Name and Address:
California Public Utilities Commission
505 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 subject parcel, 210 10th Street, is located in the County of Colusa, City of Colusa. The parcel measures 125 by 160 feet (0.44 acre) and contains a 30 by 160 feet corrugated sheet metal shed and a fenced dirt parking lot. Access is provided from Market and 10th Streets to the north and west, respectively. Mature walnut trees border Market Street areas. A vicinity map of the site is provided as Figure 5-1; a plot plan of the site is provided as Figure 5-2. Additional site maps are available in the PEA (PEA, 2000, following p. 5-38)

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

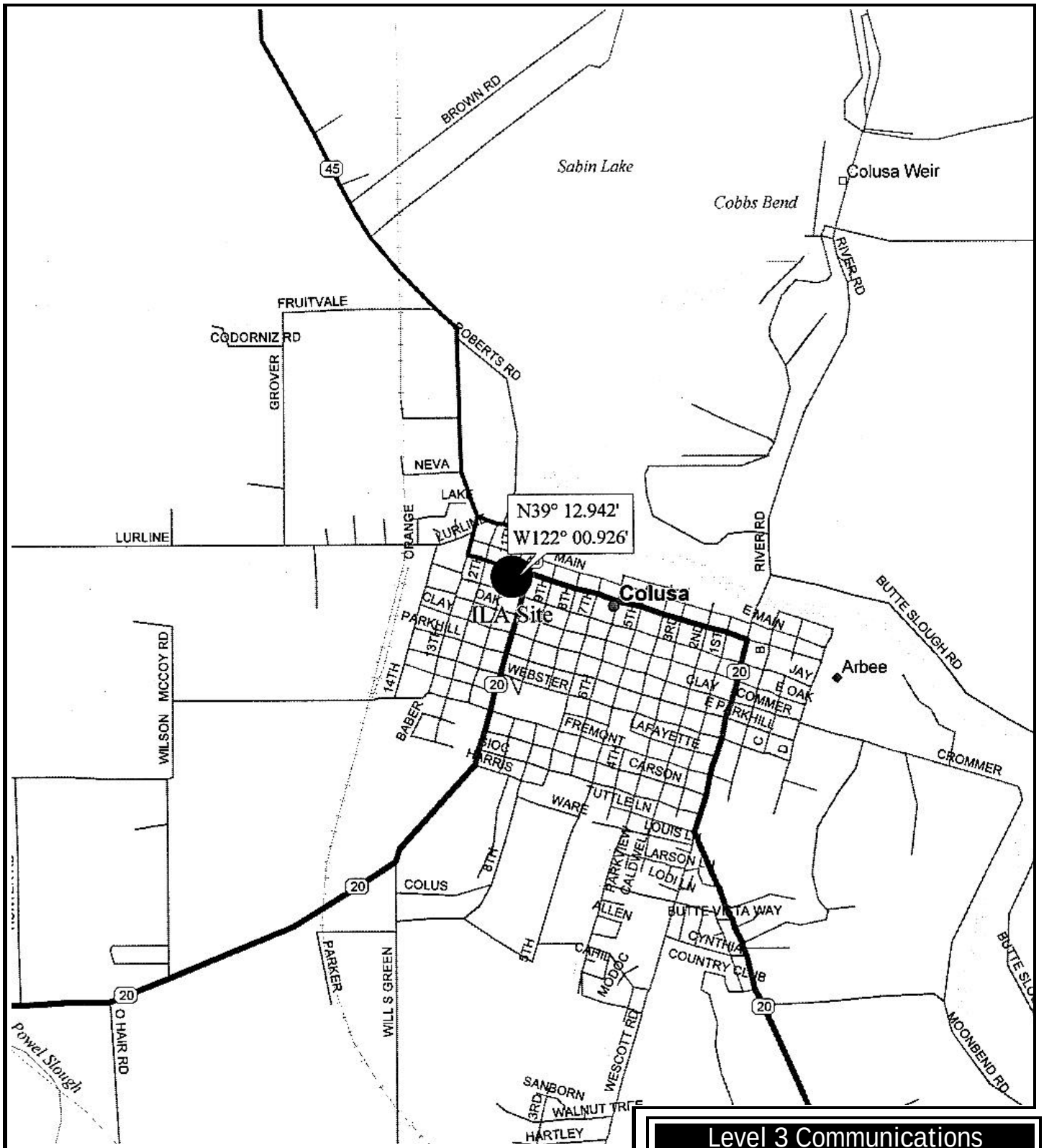
6. General Plan Designation: General Commercial

7. Zoning: General Commercial (C-3)

8. Description of Facility:
This checklist evaluates the design, construction, and operation of the Colusa In-Line Amplification (ILA) station. This facility will be located outside an existing utility corridor.

The Colusa ILA station will be constructed on a developed 0.44-acre site at 210 10th Street. The facility will encompass approximately 5,000 square feet and require removal of shed walls and roof. The concrete slab forming the floor will be used for ILA component placement. Prefabricated ILA structures will be delivered and placed on an engineered portion of the concrete pad. A separate generator structure will be constructed on a new pad in the northeast sector of the property (Figure 5-2)

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



Scale 1:31,250 (at center)

2000 Feet

1000 Meters

Local Road

State Route

Primary State Route

Utility/Pipe

Railroad

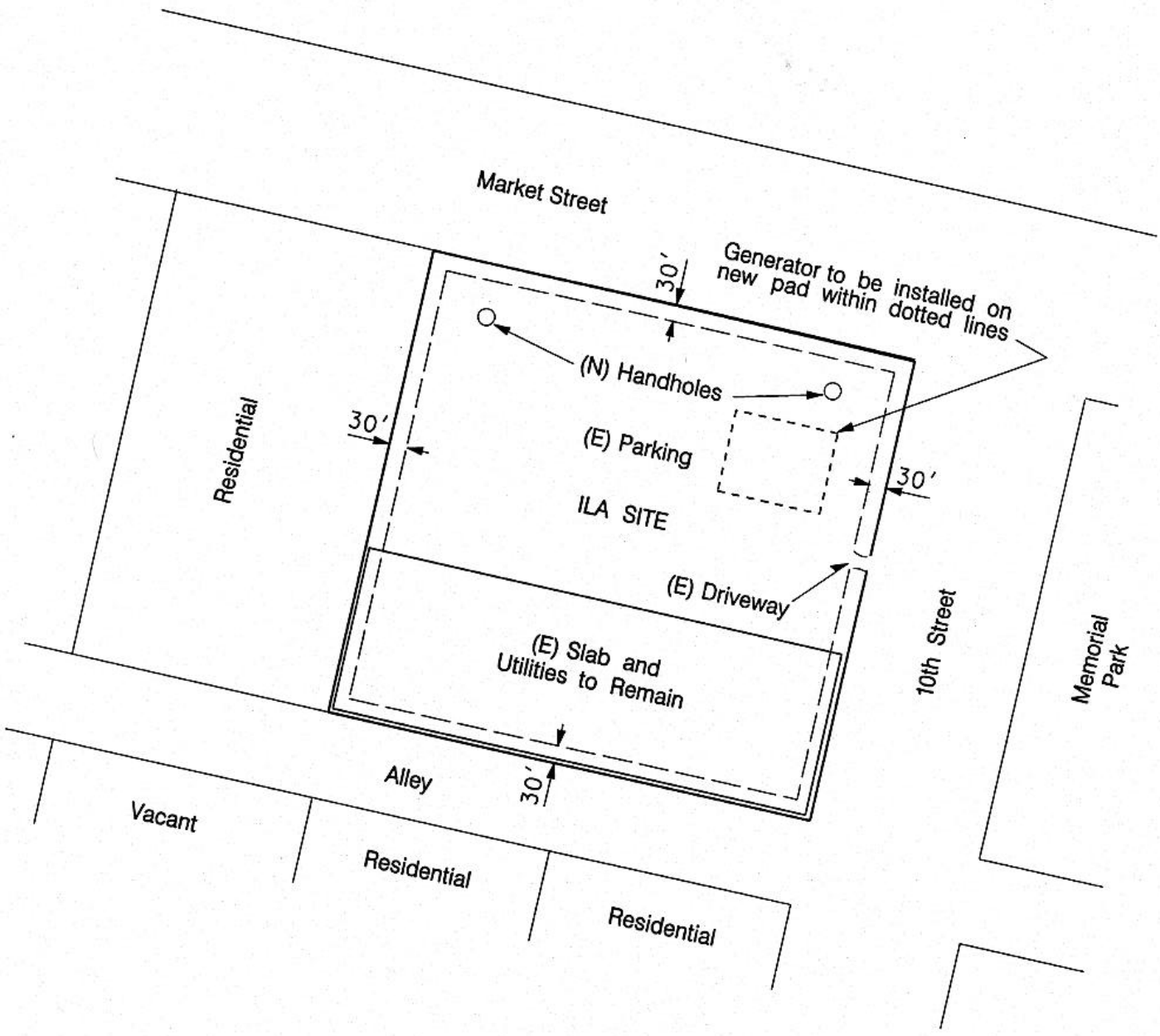
Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 5-1

Colusa ILA
Site Vicinity Map

Aspen
EnvironmentalGroup



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

Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 5-2

Colusa ILA
Conceptual Plot Plan

Aspen
EnvironmentalGroup

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

All structures will arrive pre-assembled. No additional buildings will be constructed. Control and maintenance functions will occur within the proposed facilities. Limited parking space and a driveway providing access from 10th or Market Street will be developed 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 Colusa ILA will require electricity and telephone lines. Utility lines supporting these capabilities are located overhead on wooden poles with wooden cross arms one half block north of the site. These lines run along the west side of 10th Street. Pacific Gas and Electricity provides electricity to the site. Additional wooden poles will be installed along 10th Street to bring electric utilities to the site. Normal electrical power will be provided, consisting of 400-amp, 480-volt, three-phase service. All on-site utility lines will be run underground per National Electric Code (NEC) and local codes. No water or sewer hookups are anticipated because the site is unmanned. No site grading is anticipated nor will there be any net change in impervious surfaces. Thus, no change in storm water drainage characteristics are anticipated. Fire protection equipment will be installed per local codes.

Figure 5-2 is a conceptual plot plan of the Colusa 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 facility will be determined during the engineering design phase of the project.

Site development will require no grading for placement of the generator shelter or for access and parking. Upgrading of the generator and ILA shelter foundations will be engineered and completed prior to delivery of prefabricated components (i.e., shelters), placement of the fiber optic cable line, and installation of utility connections. Erection of perimeter fencing will occur prior to all improvements. The fiber optic cable feed to the ILA will be from the utility right-of-way (ROW) along the south side of Market Street. 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 existing building will be demolished. Sheet metal from the shed will be recycled. Some concrete removed for pad upgrade will require disposal. The estimated volume of demolition debris requiring disposal is 70 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 be assembled at the site and 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 thirteen feet long by 8 feet wide by 1 foot 9 inches high, and designed to support the weight of the generator. This type of mounting is a common design for emergency generators (PEA, 2000, p. 5-2). The tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote).

During operation at 100-percent load, the 449-hp generator consumes approximately 22 gallons of diesel fuel per hour (gph). At 75 percent load, fuel consumption rate is 16.5 gph. During most of the 25 minutes of testing and maintenance run time each week, the generators will run at 50-percent load. However, for the purposes of this "worst-case" calculation, a 75-percent load and 30 hours of run time each year (i.e., 1/2-hour/week times 52 weeks, plus four hours contingency) is assumed. Therefore, 30 hours per year multiplied by 16.5 gph equals 495 gallons of diesel fuel consumption per year for testing and maintenance. Testing of the emergency generator will be controlled remotely, and will not be part of site maintenance activities.

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

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

The ILA site will not be permanently staffed. The site will be visited approximately once a week for routine maintenance, data downloading, and fuel tank filling if necessary (assumed for the purpose of analysis purposes to be 60 trips per year).

Current and potential cumulative projects in the vicinity of the proposed Colusa ILA site are provided in Table 5-1 of the PEA (PEA, 2000, follows p. 5-38). Criteria for inclusion of a project in the cumulative impact assessment are as follows:

- Projects that are within two miles of the site. In some cases these projects are in more than one jurisdiction
- Projects that are scheduled for construction from one year before to one year after the "construction window" for the project 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 5-1 of the PEA lists one current project for a commercial building on the other side of Market Street, and a small number of planned residential units for construction on vacant lots.

9. Surrounding Land Uses and Environmental Setting:

Most of the property to the north, across Market Street, is in use as commercial or residential property or is vacant. The lot to the immediate north of the site across Market Street is in use as commercial property. The lot immediately to the west contains a residential house and the lot to the west of the house contains an industrial-type building. The one half of the site's block to the south consists of four lots, three containing houses and one vacant. The next block to the west is also in use a Low Density Residential. The block to the east is a City park. Resource-specific settings are provided in I – XVI of this checklist.

10. Other Agencies Whose Approval is Required:

The site is located within the jurisdiction of the City of Colusa. It is also located within the Colusa County Air Pollution Control District (CCAPCD).

The City of Colusa Planning Commission reviewed and approved the facility on September 22, 1999; the approval was conditioned on implementation of a landscaping and screening plan. A conditional use permit and public hearing were not required. A building permit must be issued prior to construction. If driveways into the site are changed, and encroachment permit from Caltrans will be required because the site is located on a state highway (State Highway 20).

Specific bcal policies relevant to each of the sixteen environmental impact issue areas are provided in Table 5-2 of the PEA (PEA, 2000, follows p. 5-38). When there are no relevant and applicable policies, this fact is stated with an explanation in the table. Sources for the policies are provided at the end of the table.

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 a Petition to Modify 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 a predominantly urban/suburban 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 Site Initial Study). The commercial/industrial character of the proposed facility will not be inconsistent with existing and adjacent structures and no project-induced visual contrast is anticipated. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant visual impacts are anticipated and no mitigation measures are recommended. Figure 5-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 5-I-2 shows the view from the Key Viewpoint. These figures are at the end of this Site Initial Study. Also, see PEA Photos 5-A through E for additional views.

Evaluation

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

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

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 commercial/industrial and residential development, paved surfaces, and infrastructure. The adjacent structures, and existing site structure to be replaced exhibit similar form, line, and color as the replacement structures to be built as part of the proposed project. Therefore, visual absorption capability is considered high. The proposed project would not substantially degrade 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 commercial/residential area. The site does not hold any special agricultural designations and is not currently used for agricultural purposes. The site is currently developed with a 30x160-foot corrugated sheet metal shed and a fenced parking lot. 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

Colusa County is within the Northern Sacramento Valley Air Basin, which is a subregion of the Sacramento Valley Air Basin. The Northern Sacramento Valley Air Basin is currently designated as a nonattainment area for state and national one-hour average ozone standards and for state and national particulate matter PM10 standards.

The federal Clean Air Act and California Clean Air Act require plans to be developed for areas designated as nonattainment of the national and state ozone standards, including strategies for attaining the standards. No plans are required for areas designated as nonattainment of state PM10 standards. There are three applicable air quality plans for the project area, two related to the state and national ozone standards, and one related to the national PM10 standard.

The applicable ozone air quality plans are the Federal Ozone Attainment Demonstration and the Northern Sacramento Valley Air Basin 1997 Air Quality Attainment Plan. The applicable PM10 air quality plan is the Federal PM10 Attainment Demonstration Plan.

Pursuant to Colusa County Air Pollution Control District (CCAPCD) Rule 3-3 (Exemptions), installation and operation of a standby generator would not require a CCAPCD authority to construct or a permit to operate. As a stationary internal combustion engine, the generator would be subject to CCAPCD Rule 2-36 (Stationary Internal Combustion Engines). This rule also provides an exemption for emergency standby engines, which operate only during emergencies and for testing and maintenance purposes, as long as the use for testing and maintenance do not exceed 100 hours per year.

CCAPCD has no thresholds of significance for construction emissions. However, CCAPCD recommends consideration of reasonable and appropriate construction related dust control measures. If these measures are instituted, residual impacts are considered to be less than significant. For operational phase impacts, the CCAPCD recommends the use of operational based criteria of 25 tons per year of ROC, NOx, and PM10 to identify significant increases in those nonattainment pollutants (ROC and NOx are precursor emissions to regional ozone and PM10 formation).

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 operation parameters affecting emissions are estimated in Table 5-III-1 (PEA, 2000, Table 5-3 follows p.5-38). Also included in this table are the emissions-based significance criteria provided by the CCAPCD to determine whether a project would likely result in a violation of an air quality standard or contribute substantially to an existing or projected violation. Operation emissions are below regulatory thresholds (discussed further in Section III(b) below), and therefore, potential impacts are less than significant and comply with the applicable air quality plan.

Potential impacts associated with project construction emissions are less than significant because CCAPCD has no thresholds of significance for construction emissions. However, fugitive dust would be generated during the construction phase from demolition, trenching, travel of heavy machinery over paved roads at the construction site, and wind erosion. Fugitive dust would be controlled in a manner consistent with the applicable air quality plans by implementing effective dust control measures during the construction phase of the project. Long-term fugitive dust emissions associated with project operations would be negligible. The project would include use of a paved road to provide access directly to the buildings and equipment.

During operations, generator testing and vehicle trips would produce operational air emissions. Operation of the emergency standby generator would be in compliance with the exemptions of Rules 3-3 and 2-36 because it would be operated less than 100 hours per year for testing and emergency use only. Compliance with the exemption requirements would be fully documented with regard to duration of use. As shown in Table 5-III-1 (Ibid), yearly emissions from operation of the emergency generator would not approach the CCAPCD recommended criteria to identify significant impacts.

Normal operations at the site would generate approximately one vehicle trip to and from the site each week. 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) will take the following actions to implement Environmental Commitments in the CPCN Decision:

- Level (3) will submit a letter to CCAPCD prior to project construction indicating that an emergency standby engine will be located at the project site and that an exemption from permitting requirements is sought under Rule 2-36 based on an annual usage rate of no more than 100 hours per calendar year for maintenance purposes;
- Level (3) will use the standby engine for emergency, non-utility electrical power generation purposes only (or for related testing and maintenance purposes), and maintain required documentation to support continued eligibility for Rule 2-36 exemption status; and
- Level (3) will implement a construction emissions abatement program to minimize emissions of fugitive dust (including PM10).

TABLE 5-III-1 AIR QUALITY CALCULATIONS

Construction Engine Emissions

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (1) (hrs or trips)	NUMBER OF DAYS	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (2)	NO_x Daily (lbs/day)	NO_x Total (tons)	ROC EF (2)	ROC Daily (lbs/day)	ROC Total (tons)	PM_{10} EF (2)	PM_{10} Daily (lbs/day)	PM_{10} Total (tons)	SO_x EF (2)	SO_x Daily (lbs/day)	SO_x Total (tons)	CO EF (2)	CO Daily (lbs/day)	CO Total (tons)	NOTES
Demolition (70 cy)																					
Excavator	84	8	3	1	-	774	14	0.020	64	1.1	0.002	13	0.2	0.0004	58	1.0	0.002	79	1.4	0.002	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.001	2.2	0.3	0.0003	0.59	0.08	0.0001	0.31	0.0	0.000	14.0	1.9	0.002	7
Semi-end Dump Trucks	20 ton	1	3	-	100	11.3	5	0.007	2.2	1.0	0.001	0.59	0.3	0.000	0.31	0.1	0.000	14.0	6	0.009	7
Worker Light Truck	Light	2	3	-	30	1.00	0.3	0.0004	0.35	0.1	0.0001	0	0	0	0.06	0.02	0.00002	7.22	1.9	0.0029	7
Maxima and Subtotals (Demolition)							20	0.03		2.5	0.004		0.6	0.001		1.2	0.002		11	0.02	
Pad Construction (270cy)																					
Cement Truck	10 yd3	4	2	-	30	11.3	6.0	0.0060	2.2	1.2	0.0012	0.59	0.3	0.0003	0.31	0.2	0.0002	14.0	7.4	0.0074	7
Gravel Truck	10 yd3	4	1.5	-	30	11.3	6.0	0.0045	2.2	1.2	0.0009	0.59	0.3	0.0002	0.31	0.2	0.0001	14.0	7.4	0.0056	7
Worker Light Truck	Light	2	2	-	30	1.00	0.3	0.0003	0.35	0.1	0.0001	0	0	0	0.06	0.02	0.00002	7.22	1.9	0.0019	7
Maxima and Subtotals (Pad Construction)							12.2	0.01		2.4	0.002		0.62	0.001		0.3	0.0003		16.8	0.01	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	12	1	-	774	14	0.082	64	1.1	0.007	13	0.2	0.001	58	1.0	0.006	79	1.4	0.008	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.001	2.2	0.3	0.000	0.59	0.1	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	7
Worker Light Truck	Light	2	12	-	30	1.00	0.3	0.002	0.35	0.1	0.001	0	0	0	0.06	0.02	0.00010	7.2	1.9	0.011	7
Maxima and Subtotals (Trenching and Utility Installation)							15	0.08		1.5	0.008		0.31	0.0015		1.1	0.006		5.2	0.02	
Shelter Placement																					
Crane	150 ton	8	1	1	-	576	10	0.005	82	1.4	0.001	64	1.1	0.0006	41	0.7	0.0004	1624	29	0.014	8
Equipment Delivery Truck	Low boy	1	1	-	150	11.3	7.4	0.004	2.2	1.5	0.001	0.59	0.4	0.0002	0.31	0.2	0.0001	14.0	9.3	0.005	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.000	0.35	0.1	0.000	0	0	0	0.06	0.02	0.00001	7.2	1.9	0.0010	7
Maxima and Subtotals (Shelter Placement)							18	0.01		3.0	0.001		1.51	0.001		0.9	0.0005		40	0.02	
General Construction Activities																					
Compactor	<25 hp	6	12	1	-	8	0.11	0.0006	227	3.0	0.018	1.4	0.02	0.0001	0	0	0	6350	84	0.504	8
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.0015	2.2	0.3	0.0003	0.59	0.1	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	7
Construction Generator	<50 hp	8	12	1	-	0.02	0.0003	0.000002	0.002	0.00004	0.0000002	0.001	0.00002	0.0000001	0.002	0.00004	0.0000002	0.01	0.0002	0.000001	8
Water Truck	4500 gal.	1	2	-	30	11.3	1.5	0.001	2.2	0.29	0.0003	0.59	0.08	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	6
Worker Light Truck	Light	1	18	-	30	1.0	0.13	0.001	0.35	0.05	0.0004	0	0	0	0.06	0.008	0.00007	7.2	1.0	0.009	7
Maxima and Subtotals (General Construction)							1.7	0.005		3.6	0.019		0.2	0.0003		0.090	0.0002		89	0.52	
Maxima and Subtotals, Construction Engine Emissions [3]								0.14			0.03			0.004			0.009			0.59	
Total Construction Emissions (Fugitive plus exhaust)								0.14			0.03			0.16			0.009			0.59	
Construction Thresholds								--			-- (ROC)			--			--			--	
Insignifigant Impact [9]								Yes			Yes			Yes			Yes			Yes	

Construction Fugitive Dust Emissions

SOURCE	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	AREA OF GRADING / TRENCHING	PM_{10} EMISSIONS EF	PM_{10} EMISSIONS (daily lbs)	PM_{10} EMISSIONS (total tons)	NOTES
Demolition	8	3	0.48 acres	39.4 lb/acre-day	19	0.029	12
Access Road Use	8	18	0.23 acres	39.4 lb/acre-day	9.1	0.081	13
Trenching - Cable Installation	8	12	-	0.51 lb/hr	4.1	0.024	
Wind Erosion	24	12	0.51 acres	6.6 lb/acre-day	3.4	0.020	11
Subtotal, Construction Fugitive Emissions [3]					22	0.15	15
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) [3]						0.16	

(Continued)

Operation Emissions [4]

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (g/hr) (2)	NO_x Daily (lbs/day)	NO_x Annual (tons/year)	ROC EF (g/hr) (2)	ROC Daily (lbs/day)	ROC Annual (tons/year)	PM_{10} EF (g/hr) (2)	PM_{10} Daily (lbs/day)	PM_{10} Annual (tons/year)	SO_x EF (g/hr) (2)	SO_x Daily (lbs/day)	SO_x Annual (tons/year)	CO EF (g/hr) (2)	CO Daily (lbs/day)	CO Annual (tons/year)	NOTES
Emergency Generator	337 (300 KW)	0.5	60	1		2,325	2.56	0.08	337	0.37	0.011	135	0.15	0.004	313	0.35	0.010	2,865	3.2	0.09	6,14
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			Exempt			Exempt			Exempt		
Insignifigant Impact [10]							Yes			Yes			Yes			Yes			Yes		

'- = Not applicable

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

(1) Daily amount is measured in hours for off-road construction equipment (e.g., grader), and in number of trips for on-road vehicles (e.g., worker light-truck).
(2) Emission factors are in grams per hour for off-road equipment, and in grams per mile for on-road vehicles.
(3) Construction engine emission subtotals are for the complete project. Major pieces of construction off-road equipment (e.g., grader, dozer) are used consecutively, not concurrently.
(4) Operation and construction will not occur simultaneously, and hence, the emissions are not additive.
(5) Operational emission totals are for the project. Only one generator will be tested on a single day.
(6) Emission factors are from Caterpillar Corp.
(7) EMFAC7G Emission Factors (1998, 15mph, 75°F)
(8) SCAQMD CEQA Handbook, Table A9-8-B
(9) Construction emissions have insignifigant impact when no emission of a major piece of off-road equipment exceeds threshold (i.e., major pieces are used consequently, not concurrently).
(10) Operation emissions have an insignificant impact if emergency generators are exempt from regulatory limits or if no regulations apply.
(11) Number of days subject to wind erosion equal to days for trenching.
(12) Area to be graded is sum of 115-foot by 66-foot fenced compound and 10-foot wide perimeter band.
(13) Access road assumed to be 1000 ft long and 10 ft wide.
(14) The 25-minute test cycle will be conducted mostly at 50 percent load. To be conservative, the emissions are calculated at 75 percent load.
(15) Daily construction fugitive emissions includes the specific activity plus wind erosion.

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. Potential impacts associated with project emissions are less than significant because CCAPCD has no thresholds of significance for construction emissions.

However, CCAPCD requires dust control measures to be implemented during construction. Level 3 will implement dust control measures to manage fugitive dust during construction.

The emergency standby engine would operate under the permit exemption provisions of CCAPCD Rule 2-36, because it would be tested approximately 30 hours per year. Additional operation emissions associated with weekly site visits of one vehicle would be negligible.

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

c) Less Than Significant Impact. The Colusa ILA Site is the only PEA site under the jurisdiction of the CCAPCD. Cumulative emissions from testing and maintaining the emergency generator are exempt. Emissions that are exempt from regulatory requirements are considered to have impacts that are less than significant.

Ozone impacts are the result of the cumulative emissions from all sources in the county and transport from outside. The project's small incremental contribution to the total emissions on the regional ozone and PM10 concentrations would not be cumulatively considerable. The emissions from construction operations of the Colusa ILA would be so small compared to the emissions in the Sacramento Air Basin, that there would be no cumulative considerable net increase of any criteria pollutant.

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

d) No Impact. Sensitive receptors are defined as facilities that house children, elderly, and ill members of the population, such as schools, day-care centers, hospitals, retirement homes, hospices, and residences. The nearest existing sensitive receptor to the proposed ILA site is a house located approximately 10 feet from the site boundary.

Project construction would be minimal and setback at least 80 feet from the property line of the nearest residences. Therefore, receptors associated with surrounding uses would be buffered from the effects of project construction. This buffer, along with the low levels of construction emissions, would prevent substantial pollutant concentrations from reaching sensitive receptors. Implementation of the construction emissions abatement program would reduce fugitive dust emissions to a level less than significant.

The emergency generator would produce operation emissions during testing and power outages. However, 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

Six large walnut trees (*Juglans* sp.) surround the site. A moderate amount of bat guano is evident throughout the shed. It is likely that one or more bat species utilize the shed as a roosting site during a portion of the year.

Evaluation

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

a) Less Than Significant Impact. Prior to conducting a site visit by Level 3 Communications, the California Natural Diversity Database (Colusa and Meridian Quadrangle, California Department of Fish and Game, September 1999) was searched for occurrence records of special status biological resources on the Colusa and Meridian quadrangle maps that include the area surrounding the site. In Aspen's use of the database (March 2000) 12 different special status species were identified during this search, but none were likely to occur at the site because of the lack of appropriate habitat (Table 5-IV-1).

During the site reconnaissance visit, bat guano was observed in a shed on site. To investigate the potential for bat occupation of the open shed, a bat survey was conducted from March 7 to March 9, 2000 by Level 3 contractors. The survey included visual inspections of the shed interior during daylight and nighttime hours, bat vocalization monitoring using an ultrasound detector, and bat capture and release (BHE Environmental, 2000).

On March 7 and 8, little bat activity was observed. However, on March 9, bat vocalizations were detected during daylight hours indicating the presence of roosting bats. Bat occupation was confirmed through observation of guano pellets on the recently cleared floor. Roosting and flying bats were subsequently observed and four bats were captured in mist nets as they emerged from the shed rafter. All were Brazilian free-tailed bats, a common species with no special status. No signs of reproductive activity were observed among any of the captured bats. Total bat population in the shed on March 9 was estimated at 50-75 individuals.

TABLE 5-IV-1
Potential for Habitat at the Colusa ILA Site to Support Sensitive Species Occurring in the Vicinity

Coulter's goldfields (*Lastenia glabarata* ssp. *coulteri*) is small annual wildflower listed as a federal species of concern and CNPS List 1B. Coulter's goldfield occurs in coastal salt marshes, playas, valley and foothill grassland, and vernal pools. It usually grows in alkaline soils. The CNDDB has one record from the project vicinity, 3 miles west of Colusa. *No suitable habitat for this species is present at the Colusa ILA site.*
Brittlescale (*Atriplex depressa*) is a CNPS List 1B plant. It occurs in chenopod scrub, valley and foothill grassland, and vernal pools. The CNDDB has one record from the project vicinity made at the Colusa National Wildlife Refuge, west of the site. *There is no suitable habitat at the Colusa ILA site for this species.*
Ferris's milk vetch (*Astragalus tener* var. *ferrisiae*) is a small herb listed as a federal species of concern and CNPS list 1B. The type specimen for this species was collected from a site 3 miles west of Colusa in 1990. Ferris's milk vetch occurs in meadows and valley and foothill grassland habitat especially on subalkaline flats or on dry adobe soil. *There is no suitable habitat at the Colusa ILA site for this species.*
Rose-mallow (*Hibiscus lasiocarpus*) is a CNPS List 2 species. It occurs in freshwater marshes and swamps, along riverbanks, and throughout the San Francisco Bay Delta on peat islands along sloughs. The CNDDB has 4 records from the project vicinity. *There is no suitable habitat at the Colusa ILA site for this species.*
Palmate-bracted bird's-beak (*Cordylanthus palmatus*) is a federally and a California state endangered plant. In addition, it is a CNPS List 1B plant. It occurs in chenopod scrub and valley and foothill grasslands. The CNDDB has 3 records from the project vicinity. These records are all located in the Colusa National Wildlife Refuge about 5 miles west of Colusa. *There is no suitable habitat at the Colusa ILA site for this species.*
Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is a federally threatened species that occurs only in the Central Valley of California. It is closely associated with its host plant, elderberry (*Sambucus mexicana*), where the beetle deposits its eggs. Elderberry bushes are often associated with riparian areas but may occur in upland habitat far from any water source. *Although elderberry bushes occur throughout the vicinity of the project, none were observed during a field survey of the site.*
White-faced ibis (*Plegadis chihi*) is a federal and California state species of concern. White-faced ibis occur in shallow freshwater marshes and in rice-growing fields. The CNDDB has one record from the vicinity at the Colusa National Wildlife Refuge approximately 5 miles east of the site. During the site visit, white-faced ibis were observed shortly after leaving the site, while driving past the refuge. *No suitable habitat for this species occurs on the site.*
Aleutian Canada Goose (*Branta canadensis leucoparia*) is a federally threatened waterbird that occurs on lakes and inland prairies. The CNDDB has 4 records for this species from the project vicinity. *No suitable habitat for this species occurs on the site.*
The western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a California state endangered species. This bird is strongly associated with riparian forests that have declined drastically in California over the last 150 years. The CNDDB has records in the project vicinity along the Sacramento River. *There is no suitable habitat on the site for this rare species.*
The willow flycatcher (*Empidonax traillii*) is a California state endangered species. It nests in dense thickets of willow, russian olive, and tamarisk. Nests sites are often surrounded by wet marshy ground. The CNDDB has one sight record from 1973 in the project vicinity. *There is no potential nesting habitat on the site and this species is not likely to occur, except as a transient during migration.*
The bank swallow (*Riparia riparia*) is a California state threatened species. Nesting habitat requirements include vertical cliffs or banks with fine textured sandy soils, usually by streams, rivers, lakes, or ocean margins. The CNDDB has 4 records of nesting bank swallow from the project vicinity but all sites are located on the Sacramento River. *No suitable nesting habitat is present at the Colusa ILA site.*
The tricolored blackbird (*Agelaius tricolor*) is a federal and California state species of concern. It requires open water with protected nesting areas of dense vegetation, such as cattails, tules, or blackberries. The CNDDB has 11 records from the vicinity, but all are more than two miles from the ILA site. *No suitable habitat for this species is present at the Colusa ILA site.*
San Joaquin pocket mouse (*Perognathus inornatus inornatus)* is a federal species of concern. This mouse is typically found in grasslands and blue oak savanna where friable soils allow them to excavate underground burrows. The CNDDB has one record from the project vicinity. *No suitable habitat for this species is present at the Colusa ILA site.*

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

Based on the results of this survey, Level (3) has committed to the actions to implement Environmental Commitments in the CPCN Decision, as presented in Level (3)'s letter of March 3, 2000. Because there is very little chance that young-of-the-year bats will be present before May 1 (the earliest start of the maternity period), CDFG recommends that the shed be removed prior to this date. It is further recommended that the shed be disassembled during the nighttime (between 10:00 PM and 2:00 AM) when bats are most likely away from the shed. Should bats be encountered during the demolition, they should be allowed to leave. If the shed is not removed by May 1, another survey will be required to ensure that a maternity colony is not present. If a maternity colony is not present, the same techniques as would have been used pre-May 1 would be applied during shed removal. Should a maternity colony be present, shed removal should be delayed until August 1, at which time the same techniques as would have been used pre-May 1 would be used.

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 has no riparian habitat or other sensitive natural communities.

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, Figure 5-10 follows p. 5-38).

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.

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.

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. The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan since no such plans exist for the site vicinity.

V. CULTURAL RESOURCES

Setting

The ILA site is located in the City of Colusa, Colusa County, near the Sacramento River. The parcel contains a commercial/warehouse structure. The project is within the ethnographic territory of the Patwin and the site is near the former locations of the River Patwin villages of *Dok'-dok* and *Koru.*

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) Less Than Significant Impact. An archival records search was completed for the site and area within a one-half mile radius by the California Historical Resources Information System (CHRIS), Northwest Information Center, Sonoma State University. The search also included a check of the California Office of Historic Preservation Historic Property Data File for Colusa 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 ILA site had not been previously surveyed and no archaeological surveys for cultural resources had been completed within one half-mile of the site (File No. 99-572). Several historic structures are located near the project parcel. The building adjacent at 1035 Market and the building at 230 10th Street directly behind the eastern portion of the project parcel (a double lot), are both listed on the OHP property database. 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.

The field survey of the parcel was negative for archaeological resources as the parcel was covered with fill. The one building present at 210 10th, Colusa was evaluated by qualified architectural historians. The building 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. The building was constructed in 1925 and is a rather ordinary example of a common type, a corrugated metal storage building for agricultural equipment, and therefore it would not meet California Register criterion 3. Furthermore, it has no known association with important historic persons or events that would warrant consideration under California Register criteria 1 or 2. No cultural resources potentially eligible for the California Register of Historic Resources are present on the property.

While there are historic buildings and structures in the vicinity of the project site, the probability of finding historical cultural artifacts is low because of the nature of the construction activities that will be employed at the site. These include reinforcement of the concrete slab and connection of the ILA to the fiber optic Long Haul line on the south side of Market Street. Excavation for reinforcement of the concrete slab will be to a depth of one foot or less which is well within the depth of fill at the site. Connection to the fiber optic long line in Market Street will require excavation of a narrow (one foot wide) trench to a depth of about five feet. As such, cable excavation will penetrate to beneath the fill depth, raising the possibility of encountering cultural artifacts on site associated with the offsite historic buildings.

Level (3) has committed to the following measures to minimize potential impacts:

Because of the potential for buried historic cultural material, all grading and excavation for construction of the ILA facility on this site will be monitored by an archaeologist. If archaeological material is encountered, the monitor will have the authority to halt construction so that the material can be evaluated for the California Register of Historical Resources. If eligible, measures recommended by the archaeologist could include a data recovery program. The data recovery plan would be submitted to the CPUC for review and approval prior to implementation.

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. Holocene stream channel deposits (unit Qsc) underlie the project site. No fossil sites are recorded in these sediments either on the project site or elsewhere in the Colusa 7.5-minute quadrangle. However, there is potential for late Pleistocene and early Holocene fossil remains to be encountered in the subsurface during construction if earth moving activities extend to a great enough depth (PEA, 2000, p.5–16).

Level 3 has committed to monitor construction as required to recover fossil materials. Paleontological monitoring will be initiated when earth-moving activities extend 5 feet below current grade. Paleontological monitoring will be conducted by a qualified vertebrate paleontologist to allow for recovery of larger fossil remains and rock samples will be processed to allow for the recovery of smaller fossil remains. All recovered fossil remains will be fully treated (prepared, identified by knowledgeable paleontologists, curated, catalogued) and, along with associated specimen data and corresponding geologic and geographic site data, placed in a recognized museum repository. The paleontologist will prepare a final report of findings that includes an inventory of recovered fossil remains. These measures would be in compliance with the Society of Vertebrate Paleontology Guidelines for the management of paleontologic resources and for the museum's acceptance of a monitoring program for fossil collection.

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

d) No Impact. The CHRIS records search and field survey provided no evidence of the presence of human remains (File No. D99-572). 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 Colusa area is located within the wide, flat Sacramento River flood plain. The area is not seismically active and no Alquist-Priolo zones are located within or near the City of Colusa (CDMG, 1999). The erosion and landslide hazards for the area are low to none. High groundwater conditions due to the proximity of the Sacramento River create a low potential for liquefaction. Soil in The Colusa area generally has low expansion potential, however pockets of high to moderately expansive soil may exist locally (CDMG, 1973).

Evaluation

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

a) No Impact. The project site is not located within or near an Alquist-Priolo zone or a landslide hazard area (CDMG, 1973, 1999). Moderate magnitude groundshaking from large earthquakes on the

active Hunting Creek fault and on the potentially active Great Valley 3 fault, the project area may affect the project site, located 33 and 16 miles from the site, respectively (Blake, 1998; CDMG, 1994, 1996). There is a slight potential liquefaction hazard due to the proximity of the Sacramento River and high groundwater conditions. Liquefaction would most likely only occur during an earthquake large enough to cause moderate to strong groundshaking. Compliance with local and state seismic building codes will minimize any potential seismic hazards.

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

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

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

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

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

d) No Impact. The soil in the project area is mapped as having a low potential for expansion, however pockets of moderate to highly expansive soil may be present locally (CDMG, 1973). The project to compliance with local and state building codes will minimize potential hazards and risks.

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

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

VII. HAZARDS AND HAZARDOUS MATERIALS

Setting

Review of a database of regulatory agency recognized hazardous waste sites revealed no potentially contaminated sites at or adjacent to project site (Vista, 1999). No schools are located within one-quarter mile of the site, and the project 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 on site.

Evaluation

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

a) No Impact. The Proponent will handle and store hazardous materials on site 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 on site aboveground fuel storage tank minimize the risk of hazardous substance release from foreseeable upset or accident conditions.

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

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

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

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

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

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

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

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

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

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

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

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

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

VIII HYDROLOGY AND WATER QUALITY

Setting

The facility is to be constructed on an existing concrete pad, replacing an existing structure. The site is located within a 100-year floodplain (PEA, 2000, Figure 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.

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

Evaluation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

h) Less Than Significant Impact. The project is located within a 100-year floodplain (PEA, 2000, Figure 5-9). However, the project will replace an existing structure that is located at the same site, so the project will not result in a significant change to the existing situation.

Level (3) has committed to incorporating the design of all flood-protection measures deemed necessary for the site by Colusa 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. The site is located in the Shasta Lake, Black Butte Lake, Lake Oroville, and Whiskeytown Lake dam inundation areas (PEA, 2000, p. 5-22). The project will replace an existing structure that is located at the same site, so the project will not result in a significant change to the existing situation. In addition, the site is to be unmanned. Any risk to life and limb would be present only during project construction and maintenance, and is therefore considered less than significant.

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

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

IX. LAND USE PLANNING

Setting

The proposed site is located at 210-10th Street, at the intersection of 10th and Market Streets, in the City of Colusa. The general project vicinity is urban with a mix of commercial, industrial, and residential properties. The site is presently occupied by a 30x160-foot corrugated sheet metal shed and a fenced parking lot. The site is bordered by Market Street on the north, 10th Street on the east, residential development on the south, and commercial development on the west. Commercial development is located across from the site on Market Street, while a city park is located across from the proposed site on 10th Street. See Figure 5-1 in this Initial Study and PEA Figures 5-1 through 8 for the locator and vicinity maps.

The General Plan land use and Zoning designation for the project site are "General Commercial." These designations would allow for the proposed use. The proposed project would not conflict with any adjacent uses and is considered consistent with the General Plan and Zoning Ordinance and indeed, the proposed project was approved by the City of Colusa Planning Commission on September 22, 1999, conditioned on the implementation of a landscaping and screening plan. 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 5-1 in this Initial Study and PEA Figures 5-5, 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 "General Commercial." Therefore, the proposed project is not expected to conflict with any applicable land use plans, policies, or regulations. The proposed project was approved by the City of Colusa Planning Commission on September 22, 1999, conditioned on the implementation of a landscaping and screening plan.

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 within an area of Colusa County with known mineral resources (PEA, 2000, p. 5-23). Only two area in Colusa County are mined, stone is extracted in north-central Colusa County and sand and gravel is extracted in south-central Colusa County (CDMG, 1996).

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 Colusa ILA Site is located in the City of Colusa in Colusa County. The site is bordered by residential land uses on the south and west. The area is designated as "General Commercial" and is zoned as C-3. The site is not within an airport land use plan, and there are no private airports near the site.

The City of Colusa does not restrict hours of construction. There is no numerical threshold for noise from construction sites. Colusa County limits operational noise levels at the nearest residential-zoned property boundary to an Ldn of 60 dBA. Colusa County also restricts median hourly noise levels (Leq) to 50 dBA or less at the nearest residential-zoned property line during the 7 AM to 10 PM period.

Evaluation

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

a) Less Than Significant Impact. The City of Colusa does not restrict hours of construction. However, Level 3 would voluntarily limit construction activities to the period between 7 AM and 7 PM. There is no numerical threshold for noise from construction sites. Colusa County limits operational noise levels at the nearest residential-zoned property boundary to an Ldn of 55 dBA.

Although the site is bordered by residential land uses on the south and west, the project would not generate noise in excess of local standards during construction because no numerical standards apply. Because the facility would use prefabricated structures, the construction period would be brief, approximately two months. Therefore, potential noise impacts associated with construction are considered to be less than significant.

Based on the proximity of the residential receptors, the generator shelter would be setback at least 80 feet from the property line of residences to the south and west of the site (see Figure 5-2). The generator would be housed in a noise-insulated enclosure that limits the noise level to 75 dBA at 5 feet. The resulting noise from generator operation would not exceed the limit of 55 dBA Ldn, and hence, potential noise impacts are less than significant.

Level (3) has already committed to the following mitigation measures to minimize potential impacts.

- Level 3 will restrict construction activities to the period from 7AM to 7 PM;
- The emergency generator will be housed in a noise-insulating enclosure that reduces noise levels to 75 dBA or less at a distance of 5 feet from the generator shelter;
- The generator shelter will be placed at least 80 feet from the property line of residences to the south and the west; and
- Testing of the generator will be restricted to between the hours of 7 AM to 10 PM.

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

b) Less Than Significant Impact. Neither project construction nor operations would generate excessive groundborne noise or vibration. The low level groundborne vibration and noise generated during construction will be short term in nature, and generally would not extend more than a few feet from the active work area. This work area will be set back a significant distance from the project boundary. Therefore, potential impacts from groundborne vibrations during construction are less than signficant.

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

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

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

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

d) Less Than Significant Impact. Temporary increases in ambient noise levels would occur during the construction period. However, because the construction period is only projected to last for approximately two months, potential impacts associated with the temporary increase in ambient noise levels are considered to be less than significant. Weekly testing of the emergency generator for periods of approximately 30 minutes, operation of the emergency generator during power outages, and maintenance activities would generate operational noise. This periodic noise would not be a substantial

increase in ambient noise levels because of the distance between the generator shelter and the boundary of the nearest residential receptor would create a buffer area around the generator, causing potential impacts related to periodic increases of ambient noise levels to be less than significant.

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

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

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

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

XII. POPULATION AND HOUSING

Setting

The site is located within the City of Colusa, which had an estimated population of 5,525 as of January 1, 1998, and an estimated population of 5,448 as of January 1, 1999 (PEA, 2000, p. 5-27).

Evaluation

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

a) No impact. The project would not be permanently staffed and would not create demand for new housing or result in extension of roads or other infrastructure.

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 consists of the redevelopment of an existing parcel and would not displace any existing housing units.

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

c) No impact. The project consists of the redevelopment of a parcel containing an unoccupied shed and parking lot; it would not displace any people.

XIII. PUBLIC SERVICES

Setting

The site is located within the City of Colusa. The City of Colusa provides police and fire protection, water, sewer service, and waste collection. Pacific Gas & Electric Company provides electricity and natural gas. The nearest park is Memorial Park, located across the street, east of the proposed site (Figure 5-2).

Evaluation

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

a) No Impact. Construction and operation of the unmanned ILA facility would have no impact on the local schools, parks or other public facilities. An 8-foot chain-link fence with a locked gate to restrict access to the site would surround the facility. The site would not have a significant impact on police services. The facility would contain a 1,000-gallon, double-walled, aboveground diesel fuel storage tank. The tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). Fire protection equipment would be installed per local codes.

The Colusa ILA would be across the street from Memorial Park and the noise of generator tests (once a week) would be a noticeable, but less than significant effect. The project, however, would not result in the need of additional parks.

XIV. RECREATION

Setting

Although there is a city park on 10th Street, directly across from the proposed 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 site would be located at the corner of 10th and Market Streets. Tenth Street is State Highway 20 that turns right on Market Street and right again after 9 city blocks on Bridge Street, which exits the City to the south. Highway 20 is joined by State Highway 45 at the intersection of Market Street and Tenth Street. Market Street is a four-lane street from 10th to Bridge Street. Although through traffic on Highway 20 and 45 uses Market Street, the City of Colusa General Plan states that this does not create congestion because Market Street is a four-lane road between 10th and Bridge Streets.

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. The nearest airport is Colusa County airport, three miles south of the site.

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) Less Than Significant Impact. An access driveway to the proposed site would be developed from 10th Street or Market Street; however, it would not substantially increase hazards.

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 developed land. The project would not affect emergency access routes during construction or operation.

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

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

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

g) No Impact. The only alternative transportation system serving the City of Colusa is the Colusa County Transit system. No bus turnouts from this system would be affected by the project.

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

The project would require electricity and telephone. Electric and telephone service is available since it is a commercial/light industrial area and there are operating facilities present (overhead electric and telephone lines are visible along 10th and Market Streets). No sewer or water hookups would be needed, and there would be no water usage or wastewater discharge.

Waste would be generated at the site during site preparation, facility construction, and routine operation. Waste generated during construction will consist primarily of metal and wood from removal of the existing building that occupies the south one-half of the site. Most of the metal and some of the wood should be salvageable. Other construction waste from erection of the new buildings would be minimal. No trees will need to be removed. During operation of the facility, no appreciable quantity of solid waste will be generated 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).

Waste generated during construction would be taken to the Maxwell Transfer Station. Colusa County hauls and disposes of the non-recyclable waste collected at the transfer station to the Anderson Solid Waste Landfill located about 10 miles south of Redding, California (about a 100-mile haul).

Fire protection equipment would be installed in accordance with the Uniform Fire Code and the Uniform Building Code.

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 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. Modification or installation of storm water drainage facilities would not be needed.

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) Less Than Significant Impact. The proposed project involves the removal of an existing building. Most metal and some wood would be salvageable. All other solid waste generation during construction and on-going site operation would be minimal. The project's solid waste disposal needs could be served by the Maxwell Transfer Station, 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 would be deposited would be in compliance with all applicable solid waste laws. The proposed project would comply with all applicable solid waste laws.

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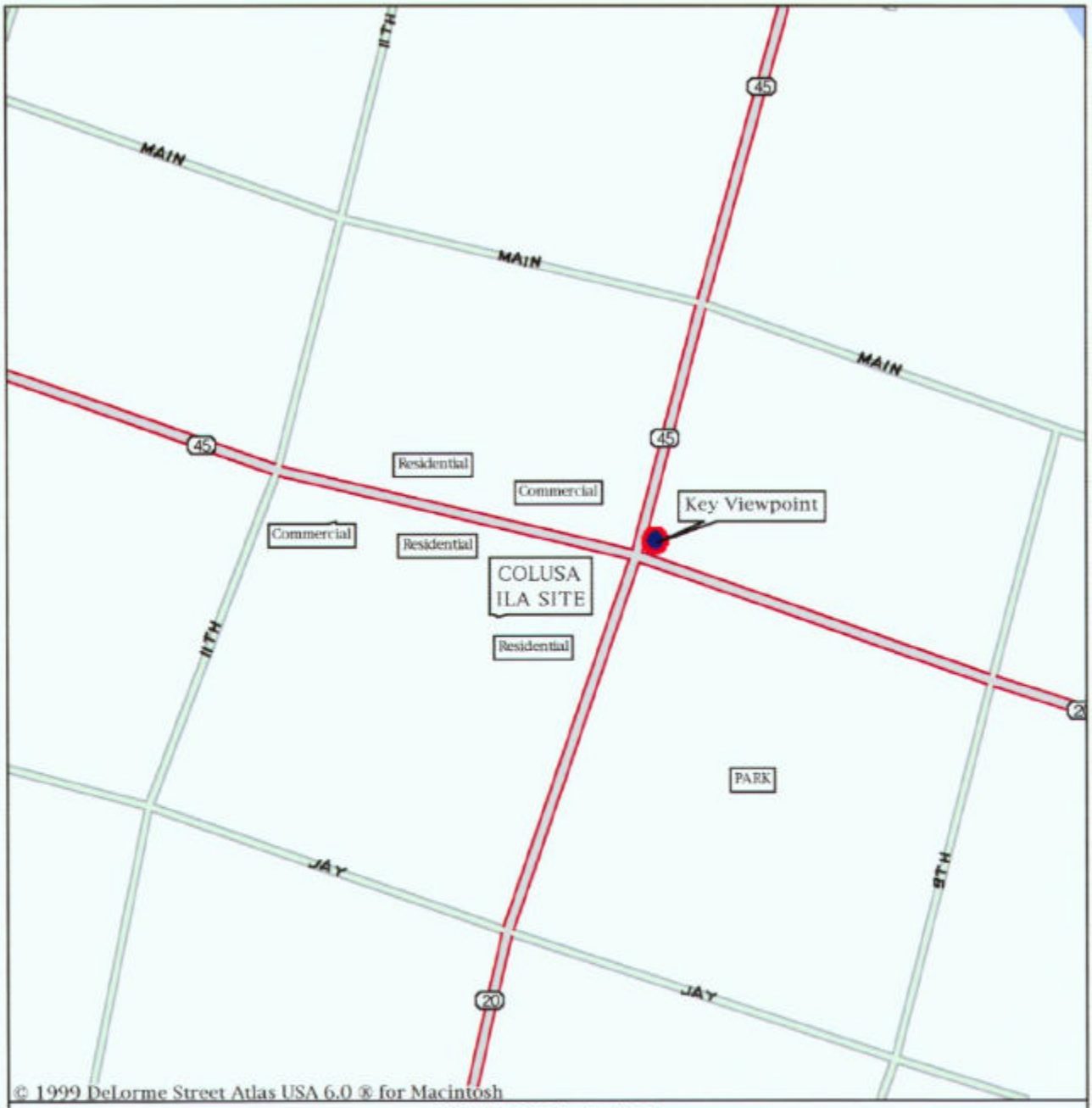

FIGURE 5-I-1

Mag 18.00
Fri Feb 25 12:38 2000
Scale 1:1,953 (at center)
200 Feet
50 Meters

Local Road
State Route
Primary State Route
Water

Level 3 Communications Infrastructure Project	Figure 5-I-2 Colusa ILA	View to the southwest from the northeast corner of the intersection of 10th and Market Streets. The proposed ILA facility would replace the existing shed structure shown in the above photo.

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
5
PROJECT COMPONENT
Colusa ILA
VIEWPOINT LOCATION
Northwest corner of the intersection of Market and 10th Streets, viewing to the southwest.
ANALYST
Michael Clayton
DATE
1/30/00

VISUAL QUALITY

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

VISUAL ABSORPTION CAPABILITY

The site is already developed with a structure of similar form and line as the replacement structure to be built as part of the proposed project. Therefore, visual absorption capability is considered **high**.

VIEWER SENSITIVITY

The proposed project will not appreciably change the existing commercial/industrial 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, presence of nearby residences and park, and moderrate numbers of viewers on 10th and Market Streets.
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. 5 Viewpoint
(continued)

VISUAL CONTRAST RATING

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