
Site 24. EL CENTRO ILA
Environmental Checklist

ENVIRONMENTAL CHECKLIST

1. Facility Title:

Level 3 Communications Infrastructure Project, El Centro ILA

2. Lead Agency Name and Address:

California Public Utilities Commission
Van Ness Avenue, San Francisco, CA 94102
(415) 703-2782

3. Contact Person and Phone Number:

Gary Finni, Level 3 Communications, LLC
6689 Owens Drive, Suite A, Pleasanton, CA 94588
(925) 398-3000

4. Facility Location:

The project site consists of two contiguous parcels (Assessor's Parcel Numbers (APNs) 054-031-30 and 054-031-31). They are located at 1198 and 1202 Industry Way, El Centro, Imperial County, California. The parcel totals 2.19 acres. The project site is located approximately 1 mile north of Interstate 8, approximately ¼ mile east of South Dogwood Road, and approximately 200 feet north of the intersection of Ross Road and Industry Way. The project site is located within the Centerpoint Industrial Park. The lots within the industrial park are currently vacant. All sites are graded and will be developed for industrial land uses. A vicinity map of the site is provided as Figure 24-1; a plot plan of the site is provided as Figure 24-2. Additional site maps are available in the PEA (PEA, 2000, following p. 24-42).

A Mitigated Negative Declaration (MND No. 97-4) was adopted by the City of El Centro for the subdivision of the land constituting the Centerpoint Industrial Park (Tentative Subdivision Map No. 54-310-02). The MND reviewed the environmental impacts of the subdivision of the project area into 22 lots for industrial development. The proposed project site is located on lots 5 and 6 of the approved subdivision.

5. Proponent's Name and Address:

Level 3 Communications, LLC ("Level 3")
1450 Infinite Drive, Louisville, CO 80027
(303) 926-3000

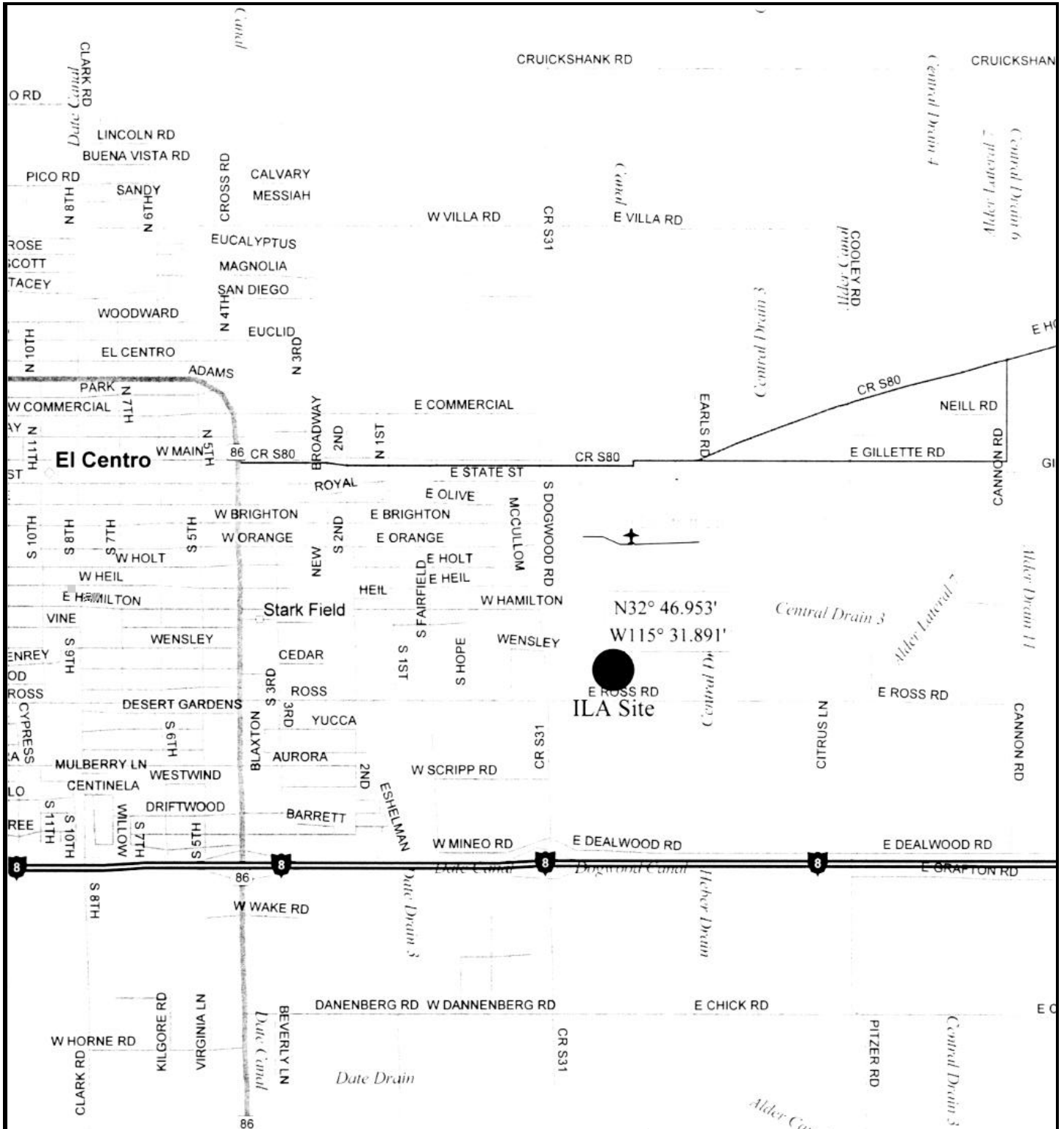
6. General Plan Designation: Planned Industrial (IP)

7. Zoning: General Manufacturing (MG)

8. Description of Facility:

This checklist evaluates the design, construction, and operation of the El Centro In-Line Amplification Facility (ILA) located outside of existing utility corridors.

The El Centro ILA will occupy two graded but currently undeveloped parcels in an existing industrial subdivision on Industrial Way in El Centro. Total acreage of the site is 2.19 acres. Approximately 5,000 square feet of the site will be developed for ILA facilities and associated access roads and parking areas.



Scale 1:31,250 (at center)

2000 Feet

1000 Meters

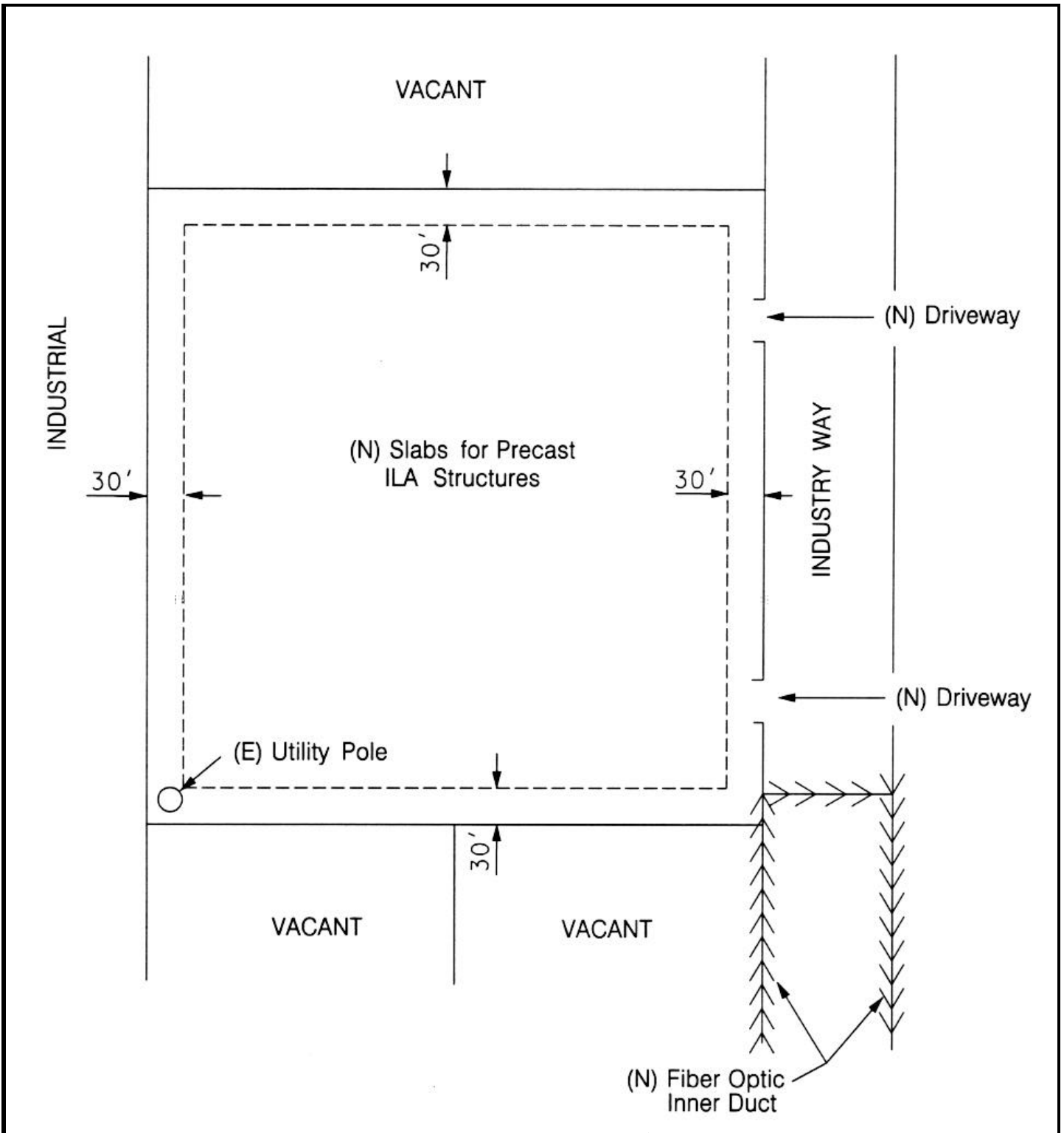
-  Local Road
-  Major Connector
-  Primary State Route
-  Interstate/Limited Access
-  Utility/Pipe

Source: PEA,2000

Level 3 Communications
Infrastructure Project

Figure 24-1
El Centro ILA
Site Vicinity Map

Aspen
Environmental Group



Level 3 Communications
Infrastructure Project

Figure 24-2
**El Centro ILA
Conceptual Plot Plan**

Aspen
Environmental Group

Prefabricated ILA structures will be delivered and placed on a newly constructed, engineered concrete pad. A separate generator structure will be constructed utilizing another concrete pad.

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

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

One 300-kilowatt, 449-horsepower (hp) diesel-powered generator will provide emergency power to the set of four ILA huts. The separate pre-cast concrete generator housing or shelter will be approximately 12 feet wide, 24 feet long (288 square feet), and 10 feet high and will be installed on a concrete pad. The pad will be equipped with vibration isolators to effectively reduce groundborne vibration caused by generator operation. The vibration isolator would also reduce structure-borne noise by interrupting noise transmission paths caused by "sounding-board" effect. Insulation will be provided as needed for noise abatement. The generator will be mounted on a 1,000-gallon, double-walled, aboveground storage tank that is 13 feet long by 8 feet wide by 1 foot 9 inches high. The double-walled storage tank on which the engine/generator set is mounted is designed to support the weight of the engine/generator set and this mounting is a common design for emergency engine/generators. For engine/generator sets that are operated more frequently, the fuel tank is mounted separate from the engine/generator since greater fuel storage capability is required and the storage tank would be too large to be located beneath the engine/generator (PEA, 2000, p. 24-2). The tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote).

All structures will arrive pre-assembled. No additional buildings will be constructed. Control and maintenance functions will occur within the proposed facilities. A paved parking area and two paved driveways will be installed to support construction and 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 El Centro ILA will require electricity and telephone lines. Overhead utility poles currently run along the western edge of the property. Utilities in the industrial subdivision will be installed underground based on the conditions of the subdivision's approval by the City of El Centro. Normal electrical power will be provided, consisting of 400-amp, 480-volt, three-phase service. All on-site utility lines will be run underground per NEC and local codes. No water or sewer hookups are anticipated because the site will not be permanently staffed. No site grading is anticipated. A minimal change in impervious surfaces will occur due to the installation of concrete foundations of the ILA huts and generator pad, and construction of the paved driveway and parking area.

Figure 24-2 is a conceptual plot plan of the El Centro 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. Installation of the generator and ILA shelter foundations will be engineered and completed prior to delivery of prefabricated components (i.e., shelter placement), placement of the fiber optic cable line, and installation of utility connections. Erection of perimeter fencing will occur prior to all improvements. The fiber optic cable will access the ILA from Industry Way at the southeast corner of the property.

The connection to the ILA facility will be installed at a depth of approximately 42 inches either by plowing in the conduit (which does not require a trench) or by digging a trench, laying the conduit, and back-filling. During construction, no offsite areas will be required for mobilization or parking of construction or worker vehicles. Estimated construction waste is 97 cubic yards.

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

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

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

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

Current and potential cumulative projects in the vicinity of the proposed El Centro ILA site are provided in Table 24-1 of the PEA (PEA, 2000, follows p. 24-42). Criteria for inclusion of a project in the table are as follows:

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

Table 24-1 of the PEA lists one current project located approximately 1.5 miles from the IIA site. The project is a commercial development. No known future projects are listed in the table.

9. Surrounding Land Uses and Environmental Setting:

Surrounding land uses are industrial and agricultural in nature. The project site is surrounded on the north and south by undeveloped parcels within the Centerpoint Industrial Park, zoned for industrial development. Additional undeveloped industrial parcels are located adjacent to the project site on the east, across Industrial Way. Adjacent to the project site on the west is a heavy equipment storage and repair facility. South of the project site beyond Ross Road is an existing agricultural use, currently planted with crops. Additional agricultural fields currently planted with crops are east of the project site beyond Industry Way and the adjacent land uses. Resource specific baseline settings are provided in Sections I – XVI of the checklist.

10. Other Agencies Whose Approval is Required:

The site is located within the jurisdiction of the City of El Centro. The proposed project would require administrative site plan approval, per section 29-39(b)(41) of the City of El Centro Zoning Ordinance.

The Imperial County Air Pollution Control District (ICAPCD) is responsible for compliance with air quality standards. Imperial County is located within the Salton Sea Air Basin, which also includes the Coachella Valley in Riverside County.

11. Determination:

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

The proposed facility is an element of the project addressed in an Application for Modification of an existing Certificate of Public Convenience and Necessity (CPCN) (Decision No. 98-03-066). That CPCN was supported by a Mitigated Negative Declaration that included mitigation measures to be implemented in the design, construction and operation of the previously approved telecommunications facilities within existing utility 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, Appendix B).

I. AESTHETICS

Setting

The site is located in a rural to urban transition landscape. Visual elements include agricultural uses, industrial development, and vacant land. Existing visual quality, viewer sensitivity, and viewer exposure are rated low. Visual absorption capability is rated low to moderate given the absence of site screening potential and moderate reclamation potential (see the Visual Analysis Data Sheet at the end of this Site Initial Study). A low degree of project-induced visual contrast is expected, which is based on the moderate degree of contrast that will be created by the forms of the new structures when viewed in the context of the existing terrain and landscape characteristics. 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, less than significant visual impacts are anticipated and no mitigation measures are recommended. Figure 23-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 23-I-2 shows the view from the Key Viewpoint. These figures are at the end of this Site Initial Study. Also, see PEA Photos 22-A through D for additional views.

Evaluation

a) Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact. Although panoramic views of the open, and level landscape surrounding the site are available from various locations in the project vicinity, the project site, which is sited within a developing industrial area, is not located within the viewshed of a scenic vista.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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b) No Impact. The site is not located on, or in close proximity to, scenic resources such as trees or rock outcroppings. The project is not visible from a scenic highway. See also a) above.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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c) Less Than Significant Impact. Existing views of the site encompass a rural to urban transitioning visual setting composed of agricultural uses; industrial development; paved surfaces, infrastructure; and vacant land. The proposed project would contribute to the ongoing trend of urbanization by introducing a built structure of geometric form into a landscape that is predominantly characterized by expansive, flat land forms and linear infrastructure. While the project will contribute some degree of visual change, it 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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d) No Impact. Additional exterior lighting of the ILA facility will include a light at the entrance of each structure. However, given the presence of exterior lighting in the immediate vicinity of the site (associated with street lighting and motor vehicle headlights), project facility lighting would not adversely affect day or nighttime views in the area or create glare.

II. AGRICULTURAL RESOURCES

Setting

The site is located in a rural to urban transition area. The General Plan designation for the site is “Planned Industrial” and the Zoning designation is “General Manufacturing.” The site consists of two undeveloped parcels in the Centerpoint Industrial Park. Prior to its development as an industrial park, the site was used for agriculture and is located on land designated as Prime Farmland by Imperial County. The industrial park was taken out of agricultural production five years ago. 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 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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a) No Impact. The site is not located on land designated as Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance as designated by the State. The site is designated as Prime Farmland by Imperial County. However, the site was taken out of agricultural production and converted to an industrial park five years ago with the installation of utility infrastructure and roads. 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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c) No Impact. The site is zoned for manufacturing uses and has been graded for the future construction of industrial facilities. The site does not retain properties of significant agricultural value (see [a] and [b] above). Project construction would not result in the new conversion of farmland or significant agricultural potential to a non-agricultural use.

III. AIR QUALITY

Setting

The proposed project is located within the Salton Sea Air Basin, which also includes the Coachella Valley in Riverside County. The Imperial County Air Pollution Control District (ICAPCD) is responsible for compliance with air quality standards. The Salton Sea Air Basin is currently designated as a nonattainment area for state ozone and respirable particulate matter (PM10) standards. The site also lies within a sub-region of the Salton Sea Air Basin that is designated as a nonattainment area for the national ozone and PM10 standards. The City of El Centro itself is a nonattainment area for the state carbon monoxide standard.

The ICAPCD does not establish numerical standard for construction-related emissions of criteria air pollutants. Despite the absence of numerical thresholds, construction activities could, under some circumstances, impact the ability of the ICAPCD to achieve the goals of the air quality plans for ozone and PM10.

In most circumstances, new stationary sources within the ICAPCD are required to offset emissions increases at a ratio ranging from one-to-one to three-to-one. However, ICAPCD Rule 207.C.2.f exempts emergency standby generators provided that they are operated less than 100 hours per year for maintenance purposes and operate only during utility power interruptions, and provided that the operator document compliance and coordinate maintenance operations with the ICAPCD.

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
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** Construction and operational emissions associated with the proposed project are presented in Table 24-III-1 (PEA, 2000, Table 24-3).

Construction emissions would be of short duration and limited scope. Most of the facilities would arrive pre-assembled, and the site has already been graded for the purpose of industrial development. Level 3's decision to place the ILA in an existing industrial subdivision avoids additional disturbance of undeveloped sites. To further reduce potential impacts, Level 3 would implement dust control measures as specified by ICAPCD rules and applicable best management practices.

Operation-phase activities would generate mobile- and stationary-source emissions of criteria air pollutants. Level 3 would fully comply with the requirement of Rule 207.C.2.f. Travel to and from the site for maintenance purposes is also exempt from offset and permitting requirements under ICAPD Rule 202.E.2.a. Overall contribution to ambient ozone and PM10 levels from operations-phase activities would be minimal due to the limited maintenance activities required at the site.

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

- Level (3) will obtain an Authority to Construct and Permit to Operate for the 300kw emergency standby generator engine. The generator emissions will continue to be exempt from ICAPD offset requirements.
- Use the standby emergency generator for the purpose of non-utility power generation during interruptions of service, and restrict testing and maintenance operations to less than 100 hour per year.
- Coordinate generator maintenance operations to prevent adverse air quality impacts per ICAPCD Regulation 207.2.C.f.
- Implement a construction emissions abatement program to minimize emissions of fugitive dust (including PM10). The following provisions of ICAPCD Regulation VIII will be enacted:

Material Transport/Hauling: Haul truck loads of bulk materials will be completely covered or enclosed, or will maintain six inches of freeboard on the side, front, and back of the cargo container area. At its peak, the material will not extend above the upper edge of the cargo container area. The cargo compartments of all haul trucks will be constructed and maintained so that no spillage and loss of bulk materials can occur from holes or other openings in the cargo compartment's floor, side, and/or

TABLE 24-III-1 AIR QUALITY CALCULATIONS

Construction Engine Emissions

Main table for Construction Engine Emissions with columns for SOURCE, SIZE / GROSS HP, DAILY AMOUNT, NUMBER OF DAYS, NUMBER OF UNITS, ONE-WAY DISTANCE, and various pollutants (NOx, ROG, PM10, SOx, CO) with EF, Daily, and Total values. Includes subtotals for Pad Construction, Trenching & Utility Installation, Access Road Construction, Shelter Placement, and General Construction Activities.

Construction Fugitive Dust Emissions

Table for Construction Fugitive Dust Emissions with columns for SOURCE, DAILY AMOUNT, DAYS OF ACTIVITY, AREA OF GRADING / TRENCHING, and PM10 EMISSIONS (Daily lbs, Total tons). Includes subtotals for Construction Fugitive Emissions and Total PM10 Construction Emissions.

(Continued)

Operation Emissions

Table for Operation Emissions with columns for SOURCE, SIZE / GROSS HP, DAILY AMOUNT, DAYS OF ACTIVITY, NUMBER OF UNITS, ONE-WAY DISTANCE, and various pollutants (NOx, ROG, PM10, SOx, CO) with EF, Daily, and Annual values. Includes Operation Thresholds and Insignificant Impact assessment.

* - = Not applicable

Unit abbreviations: g/hr = grams per hour, lb/day = pounds per day, tpy = tons per year, tq = 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 insignificant 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) The 25-minute test cycle will be conducted mostly at 50 percent load. To be conservative, the horsepower is stated and emissions are calculated at 75 percent load.

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

(14) Includes area of disturbance due to pad and shelter installation on presently graded site.

tailgate. Seals on any opening used to empty the load, including, but not limited to, bottom-dump release gates and tailgates will be properly maintained to prevent the loss of bulk material from those areas. The cargo compartments of all haul trucks will be cleaned and/or washed at the deliver site after removal of the bulk material.

Track-Out/Carry-Out: Any bulk material tracked out or carried out onto a paved road surface will be rapidly cleaned up, within 48 hours of deposition. Alternatively, one or more track-out prevention devices or other ICAPCD-approved track-out control devices or wash-down systems will be installed at access points where unpaved traffic surfaces adjoin paved roads. Alternatively, unpaved roads will be paved, chemically stabilized, or graveled, using gravel or other low-silt-content material (less than five percent), for 50 or more consecutive feet at access points where unpaved surfaces adjoin paved roads.

Bulk Material Handling/Transfer: Bulk materials will be sprayed with water 15 minutes prior to handling or transfer. Alternatively, chemical/physical stabilization methods will be implemented at handling/transfer points. Alternatively, wind erosion will be prevented by sheltering or enclosing the operation and transfer lines.

Maintain sufficient documentation of the compliance with all regulatory requirements.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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b) Less than Significant Impact. As discussed above, the El Centro ILA Site lies in an area designated as nonattainment of the national and California Ambient Air Quality Standards for ozone and PM10, and state standards for carbon monoxide.

Criteria air pollutants would be generated during construction of the ILA facility and during maintenance operations. There are no numerical standards for emissions during construction activities in ICAPCD. Emergency generator operations and travel to perform site maintenance activities are exempt from ICAPCD offset and permitting requirements per Rule 207.C.2.f and Rule 202.E.2.a, respectively.

Construction impacts would be short term and limited to the scope. Emissions from generator tests would not approach the threshold for operations (see Table 24-III-1). Even neglecting the effects of transport from other counties and air basins, emissions are too small to have a measurable effect on regional air quality. In addition, construction activities would be of limited duration. Operational activities would be infrequent and of limited scope.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal and state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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c) Less than Significant Impact. The El Centro ILA site is the only PEA site under the jurisdiction of the ICAPCD. Level 3 has also received a CPCN for construction of the adjacent fiber optic running line in Imperial County.

Motor vehicles and transport from other air basins are the largest sources of CO, NO_x and ROG in the Salton Sea Air Basin. In addition to these sources, fugitive dust emissions are an important contributor to violations of PM10 standards. Neither the El Centro ILA, the Level 3 project, nor fiber optic cable construction projects in general, are important in determining regional levels of criteria air pollutants.

The incremental effects of this and related projects are not considerable and would not have a significant impact on attainment of air quality standards in the Salton Sea Air Basin.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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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 site is in a largely vacant industrial park in a setting characterized by mixed agricultural and industrial uses. However, one single-family residence is located 535 feet east of the site.

Project construction would be of short duration, and effects would be minimized by the use of graded site in an existing industrial subdivision. The use of prefabricated components also limits impacts to nearby receptors. The size of the parcels allows substantial buffering from surrounding development, since only 5,000 square feet of the 2.19-acre property would be developed. The distance to sensitive receptors further reduces any impacts to negligible levels.

Emergency generator testing and site visits during operations phases will be of short duration and would emit small quantities of pollutants. Dispersion of pollutants over the more than 500 feet would reduce pollutant contributions of ILA operation to negligible levels. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations.

e) Would the project create objectionable odors affecting a substantial number of people?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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e) No impact. The project would not include activities that create objectionable odors.

IV. BIOLOGICAL RESOURCES

Setting

The El Centro site was visited by a Level 3 Team field biologist to evaluate biological resources at the site and in the immediate vicinity. The proposed El Centro site is located within a new industrial development. It is on level land, with no slope or aspect. The entire site has been graded, and is surrounded by other disturbed land uses (PEA, 2000, Figure 24-5). The site is denuded of vegetation or other natural habitat. There are no wetlands in the vicinity of the site.

Evaluation

a)	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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A list of potential sensitive species was generated based on a search of the California Natural Diversity Database (El Centro Quadrangle, California Department of Fish and Game, March 2000) and knowledge of the site vicinity. Only one sensitive species, the burrowing owl (*Athene cunicularia*), was identified (Table 24-IV-1). This species is highly unlikely to inhabit any area within 500 meters of the site due to local disturbance and insufficient habitat (Table 24-IV-1).

Migrating bird species frequent the nearby agricultural fields. Flocks of cattle egrets (*Bubulcus ibis*) and white-faced ibis (*Plegadis chihi*) were observed in the field approximately 350 meters from the site during the reconnaissance visit. It is unlikely that proposed activities would significantly disturb these migrating species.

<p>Table 24-IV-1 Potential for Habitat at the El Centro IIA Site to Support Sensitive Species Occurring in the Vicinity</p>	
<p>The burrowing owl (<i>Athene cunicularia</i>) is a federal and California state species of concern. This species utilizes the abandoned burrows of ground squirrels, foxes, and other small- to medium-sized mammals. Burrowing owls are often found in open, dry grassland, desert, and scrub communities.</p> <p><i>The El Centro site is completely graded and denuded of vegetation. The proposed site does not provide potential forage or refuge habitat for the burrowing owl. Adjacent areas are similarly disturbed. This species is unlikely to inhabit any area within 500 meters of the project site.</i></p>	

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

b)	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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b) No Impact. No water sources are located on or adjacent to the site. The nearest water source is an unvegetated irrigation canal located approximately 200 meters east of the site. The site does not support any riparian or other natural communities and there are no natural communities in the vicinity of the site. Therefore, no impacts to riparian habitat or other natural community will occur as a result of project construction or operation.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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c) No Impact. There are no areas of potential wetlands on or adjacent to the site. Therefore, no impacts to wetlands will occur as a result of project construction or operation.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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d) No Impact. The proposed site and vicinity are characterized by heavy disturbance. It is unlikely that any wildlife species utilize the area as a movement corridor or nursery site.

Migrating bird species frequent the nearby agricultural fields. Flocks of cattle egrets (*Bubulcus ibis*) and white-faced ibis (*Plegadis chihi*) were observed in the field approximately 350 meters from the site during the reconnaissance visit. Considering this substantial distance, it is unlikely that proposed activities would significantly disturb these migrating species.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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e) No Impact. No trees or other vegetation are present on the site. This project has no potential to conflict with local ordinances protecting biological resources.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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f) No Impact. There are no such plans in effect for biological resources in the El Centro area. Therefore, there will be no impact.

V. CULTURAL RESOURCES

Setting

The El Centro ILA Facility site is located in the developing Centerpoint Industrial Park at the eastern end of the City of El Centro, Imperial County. The project area is located in the region once occupied by the Yuman speaking Tipai people.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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a) and b) No Impact. An archival record search was completed for the site and area within a one-mile radius by the California Historical Resources Information System (CHRIS), Southeast Information Center, Imperial Valley College Museum. The search also included a check of the California Office of Historic Preservation Historic Property Data File for Imperial County, the National Register of Historic Places (listings and eligibility determinations), California Points of Historical Interest, California Register of Historical Resources, and California Historical Landmarks and other historic data available at the Center. The records search reported that the property had not been previously surveyed (File No. 0178). No cultural resources are present within one mile of the project. No other properties within one mile are listed on the National Register of Historic Places, the California Register of Historical Resources, California State Historic Resources Inventory, California Historical Landmarks, and California Points of Historical Interest.

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

A field inventory was not completed since the parcel had been recently graded.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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c) Less Than Significant Impact. Holocene lacustrine sediments (unit QI) of Lake Cahuilla underlie the project site. No fossil sites are recorded on the project. However, archives and published reports indicate fossil continental vertebrates, land plants, marine invertebrates, and microfossils are found in these sediments throughout the Coachella and Imperial Valleys. Therefore, there is a potential to encounter the remains of vertebrates, invertebrates, terrestrial plants, and microplankton old enough to be fossilized exists on the project site (PEA, 2000, p. 24-17).

Level 3 has already committed to conducting a paleontologic preconstruction field survey by a qualified vertebrate paleontologist. Paleontological monitoring will be conducted by a qualified vertebrate paleontologist to allow for recovery of larger fossil remains and rock samples would be processed to allow for the recovery of smaller fossil remains during earth moving activities on the facility site. All recovered fossil remains would 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 would 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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d) No Impact. The CHRIS records search and field survey provided no evidence of the presence of human remains. 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

El Centro is located in the Imperial Valley, an area of high seismic activity. The Imperial Valley is part of the Salton Trough and elevations in the area are generally below sea level. Major faults in the area include the faults of the San Andreas, San Jacinto, and Elsinore fault systems (CDMG, 1994). The project area is susceptible to moderate to severe groundshaking from large events on any of these faults. The project site is not located in an area susceptible to liquefaction, erosion, landslide, or subsidence hazards (CDMG, 1973; PEA, 2000, p. 17-24). Soil in the project area is highly expansive (USDA, 1981).

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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a) Less Than Significant Impact. The project site is not located within or adjacent to an Alquist-Priolo zone, however there are several major active faults in the vicinity (Blake, 1998; CDMG, 1994). The project area is susceptible to severe to moderate magnitude groundshaking from these faults (Blake, 1998, CDMG, 1996). The major active faults in the vicinity of the project site and their approximate distance from the project site are as follows:

- Weinert, 2 miles;
- Imperial, 4 miles;
- Superstition Hills, 10miles;
- Superstition Mountain, 12 miles;
- Brawley Seismic zone, 12 miles;
- Laguna Salada, 20 miles; and

- the San Andreas, 40 miles (Blake, 1998, CDMG, 1994).

Accordingly, building design will meet Uniform Building Code-Zone 4 Seismic Standards, and any and all local building and seismic codes to minimize potential seismic hazards. It is located in an area with little to no landslide or liquefaction hazard (CDMG, 1973).

b) Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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b) No Impact. The project area is relatively flat and is located in an area designated as having low erosion activity (CDMG, 1973).

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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c) No Impact. The project site is relatively flat and is not located in an area with unstable soil or geologic units.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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D) No Impact. The soil in the project area is mapped as the Imperial series (USDA, 1971) which consists of highly expansive silty clay and silty clay loam. Compliance with state and local building codes during design and construction of foundations will minimize any potential impacts.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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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 immediately adjacent to the 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. A private airstrip, Douthitt Strip, is located approximately one-half mile north of the site. Fuel for the standby generator would be stored in an aboveground stage tank onsite.

Evaluation

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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a) **No Impact.** The Proponent will handle and store hazardous materials onsite in compliance with applicable federal, state, and local regulations.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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b) **No Impact.** Leak monitoring and spill containment features planned for the onsite aboveground fuel storage tank minimize the risk of hazardous substance release through foreseeable upset or accident conditions.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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c) **No Impact.** The project area is located in an undeveloped area and no schools or proposed schools are located within one-quarter mile of the project site.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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e) **No Impact.** The project site is not within an airport land use plan or within two miles of public or public use airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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f) No Impact. Douthitt Strip is located approximately one-half mile north of the project site. The east-west runway alignment and the fact that the site would not be permanently staffed reduces any safety hazard in the project area.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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g) No Impact. Development 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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h) No Impact. The site is not located in the vicinity of any wildland areas, and would not be subject to wildland fires.

Level 3 has already committed to equip generators with spark arrestors to minimize project-related impacts.

VIII. HYDROLOGY AND WATER QUALITY

Setting

The facility is to be constructed within a graded unpaved lot. The site is not located within a 100-year floodplain (PEA, 2000, Figure 24-9).

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

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

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

Evaluation

a) Would the project violate any water quality standards or waste discharge requirements?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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b) **Less Than Significant Impact.** The project will not involve groundwater extraction. Net impermeable area would be slightly increased on the site, but, due to the relatively small size of the project, the effect on groundwater recharge would be only minimally 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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c) **Less Than Significant Impact.** The proposed activity will slightly alter the drainage pattern of the existing site, but will not alter the course of a stream or a river. No site grading is anticipated. Due to the relatively small size of the project, substantial change to the erosion or siltation characteristics on or off site would not be expected with the project.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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d) **Less Than Significant Impact.** The proposed activity will slightly alter the drainage pattern of the existing site, but will not alter the course of a stream or a river. No site grading is anticipated and the only change in impervious surfaces will be the concrete poured for the ILA huts and the emergency generator. Due to the relatively small size of the project, substantial change to the runoff characteristics on or off site would not be expected with the project.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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e) **less Than Significant Impact.** No water or sewer hookups are anticipated because the site will be unmanned. No site grading is anticipated and the only change in impervious surfaces will be the concrete poured for the ILA huts and the emergency generator. Due to the relatively small size of the project, substantial change to the runoff characteristics on- or off-site would not be expected with the project.

f) Would the project otherwise substantially degrade water quality?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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h) **No Impact.** The project is not located within a 100-year floodplain (PEA, 2000, Figure 24-9).

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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i) **Less Than Significant Impact.** Dams exist upstream of the site that could potentially fail (PEA, 2000, p. 24-24). Entire communities are present downstream of these dams which would be impacted in the event of failure. It may be reasonably assumed that these dams have been constructed with the normal standard of care associated with major water resources facilities, and that the risk of failure is very small. In addition, the risk of injury or death would occur only during project construction and maintenance, and is therefore considered less than significant.

j) Would the project expose people or structures to a significant risk of loss, injury or death due to inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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j) **Less Than Significant Impact.** At the project location, the likelihood of tsunami or mudflow is small (PEA, 2000, p. 24-24). Some probability of inundation due to seiche exists, due to the upstream dams. However, the project will not be permanently manned. Any risk to life and limb would be present during project construction and maintenance, and is therefore considered less than significant.

IX. LAND USE PLANNING

Setting

The proposed ILA will be located within the Centerpoint Industrial Park at 1198 and 1202 Industry Way in the City of El Centro. The general project vicinity exhibits a rural to urban transition including agriculture, industrial development, and infrastructure. The site has been graded and will be occupied by a 5,000 square-foot ILA facility. The site is bordered by Industrial Way on the east, vacant parcels zoned for industrial development on the north and south, and a heavy equipment storage and repair facility on the west. East of Industrial Way, across from the site, are additional undeveloped parcels zoned for industrial use. To the south of E. Ross Road are cultivated agricultural lands. See Figure 24-1 in this Initial Study and PEA Figures 24-1 through 8 for detailed locator and site vicinity maps.

The General Plan designation for the site is “Planned Industrial” and the Zoning designation is “General Manufacturing.” The site consists of two undeveloped parcels in the Centerpoint Industrial Park.

Evaluation

a) Would the project physically divide an established community?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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a) No Impact. The project site is located in an area that is been prepared for industrial development and is surrounded by other industrial development, vacant land, and agricultural uses. There are no established neighborhoods or other communities located in the immediate project vicinity. Therefore, the project 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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b) Less than significant impact. The Centerpoint Industrial Park is approved by the City under a “Declaration of Covenants, Conditions and Restrictions for Centerpoint Business Park” (Declaration), dated January 6, 1999. A key premise of the Declaration is that the Park is to promote new and relocated industries, with emphasis being placed on providing new jobs for Imperial Valley residents. The unmanned nature of the facility would not directly provide for new local employment. However, the facility would indirectly encourage new employment by enhancing the community’s overall communications capacity and capability, including opportunities for local and regional “telecommuting.” In addition, construction and operation of the proposed facility would involve a fully voluntary lease agreement that would not displace any existing industrial uses or employment. Consequently, potential conflicts with the above-referenced Declaration are considered to be relatively minor and less than significant.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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c) No Impact. The proposed would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

X. MINERAL RESOURCES

Setting

The project site is not located within an area designated by the state or City of El Centro for mineral resources (PEA, 2000, p. 24-25).

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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b) No Impact. There are no known mineral resources within the project area.

XI. NOISE

Setting

The El Centro ILA Site is located in the eastern section of the City of El Centro in Imperial County (Figure 24-1). The facility would occupy approximately 5,000 square feet of two parcel totaling 2.19 acres. The site is located in a newly developed and largely vacant industrial park. An industrial storage yard borders the property on the west, part of which is currently used to perform heavy equipment repair. A building on the parcel is 60 feet from the property boundary. Agricultural land is located approximately 220 feet south of the site. The nearest sensitive receptor is a single-family residence 535 feet east of the parcel.

The City of El Centro restricts construction to Monday through Saturday between the hours of 6 a.m. and 7 p.m. The City of El Centro also limits exposure of residential property to construction noise levels in excess of 75 dBA, as measured at the residential property line, to no more than eight hours in a 24-hour 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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a) **Less Than Significant Impact.** As described above, the City of El Centro restricts construction to Monday through Saturday between the hours of 6 a.m. and 7 p.m. and also limits exposure of residential property to construction noise levels in excess of 75 dBA, as measured at the residential property line, to no more than eight hours in a 24-hour period. It is estimated that construction noise would be in the order of 84 dBA at a distance of 50 feet. Because the distance to the nearest residence is over 500 feet from the proposed site, construction activities would comply with the city construction noise level.

With regard to operations, the City of El Centro limits the one-hour, daytime exterior noise level to 75 dBA in industrial zones at the property line of the affected parcel. The emergency 300kw generator would be the main source of operational noise. The generator would be tested weekly for one 30-minute period. The generator would be enclosed in a specially-insulated shelter that limits noise levels to 85 dBA at a distance of 5 feet from the enclosure. The insulator shelter would reduce the one-hour average noise level during generator tests to comply with El Centro’s one-hour, daytime limit when set back at least 15 feet from the property line.

In addition to restricting one-hour average exterior noise level values, the City of El Centro provides guideline for community noise equivalent levels (CNELs). CNELs of less than 75 dBA for industrial areas and less than 60 dBA for residential areas are “normally acceptable”. Because the site is not in close proximity to any residential areas and generator testing would be of short duration, this standard would easily be achieved using the insulated generator shelter described above.

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

- Install the generator in a noise-insulating enclosure that reduces noise levels to 85 dBA at five feet from the structure.
- Restrict generator testing to the hours of 7 a.m. to 7 p.m.
- Install the generator at least 15 feet from the property line of the ILA parcel.

Noise associated with the construction and operation of the proposed project would generate less than significant impacts.

b) Would the proposal result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant With Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
--	--	---	---	---------------------------------------

b) **Less Than Significant Impact.** The low level groundborne vibration and noise generated during construction would be short term in nature, and generally would not extend more than a few feet from the active work area. There is only one receptor adjacent to the site, an industrial storage and repair yard. There are no sensitive receptors within 500 feet of the site. Potential impacts related to groundborne vibration and noise generated during construction of the proposed project are less than significant.

During site operations, the 300 kW generator is the only potential source of any measurable groundborne noise or vibration. The generator would be mounted on rubber isolators, which would effectively reduce groundborne vibration by more than 95 percent. Potential impacts related to groundborne vibration and noise during operations of the proposed project 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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c) **No Impact.** There will be no permanent noise sources at the facility. Therefore, there would be no impacts.

d) Would the proposal result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
---	--	---	---	---------------------------------------

d) **Less Than Significant Impact.** A temporary increase in ambient noise levels would occur during the approximately two months of construction. This temporary increase would comply with the local construction noise ordinance. The existing parcels are largely vacant, and the only occupied adjacent parcel contains an industrial storage and repair facility. The nearest sensitive receptor (a residence) is more than 500 feet away. Potential impacts during construction would be less than significant.

Weekly generator testing would be limited to thirty-minute intervals. This periodic generator noise would be greatly reduced with implementation of the Applicant-Proposed Mitigation Measures (see XI (a), above). Therefore, potential impacts during operations are considered 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
---	--	---	--	--

e) **No Impact.** The site is not located within an airport land use plan nor is within two miles of a public airport. Therefore, there will be no impact.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
--	--	---	--	--

f) No Impact. A private airstrip (Douthitt Strip) is located 0.57 north of the proposed El Centro ILA site. Construction activities would be short-term in duration, and the project site would be unmanned during operations, except for weekly visits for facility maintenance. Therefore, potential impacts related to exposing people working at the proposed site to excessive airport noise levels are less than significant.

XII. POPULATION AND HOUSING

Setting

The project site is located in the City of El Centro with an estimated 1999 population of 37,955 (PEA, 2000, p. 24-29). The project site has been improved in anticipation of development, and is located within the developing Centerpoint Industrial Park. The nearest housing is located approximately 535 feet west of the site along Ross Road, and consists of a single-family rural-residential home associated with the adjacent agricultural land. A second single-family rural residential home is located approximately 1,100 feet northeast of the project site. There are no local policies for population and housing which apply to the proposed project or the project site.

Evaluation

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant With Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
---	--	---	--	--

a) No impact. The proposed project would not directly or indirectly induce population growth. The proposed project involves the installation of an ILA facility on a vacant industrial site. The project would not be permanently staffed and would be visited by one service person approximately once per week. The project would not induce new employment or induce the need for new housing. No extension of major infrastructure would result.

b) Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant With Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
---	--	---	--	--

b) No impact. The project would not displace any existing housing units, and therefore would not trigger the need for replacement housing. The proposed project involves the installation of an ILA facility on a vacant industrial site.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant With Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
---	--	---	--	--

c) No impact. The proposed project involves the installation of an ILA facility on an undeveloped parcel in the Centerpoint Industrial Park. No existing residential units would be removed. As such, no local residences would be displaced and there would be no need for replacement housing at a different location.

XIII. PUBLIC SERVICES

Setting

The project site is located in the eastern section of the City of El Centro. Fire and police protection are provided by the City of El Centro. The nearest fire station is located approximately one-half mile northwest of the project site at Dogwood Road and Wensley Avenue.

Two public parks are located within approximately 1 mile of the project site. Mc Gee Park is located one mile northeast of the project site, and Stark Field located 1 mile west of the project site. Washington Elementary School is located approximately 1 mile northeast of the project site. An alternative education school is located approximately 1/2 mile west of the project site near the corner of Ross Road and Hope Street.

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 of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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a) No Impact. Construction and operation of the unmanned ILA facility would have no impact on the local school, parks or other public facilities. An 8-foot fence with a locked gate to restrict access to the site would surround the facility grounds. The site would not have a significant impact on police services. A 1,000-gallon, double-walled, aboveground belly storage tank for diesel fuel would be located on the facility grounds. Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). Fire protection equipment would be installed per local codes. There are no parks in close proximity to the El Centro ILA. The El Centro ILA would not have a physical effect on any parks or increase the need for parks in the area.

XIV. RECREATION

Setting

Two public parks are located within approximately one mile of the project site: McGee Park (one mile northeast) and Stark Field (one mile west). However, due to the un-staffed nature of the IIA facility, the proposed project would not result in additional use of existing recreation facilities or require construction of additional recreational facilities. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant recreation impacts are anticipated with project implementation.

Evaluation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
--	--	---	--	--

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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b) No Impact. The project would not include recreation facilities nor require the construction of new recreation facilities which might have an adverse effect on the environment.

XV. TRANSPORTATION/TRAFFIC

Setting

The project site would be bordered on the east by Industry Way (see Figure 24-2). Industry Way is a collector street with a right-of-way width of 88 feet. The project site is located approximately 200 feet from the intersection of Industry Way and Ross Road. Ross Road is a minor arterial. Ross Road is a two-lane road in the project area. On-street parking is permitted in some locations, and sidewalks are provided intermittently in the project vicinity. The nearest traffic control is a four-way signalized intersection at Ross Road and Dogwood Road, west of the project site. Public transit facilities are provided on Ross Road, but none are located in the project area.

The project site would be located within the Centerpoint Industrial Park. The surrounding and nearby parcels along Industry Way are currently undeveloped, therefore no driveways onto Industry Way currently exist. Future site access to a number of industrial uses will occur along Industry Way.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
--	--	---	---	---------------------------------------

a) **Less Than Significant Impact.** During construction at the site, approximately seven construction workers would be commuting to the site for approximately three months. Occasionally, trucks would deliver equipment and materials to the site and haul construction debris, including the demolition debris of an existing building, from the site to recycling centers or landfills. During operation of the project, one or two service person would visit the site approximately once a week. The project would cause a negligible increase in traffic. Therefore, potential impacts are less than significant.

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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b) **No Impact.** The limited project traffic would not result in a measurable increase in traffic.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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c) **No Impact.** The project would not affect air traffic patterns.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
--	--	---	---	---------------------------------------

d) **Less Than Significant Impact.** The project would be accessed from Industry Way (see Figure 24-2). Site access would be developed per City requirements and no dangerous design features would result.

e) Would the project result in inadequate emergency access?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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e) **Less Than Significant with Mitigation Incorporation.** The fiber optic cable would access the site via E. Ross Road and Industry Way at the southeast corner of the property (see Figure 24-2). Emergency access along this road could be affected during construction activities. Construction along E. Ross Road and the resulting increase in congestion could lengthen the response time required for emergency vehicles passing through the construction zone. Moreover, there is a possibility that emergency services may be needed at a location where access is temporarily blocked by the construction zone. This potential impact is considered less than significant with the following additional mitigation incorporated:

At locations where access to nearby property is blocked, provision shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes. (Mitigation Measure 24-XV-1)

f) Would the project result in inadequate parking capacity?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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f) No Impact. Parking spaces would be provided on-site to accommodate vehicles used for 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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g) No Impact. There are no alternative transportation facilities located in the project vicinity. The proposed project would not conflict with any adopted policies, plans, or programs for alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

The project site is located within the Centerpoint Industrial Park and is served by water, electric, gas, cable, and storm drainage services. Overhead power lines run east-west along Ross Road and north-south along the western boundary of the project site.

The proposed project involves the installation of an ILA facility on two undeveloped parcels. The ILA facility would not be permanently staffed and would not require gas, water, or wastewater services.

Suburban Waste is the solid waste hauler in the City of El Centro and hauls waste from the project site to the Republic Imperial Landfill on East Robinson Road in Imperial, California.

Evaluation

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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a) No Impact. The proposed site would not have water service on-site. No wastewater would be produced; therefore, the project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

b)	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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b) No Impact. The proposed IIA 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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c) Less Than Significant Impact. The proposed site would involve some increase in impervious land surface; however, this activity would not place a significant burden on storm water drainage facilities. The proposed project would not require the construction or expansion of storm water drainage systems.

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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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e) No Impact. The proposed site would produce no wastewater and 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 <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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f) Less Than Significant Impact. Construction of the proposed facility would initially generate a small amount of solid waste and a minimal amount would be generated during operation. The site's waste disposal needs could be served by the Republic Imperial Landfill, which is permitted by the State of California.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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g) No Impact. The project would not generate a significant amount of solid waste. Landfills where waste would be deposited would be in compliance with applicable solid waste laws. The project would comply with applicable solid waste laws.

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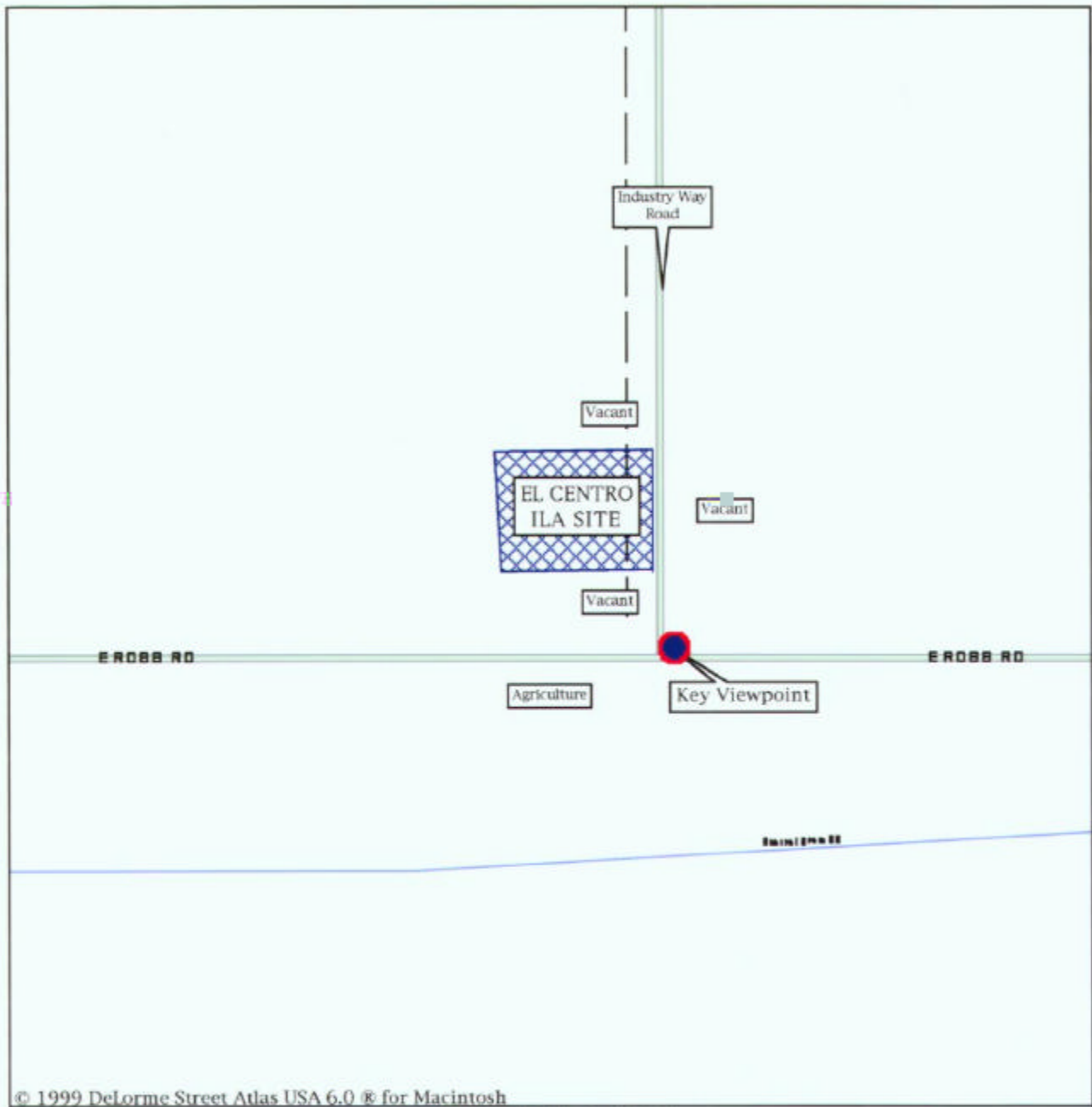
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FIGURE 24-I-1

Mag 18.00
 Sat Feb 26 12:29 2000
 Scale 1:1,953 (at center)

200 Feet

50 Meters

- Local Road
- - Utility/Pipe
- River/Canal



**Level 3 Communications
Infrastructure Project**

**Figure 24-I-2
El Centro ILA**

View to the northwest from the northeast corner of the intersection of E. Ross Road and Industry Way in the City of El Centro. The proposed ILA facility would be located on the two vacant parcels shown in the center of the photo.

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
24
PROJECT COMPONENT
El Centro ILA
VIEWPOINT LOCATION
Northeast corner of the intersection of E. Ross Road and Industry Way, viewing to the northwest toward the vacant parcels to be developed for the ILA.
ANALYST
Michael Clayton
DATE
2/4/00



VISUAL QUALITY

<input checked="" type="checkbox"/> Low <input type="checkbox"/> Moderate <input type="checkbox"/> High	<p>Views of the site encompass a landscape in transition from a rural to urban character. Visual elements include industrial development, infrastructure, and vacant land. Landscape character is considered common and generally lacking in vivid and/or unique visual features. Overall visual quality is considered low.</p>
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VISUAL ABSORPTION CAPABILITY

<p>Slope: LOW - Level terrain with no intervening landforms to screen project from view.</p>
<p>Vegetative Cover: LOW - Generally absent due to site grading.</p>
<p>Reclamation Potential: MODERATE - Areas of soil disturbance would recover quickly following reclamation and replanting.</p>

VIEWER SENSITIVITY

Views along E. Ross Road and Industry Way generally encompass landscapes undergoing development and transition to a more urbanized environment. Viewer expectations would include ongoing land development and introduction of built structures. Therefore, overall viewer sensitivity is rated **low**.

VIEWER EXPOSURE

<p>Visibility: High</p>	<p>Duration of View: Brief to Moderate</p>
<p>Distance Zones: [FG: 0-0.5mi.; MG: 0.5-4mi.; BG: 4mi.-horizon] Foreground</p>	<p>Overall Viewer Exposure: Low - due to relatively few numbers of viewers with brief to moderate duration of view.</p>
<p>Numbers of Viewers: Low</p>	

VISUAL IMPACT SUSCEPTIBILITY

<input checked="" type="checkbox"/> Low <input type="checkbox"/> Moderate <input type="checkbox"/> High	<p>The low visual quality of the site combined with low viewer sensitivity and viewer exposure lead to an overall rating of low for visual impact susceptibility.</p>
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Level 3 Site No. 24 Viewpoint

(continued)

VISUAL CONTRAST RATING

CHARACTERISTIC LANDSCAPE DESCRIPTION

	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Level	Absent to indistinct (graded foreground)	Prominent vertical to diagonal forms
LINE	Horizontal	Indistinct	Vertical to diagonal
COLOR	Tan	Tan and green	Light and dark grey, brown
TEXTURE	Smooth to granular	Smooth to coarse	Smooth to granular

PROPOSED ACTIVITY DESCRIPTION

	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Same	Same	Prominent, geometric
LINE	Same	Same	Vertical, horizontal to diagonal
COLOR	Same	Same	Same
TEXTURE	Same	Same	Smooth

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
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>