Site 23. CORONA ILA

Environmental Checklist

ENVIRONMENTAL CHECKLIST

1. Facility Title:
Level 3 Communications Infrastructure Project, Corona 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 subject site, 13601 Temescal Canyon Road, Riverside County, California consists of two lots that measure approximately 3.25 acres in size; they are located in a newly developed industrial park. The lot has been cleared of vegetation, with the exception of several county-planted trees. In addition, the lot has been graded but remains unpaved. The lot abuts a concrete lined drainage that flows to a culvert under Temescal Canyon Road. A vicinity map of the site is provided as Figure 23-1; a plot plan of the site is provided as Figure 23-2. Additional site maps are available in the PEA (PEA, 2000, following p.23-44).

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

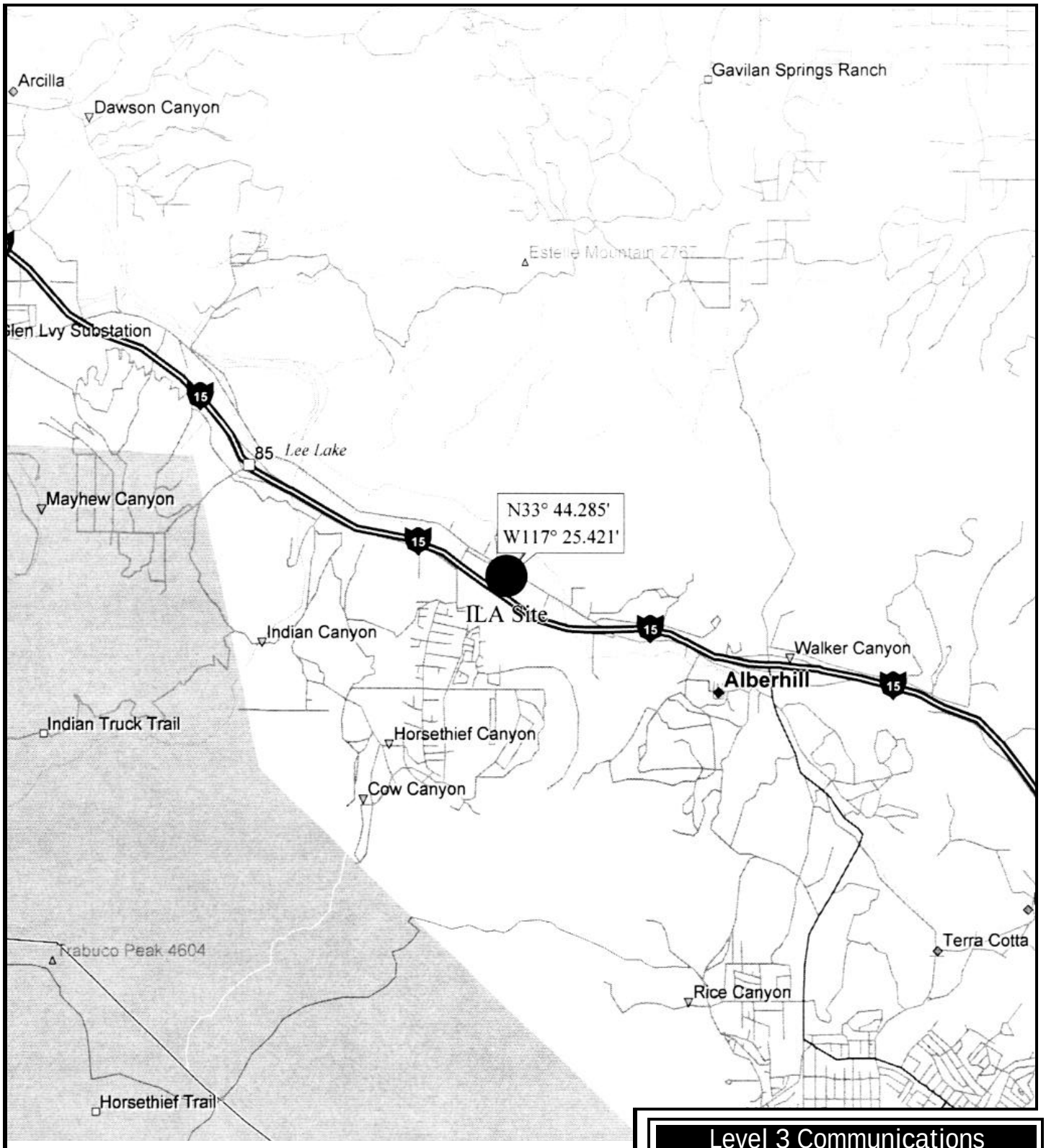
6. General Plan Designation: Light Industrial (L-I)

7. Zoning: Manufacturing - Service Commercial (M-SC)

8. Description of Facility:
This checklist evaluates the design, construction and operation of the Corona In-Line Amplification Facility (ILA).

The Corona ILA will be constructed on a developed 3.25-acre site at 13601 Temescal Canyon Road. This facility will encompass approximately 5,000 square feet of the parcel. A gravel access road will be built between the site perimeter and the building location. A concrete slab will be poured and used for ILA component placement. Prefabricated ILA structures will be delivered and placed on the concrete pad. A separate generator structure will be constructed utilizing its own engineered 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.



Level 3 Communications Infrastructure Project

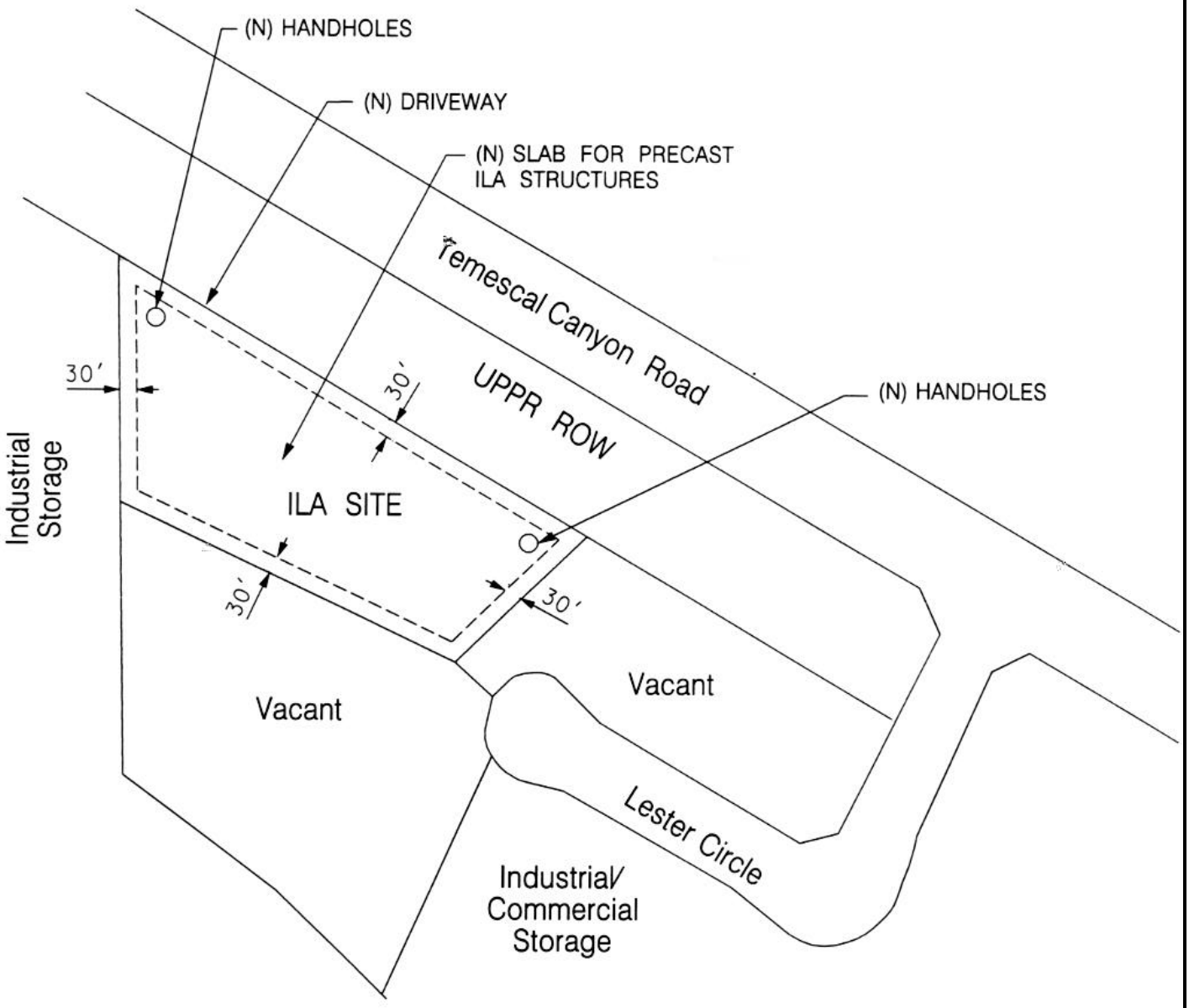
Figure 23-1

CoronaILA
Site Vicinity Map

Aspen
EnvironmentalGroup

(N) DRIVEWAY TO BE CONSTRUCTED PER CALTRANS STANDARD SPECIFICATIONS

ELECTRICAL, TELEPHONE, WATER AND SEWER TO BE DISTRIBUTED EITHER FROM ON-SITE EXISTING OR FROM EXISTING IN STREET PER NEC AND LOCAL CODES (ON-SITE UTILITIES WILL BE DISTRIBUTED UNDERGROUND)



Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 23-2

Corona ILA Conceptual Plot Plan

Aspen Environmental Group

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 concrete pad, and will be attached side-by-side.

All structures will arrive pre-assembled. No additional buildings will be constructed. Control and maintenance functions will occur within the proposed facilities. 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 Corona ILA will require electricity and telephone lines. Utility lines supporting these capabilities are located on-site. Normal electrical power will be provided, consisting of 400-amp, 480-volt, three-phase service. All on-site utility lines will be run underground per NEC and local codes. No water or sewer hookups are anticipated because the site will be unmanned. No site grading is anticipated and the only change in impervious surfaces will be the concrete poured for the ILA huts and the emergency generator. The change in storm water drainage characteristics is therefore expected to be minimal. Fire protection equipment will be installed per local codes.

Figure 23-2 is a conceptual plot plan of the Corona 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. The installation of the generator and ILA shelter foundations will be completed prior to delivery of prefabricated components (i.e., shelter placement), placement of the fiber optic cable line, and installation of utility connections. Erection of perimeter fencing will occur prior to all improvements. The fiber optic cable feed to the ILA will be from the utility right-of-way (ROW) along the north side of Temescal Canyon Road and onto the site from the north.

The connection to the ILA facility will be installed at a depth of approximately 42 inches either by plowing in the conduit (which does not require a trench) or by digging a trench, laying the conduit, and back-filling. During construction, no off-site areas will be required for mobilization or parking of construction or worker vehicles and no demolition debris will be generated.

One 300-kilowatt (kW), 449-horsepower (hp) diesel-powered generator will provide emergency power to the set of four ILA huts. The pre-cast concrete generator housing or shelter will be approximately 12 feet wide, 24 feet long (288 square feet) and 10 feet high. It will arrive at the site preassembled and be installed on a concrete foundation. Insulation will be provided as needed for noise abatement. The generator will be mounted on a 1,000-gallon, double-walled, aboveground storage tank that is 13 feet long by 8 feet wide by 1 foot 9 inches high. The double-walled storage tank on which the engine/generator set is mounted is designed to support the weight of the engine/generator set 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.23-2). The tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote).

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

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

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

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

Current and potential cumulative projects in the vicinity of the proposed Corona ILA site are provided in Table 23-1 of the PEA (PEA, 2000, follows p. 23-44). 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 -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 23-1 of the PEA states that there are no current or future projects planned within two miles of the site.

9. Surrounding Land Uses and Environmental Setting:

The site is bounded to the northeast by the Union Pacific Railroad ROW and Temescal Canyon Road beyond which is a cattle ranch and residence, to the west by industrial storage, and to the south by an improved by undeveloped industrial lot, and Lester Circle with industrial/commercial storage. Interstate Highway I-15 lies beyond. Resource-specific baseline settings are provided in Sections I – XVI of this checklist.

10. Other Agencies Whose Approval is Required:

The site is located within the jurisdiction of Riverside County and the South Coast Air Quality Management District (SCAQMD).

The proposed project would be permitted in the M-SC zone subject to approval of an administrative Plot Plan Review [Article XI, Section 11.2.b.(1)(j)(4)]. Plot Plan Review is an administrative process, reviewed by the County Planning Department, and does not require a public hearing.

The SCAQMD, under its Regulation II, requires a permit to construct the emergency diesel generator (Rule 201), and a permit to operate (Rule 203).

Specific local policies relevant to each of the sixteen environmental impact issue areas are provided in Table 23-2 of the PEA (PEA, 2000, follows p.23-44). When there are no relevant and applicable policies, this fact is stated with an explanation. Sources for the policies are provided at the end of the listing.

11. Determination:

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

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

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

- Documentation and reporting of compliance.

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

I. AESTHETICS

Setting

The site is located in a rural to urban transition landscape comprised of agricultural uses, rural residential, built structures, and vacant land. Visual elements include developed foreground infrastructure and the background features of undeveloped hills and ridges. Existing visual quality and viewer exposure are rated low, while viewer sensitivity is rated low to moderate. Visual absorption capability is rated low to moderate given the absence of screening potential and moderate reclamation potential (see the Visual Analysis Data Sheet at the end of this 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. Also, see PEA Photos 23-A through D for additional views.

Evaluation

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

a) No Impact. Although panoramic views of the hills and ridgelines to the west of the site are available from various locations in the project vicinity, the project site is not located within the viewshed of a scenic vista. Also, from almost any vantage point, the proposed project would be seen in the context of adjacent local road and utility infrastructure on the east side of the site and Interstate 15 on the west side of the site.

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

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

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

c) Less Than Significant Impact. Existing views of the site encompass a rural to urban transition visual setting composed of agricultural uses, rural residences, industrial development; paved surfaces and infrastructure; and vacant land. The proposed project would contribute to the ongoing trend of urbanization by introducing another built structure of geometric form into a landscape that is predominantly characterized by natural 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 ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. Additional exterior lighting of the ILA facility will include a light at the entrance of each structure. However, given the presence of exterior lighting in the immediate vicinity of the site (associated with street lighting 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 "Light Industrial" and the Zoning designation is "Manufacturing-Service Commercial." Much of the vicinity has been either developed as transportation infrastructure or is prepared (including site grading) for future development. The site has not recently been used for agriculture and does not hold any special agricultural designations. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant agricultural impacts are anticipated as a result of project implementation.

Evaluation

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

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

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

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

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

c) **No Impact**. The site is zoned for manufacturing and service commercial 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 project site is within the South Coast Air Basin, which is currently designated as a nonattainment area for state and national ambient air quality standards for ozone and PM10. The Los Angeles urban portion of the South Coast Air Basin is also a non-attainment area for the national CO standard and a "maintenance" area for the national nitrogen dioxide (NO_x) standard, which denote that it had once been a non-attainment area for that pollutant standard as well. There are a number of industrial establishments located in the vicinity of the site. The distance of the closest sensitive receptor is approximately 120 feet.

SCAQMD has permit authority over most types of stationary sources in the South Coast Air Basin. SCAQMD exercises permit authority through its *Rules and Regulations*, which have evolved to reflect State and federal requirements for extreme ozone nonattainment areas. Under SCAQMD's *Rules and Regulations*, new stationary sources must secure a permit to construct (Rule 201) and a permit to operate (Rule 203) and must comply with NSR requirements (Regulation XIII). NSR contains pre-construction review requirements for new, modified, or relocated facilities to assure that the operation of such facilities does not interfere with progress in attainment of California and National Ambient Air Quality Standards, and that future economic growth within the South Coast Air Basin is not unnecessarily restricted. The specific air quality goal of NSR is to achieve no net increases from new or modified permitted sources of nonattainment pollutants or their precursors.

Construction projects are subject to SCAQMD Rule 403 (Fugitive Dust). Rule 403 does not require a permit for construction activities, *per se*, but rather, sets forth general and specific requirements for all construction sites and other fugitive dust sources in the South Coast Air Basin. The general requirement prohibits a person from allowing visible fugitive dust to cross over the facility's property line.

Under SCAQMD Regulation II, those wishing to install and operate stationary internal combustion engines are required to obtain permits to construct and operate. In addition, all new stationary sources

covered under Regulation II are subject to Regulation XIII (NSR), which requires that new stationary sources be constructed with BACT to minimize emissions of CO, ROG, NO_x, and PM10. No permit is required for above-ground diesel storage tanks pursuant to Rule 219 (Equipment not Requiring a Written Permit Pursuant to Regulation II).

In addition to BACT, NSR typically requires offsets if a new source would emit greater than specified quantities of pollutants after implementation of BACT; however, offsets are not required under Rule 1304 (Exemptions) for equipment used exclusively as emergency standby equipment for non-utility electrical power generation provided that the equipment does not operate more the 200 hours per year.

Evaluation

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

a) Less than Significant Impact. Site construction parameters affecting emissions from mobile sources and the emergency generator, and the resulting emissions are estimated in Table 23-III-1 (PEA, 2000, Table 23-3). These emissions are well within regulatory thresholds (discussed further in Section III(b) below), and, therefore, in compliance with the applicable air quality plan.

Fugitive dust would be generated during construction (Table 23-III-1) of the gravel access road and for trenching the on-site innerduct. Fugitive dust generation would vary from day to day, depending on the level and type of activity, the silt content of the soil (during trenching), and the weather. Fugitive dust would be controlled in a manner consistent with the applicable air quality plans by implementing effective dust control measures throughout the construction phase, as required by Rule 403. Long-term fugitive dust emissions associated with facility operation would be negligible.

Level 3 would be required to obtain a permit to construct and permit to operate the standby engine under SCAQMD Regulation II. Offsets are not required under SCAQMD Rule 1304 (Exemptions) for equipment used exclusively as emergency standby equipment for non-utility electrical power generation provided that the equipment does not operate more than 200 hours per year.

The project would not conflict with or obstruct implementation of the applicable air quality plan because the project would comply with applicable SCAQMD permitting requirements in connection with the proposed standby engine and with SCAQMD Rule 403 requirements for dust control during project construction.

Level 3 has already committed to develop and implement a dust abatement program as required by Rule 403 (Fugitive Dust) in connection with project construction and use of the proposed gravel access road. SCAQMD Rule 403 provides specific requirements that minimize emission of fugitive dust for any active operation, open storage pile or disturbed area.

Additionally, Level 3 will also comply with SCAQMD permit requirements and rules related to the emergency standby generators, as follows:

TABLE 23-III-1 AIR QUALITY CALCULATIONS

Construction Engine Emissions

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (1) (hrs or trips)	NUMBER OF DAYS	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (2)	NO_x Daily (lbs/day)	NO_x Total (tons)	ROG EF (2)	ROG Daily (lbs/day)	ROG Total (tons)	PM_{10} EF (2)	PM_{10} Daily (lbs/day)	PM_{10} Total (tons)	SO_x EF (2)	SO_x Daily (lbs/day)	SO_x Total (tons)	CO EF (2)	CO Daily (lbs/day)	CO Total (tons)	NOTES
Site Grading (11 cy)																					
Backhoe Loader	200	1	1	1	-	2370	5.2	0.0026	180	0.4	0.0002	15	0.03	0.0000	135	0.3	0.0001	205	0.5	0.0002	6
Vac Truck	153	2	1	1	-	1660	7.3	0.0037	110	0.5	0.0002	15	0.1	0.0000	105	0.5	0.0002	110	0.5	0.0002	6
Surveying Lt-Heavy Duty Truck	117	3	1	1	-	780	5.2	0.0026	72	0.5	0.0002	44	0.3	0.0001	85	0.6	0.0003	105	0.7	0.0003	6
Lt-Heavy Duty Truck	10 cu yd	1	1	1	30	11.3	1.5	0.0007	2.2	0.3	0.0001	0.59	0.08	0.0000	0.31	0.04	0.0000	14.0	1.9	0.0009	7
Worker Light Truck	175	1	1	1	30	18.4	2.44	0.0012	4.4	0.58	0.0003	0.84	0.11	0.0001	0.31	0.041	0.0000	35	4.6	0.0023	6
Equipment Delivery Truck	Low boy	3	1	-	30	11.3	4.5	0.0022	2.2	0.9	0.0004	0.59	0.23	0.0001	0.31	0.12	0.0001	14.0	5.6	0.0028	7
Worker Light Truck	Light	2	1	-	30	1.0	0.26	0.0001	0.35	0.09	0.0000	0	0	0.0000	0.06	0.02	0.0000	7.22	1.9	0.0010	7
Maxima and Subtotals (Site Grading)							16	0.01		2.3	0.0016		0.7	0.0004		0.8	0.0008		14.6	0.008	
Pad Construction (11cy)																					
Cement Truck	10 yd3	1	1	-	30	11.3	1.5	0.0007	2.2	0.3	0.0001	0.59	0.1	0.0000	0.31	0.0	0.0000	14.0	1.9	0.0009	7
Gravel Truck	10 yd3	1	1	-	30	11.3	1.5	0.0007	2.2	0.3	0.0001	0.59	0.1	0.0000	0.31	0.0	0.0000	14.0	1.9	0.0009	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.0001	0.35	0.1	0.0000	0	0	0.0000	0.06	0.0	0.0000	7.22	1.9	0.0010	7
Maxima and Subtotals (Pad Construction)							3.2	0.002		0.7	0.0003		0.16	0.0001		0.1	0.0000		5.6	0.00	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	12	1	-	774	13.6	0.082	64	1.1	0.0068	13	0.2	0.0014	58	1.0	0.0061	79	1.4	0.008	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.001	2.2	0.3	0.0003	0.59	0.1	0.0001	0.31	0.0	0.0000	14.0	1.9	0.002	7
Worker Light Truck	Light	2	12	-	30	1.00	0.3	0.002	0.35	0.1	0.0006	0	0	0.0000	0.06	0.0	0.0001	7.2	1.9	0.011	7
Maxima and Subtotals (Trenching and Utility Installation)							15	0.08		1.5	0.0076		0.31	0.0015		1.1	0.0062		5.2	0.02	
Access Road Construction (75cy)																					
Grader	200	4	3	1	-	2370	21	0.031	180	1.6	0.002	15	0.13	0.0002	135	1.2	0.002	205	1.8	0.003	6
Dozer	153	4	3	1	-	1660	15	0.022	110	1.0	0.002	15	0.13	0.0002	105	0.9	0.001	110	1.0	0.002	6
Gravel Truck	10 yd3	4	2	-	30	11.3	6.0	0.0060	2.2	1.2	0.0012	0.6	0.3	0.0003	0.3	0.2	0.0002	14	7.4	0.0074	7
Compactor	-	4	2	1	-	1787	16	0.016	71	0.6	0.001	67	0.6	0.001	235	2.1	0.002	128	1.1	0.001	8
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.002	2.2	0.3	0.000	0.6	0.08	0.0001	0.3	0.0	0.000	14	1.9	0.002	7
Worker Light Truck	Light	2	8	-	25	1.0	0.2	0.001	0.35	0.08	0.000	0	0	0.0000	0.06	0.0	0.000	7.2	1.6	0.006	7
Maxima and Subtotals (Access Road Construction)							29	0.08		3.1	0.01		1.0	0.0014		2.3	0.006		12.7	0.02	
Shelter Placement																					
Crane	150 ton	2	1	1	-	576	2.5	0.001	82	0.4	0.0002	64	0.3	0.000	41	0.2	0.000	1624	7.2	0.004	8
Equipment Delivery Truck	Low boy	1	1	-	60	11.3	3.0	0.001	2.2	0.6	0.000	0.59	0.2	0.000	0.31	0.1	0.000	14.0	3.7	0.002	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.0001	0.35	0.1	0.00005	0	0	0	0.06	0.0	0.000	7.2	1.9	0.001	7
Maxima and Subtotals (Shelter Placement)							5.8	0.003		1.0	0.001		0.44	0.000		0.3	0.00		12.8	0.01	
General Construction Activities																					
Compactor	<25 hp	1	1	1	-	8	0.02	0.00001	227	0.5	0.0002	1.4	0.00	0.0000	0	0.0	0.0000	6350	14.0	0.007	8
Equipment Delivery Truck	Low boy	1	1	-	30	11.3	1.5	0.0007	2.2	0.3	0.0001	0.59	0.1	0.0000	0.31	0.0	0.0000	14.0	1.9	0.001	7
Construction Generator	<50 hp	8	12	1	-	0.02	0.0003	0.000002	0.002	0.00004	0.0000	0	0	0	0.00	0.0	0.0000	0.01	0.0002	0.000	8
Water Truck	4500 gal.	1	2	-	30	11.3	1.5	0.001	2.2	0.29	0.0003	0.59	0.08	0.0001	0.31	0.04	0.00004	14.0	1.9	0.002	6
Worker Light Truck	Light	1	14	-	30	1.0	0.13	0.0009	0.35	0.05	0.0003	0	0	0	0.06	0.0	0.0001	7.2	1.0	0.007	7
Maxima and Subtotals (General Construction)							3.1	0.00		1.1	0.0010		0.16	0.0001		0.09	0.0001		19	0.02	
Maxima and Subtotals, Construction Engine Emissions (3)							29	0.18		3.1	0.017		1.0	0.004		2.3	0.01		19	0.08	
Total Construction Emissions (Fugitive plus exhaust)								0.18			0.017		22	0.13			0.0129			0.076	
Construction Thresholds							100 lbs/day	2.5 tpq		75 lbs/day	2.5 tpq		150 lbs/day	6.75 tpq		150 lbs/day	6.75 tpq		550 lbs/day	24.75 tpq	
Insignifigant Impact (9)							Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	

Construction Fugitive Dust Emissions

SOURCE	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	AREA OF GRADING / TRENCHING	PM_{10} EMISSIONS EF	PM_{10} EMISSIONS (daily lbs)	PM_{10} EMISSIONS (total tons)	NOTES
	8	0	0.00 acres	39.4 lb/acre-day	0	0.000	
Access Road Construction	8	8	0.46 acres	39.4 lb/acre-day	18.1	0.072	
Trenching - Cable Installation	8	12	-	0.51 lb/hr	4.1	0.024	
Wind Erosion	24	20	0.48 acres	6.6 lb/acre-day	3.2	0.032	11
Subtotal, Construction Fugitive Emissions (3)					21	0.13	13
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) (3)						0.13	

(Continued)

Operation Emissions (4)

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (g/hr) (2)	NO_x Daily (lbs/day)	NO_x Annual (tons/year)	ROG EF (g/hr) (2)	ROG Daily (lbs/day)	ROG Annual (tons/year)	PM_{10} EF (g/hr) (2)	PM_{10} Daily (lbs/day)	PM_{10} Annual (tons/year)	SO_x EF (g/hr) (2)	SO_x Daily (lbs/day)	SO_x Annual (tons/year)	CO EF (g/hr) (2)	CO Daily (lbs/day)	CO Annual (tons/year)	NOTES
Emergency Generator	337	0.5	60	1		2,325	3	0.08	337	0.37	0.01	135	0.15	0.004	313	0.35	0.010	2,865	3.2	0.09	6,12
	(300 KW)																				
Worker Light Truck	Light	-	60	1	30	1.0	0.13	0.004	0.35	0.05	0.001	0	0	0	0.06	0.01	0.0002	7.2	0.96	0.03	7
Total Operation Emissions (5)							3	0.08		0.42	0.01		0.15	0.004		0.35	0.011		4.1	0.12	
Operation Thresholds						Exempt			Exempt			Exempt			Exempt			Exempt			
Insignifigant Impact (10)						Yes			Yes			Yes			Yes			Yes			

'- = Not applicable

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

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

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

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

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

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

(6) Emission factors are from Caterpillar Corp.

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

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

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

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

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

(12) 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.

- Level 3 will submit an application to the SCAQMD for a permit to construct and permit to operate for the proposed emergency standby engine. This engine should be manufactured (or modified to include emissions abatement devices) to achieve applicable BACT standards for such equipment: 8.5 grams of carbon monoxide per hp-hr, 1.0 gram of ROG per hp-hr, 6.9 grams of NO_x per hp-hr, and 0.38 grams of PM10 per hp-hr;

- Level 3 will use the standby engine for emergency, non-utility electrical power generation purposes only (or for related testing and maintenance purposes) for an aggregate period not to exceed 200 hours per year as documented by an engine-hour meter or equivalent method;

- Level 3 will use diesel fuel with a sulfur content not to exceed 0.05 percent by weight; and

- Level 3 will implement measures required under SCAQMD Rule 403 (as described above) for high wind and normal wind conditions to reduce PM10 emissions (from the various fugitive dust sources associated with construction and with use of the proposed graveled access road) and maintenance of the necessary documentation that demonstrates compliance with the rule.

Additionally, Level 3 is committed to restricting construction to only one phase (i.e., Site Grading, Pad Construction, Trenching and Utility Installation, Access Road Construction, Shelter Placement) of the project at any one time. The Applicant assumed this limitation in the air quality calculations listed in the Proponents Environmental Assessment (PEA) prepared for this site.

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

b) Less than Significant Impact. For evaluating construction-phase impacts under CEQA, SCAQMD recommends using emissions-based significance criteria, which are defined on both daily and quarterly bases. The recommended daily construction-related emissions criteria are as follows: 550 pounds of CO, 75 pounds of ROG, 100 pounds of NO_x, and 150 pounds of SO_x, or PM10. The recommended quarterly emissions criteria are as follows: 24.75 tons of CO, 2.5 tons of ROG or NO_x, and 6.75 tons of SO_x or PM10. For evaluating operational-phase impacts, SCAQMD recommends emissions-based significance criteria of 550 pounds per day of CO, 55 pounds per day of ROG or NO_x, and 150 pounds per day of SO_x or PM10. If CO concentrations were to exceed the state standard of 9 parts per million averaged over 8 hours or 20 parts per million for 1 hour they would also be considered to have a significant impact.

Construction of the project would generate fugitive dust (including PM10), and other criteria air pollutants from exhaust emissions. Air quality impacts from fugitive dust emissions during construction will be temporary and intermittent.

Estimates of construction-related engine emissions are listed in Table 23-III-1. These project totals are far below the quarterly numerical thresholds. Fugitive dust (PM10) emissions during site construction activities will also be low, as shown in Table 3.

As noted above, Level 3 would implement a construction dust abatement program that complies with SCAQMD Rule 403 (Fugitive Dust). Implementation of the measures required under SCAQMD Rule 403 would reduce fugitive dust below a level of significance, so that PM10 standards would not be exceeded in the vicinity of the project site and that visibility would not be significantly affected during the construction period. Therefore, the impact of project construction on air quality would be less than significant.

Over the long-term, the project would result in emissions from operation of both stationary and mobile sources. However, mobile source emissions would be negligible because the site would be unmanned and routine motor vehicle activity would result only from weekly site visits to check on the computers and download information. The estimated daily emissions from the 449 horsepower engine running at 75% load (337 hp) on the one day of a given week when the approximately 30 minute test is performed are shown in Table 23-III-1. These emission rates are exempt from numerical limits.

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

c) Less than Significant Impact. The Corona ILA site is one of two PEA sites in the South Coast Air Basin under the jurisdiction of the SCAQMD (the other being the San Bernardino Terminal site). Potential construction emissions from these two sites were analyzed for the possibility of simultaneous construction. The same thresholds apply to assessment of total project emissions as were used to evaluate emissions from individual project sites. There would be no exceedance of the numerical thresholds of significance in the event of simultaneous construction of the Corona ILA and San Bernardino Terminal.

Because the Corona ILA construction takes place on a small portion of a 3.25 acre site**,** surrounding uses would be buffered from the effects of project construction (see Figure 23-2). This buffer would minimize the possibility that the project would cause a cumulatively significant short-term PM10 impact from simultaneous and unrelated construction projects taking place within the same general area.

Total project emissions from testing the emergency generators at the PEA sites in the South Coast Air Basin would comply with BACT requirements. Compliance with BACT requirements and exemption of emergency generator emissions would result in cumulative impacts that are less than significant.

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

d) No Impact. Sensitive receptors are defined as facilities that house children, elderly, and ill members of the population, such as schools, day-care centers, hospitals, retirement homes, hospices, and residences. The nearest neighbors to the ILA site are a number of industrial establishments located adjacent to the site, but which do not qualify as sensitive receptors.

Project construction will affect an area within the larger 3.25 acre site therefore, sensitive receptors associated with surrounding uses will be buffered from the effects of project construction (see Figure 23-1). This buffer, along with the low levels of construction emissions, would assure that the sensitive receptors are not exposed to substantial pollutant concentrations. Through application of a control program (pursuant to Rule 403), generation of fugitive dust would be kept at levels low enough to avoid substantial dust concentrations at sensitive receptors.

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

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

IV. BIOLOGICAL RESOURCES

Setting

The site consists of a lot within a previously graded area. The site and immediate vicinity is under construction as a new industrial park. A ranch and Temescal Wash are located on the opposite side of Temescal Canyon Road. A storm channel at the northwestern edge of the site contains a few ruderal plant species. This channel is culverted under Temescal Canyon Road and drains into Temescal Wash on the north side of the street.

Vegetation on-site included fleabane (*Pluchea odorata*), California buckwheat (*Eriogonum fasciculatum*), black mustard (*Brassica nigra*), tarweed (*Hemizonia* sp.), horseweed (*Conyza canadensis*), cottonwood (*Populus* sp.), eucalyptus (*Eucalyptus* sp.), tamarisk (*Tamarix* sp.), black willow (*Salix gooddingii*), ragweed (*Ambrosia psilostachya*), telegraph weed (*Heterotheca grandiflora*), tree tobacco (*Nicotiana glauca*), Russian thistle (*Salsola tragus*), jimson weed (*Datura wrightii*), wild oat (*Avena fatua*), brome grass (*Bromus* sp.), and California everlasting (*Gnaphalium californicum*).

Wildlife species observed within the site vicinity included the side-blotched lizard (*Uta stansburiana*), whiptail lizard (*Cnemidophorus* sp.), golden eagle (*Aquila chrysaetos*), rock dove (*Columba livia*), American crow (*Corvus brachyrhynchos*), European starling (*Sturnus vulgaris*), brown-headed cowbird (*Molothrus ater*), horned lark (*Eremophila alpestris*), and California ground squirrel (*Spermophilus beecheyi*).

The site is heavily disturbed and does not provide sufficient natural habitat for sensitive plant or wildlife species.

Evaluation

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

a) Less than Significant Impact. A list of sensitive plant and wildlife species likely to occur within the site and/or vicinity was compiled prior to and during the site visit by Level 3 Communications. This list was formulated based upon a search of the California Natural Diversity Database, Alberhill Quadrangle (California Department of Fish and Game, September 1999) knowledge of the area, and the on-site assessment. Aspen searched the database as well in March 2000. The list of species including the likelihood of occurrence at the site is included in Table 23-IV-1.

The site was previously graded and does not contain suitable habitat for any sensitive animal species. Trees that occur on-site are immature and do not provide suitable nesting habitat. Small mammal burrows are located along the banks of the storm channel, but no evidence of Stephen's kangaroo rat (*Dipodomys stephensi*) or the northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) presence was observed on-site.

Table 23-IV-1
Potential for Habitat at the Corona ILA Site to Support Sensitive Species Occurring in the Area

The Munz's onion (*Allium munzii*), a federal endangered, a California state threatened species, and has a CNPS Listing of 1B. It is associated with chaparral, cismontane, and coastal scrub communities. *This site provides no appropriate native habitat for the Munz's onion.*
The intermediate mariposa lily (*Calochortus weedii* var. *intermedius*), a federal species of concern and has a CNPS Listing of 1B. It is associated with chaparral, coastal scrub, and grassland communities. This species is often found in rocky areas. *This site provides no appropriate native habitat for the intermediate mariposa lily.*
The long-spined spineflower (*Chorizanthe polygonoides* var. *longspina*), a federal species of concern, and a CNPS Listing of 1B, is associated with chaparral, coastal scrub, meadows, and grassland communities. *This site provides no appropriate native habitat for the long-spined spineflower.*
The slender-horned spineflower (*Dodecahema leptoceras*), a federal and California state endangered species, and a CNPS Listing of 1B, is associated with chaparral, cismontane woodland, and coastal scrub communities. This species is often found in sandy areas. *This site provides no appropriate native habitat for the slender-horned spineflower.*
The many-stemmed dudleya (*Dudleya multicaulis*), a federal species of concern, and a CNPS Listing of 1B, is associated with chaparral, coastal scrub, and grassland communities. *This site provides no appropriate native habitat for the many-stemmed dudleya.*
The Palmer's grapplinghook (*Harpagonella palmeri*), a federal species of concern, and a CNPS Listing of 2, is associated with chaparral, coastal scrub, and grassland communities. *This site provides no appropriate native habitat for the Palmer's grapplinghook.*
The smooth tarplant (*Hemizonia pungens* ssp. *laevis*), a federal species of concern, and a CNPS Listing of 1B, is associated with grassland, chenopod scrub, meadow, and riparian woodland communities with alkali soils. It is also found in disturbed areas. *This site is too heavily disturbed to provide habitat for the smooth tarplant.*
The heart-leaved pitcher sage (*Lepechinia cardiophylla*), a federal species of concern, and a CNPS Listing of 1B, is associated with coniferous forest, chaparral, and cismontane woodland communities. *This site provides no appropriate native habitat for the heart-leaved pitcher sage.*
The felt-leaved monardella (*Monardella hypoleuca* ssp. *lanata*) has a CNPS listing of 1B. It is associated with chaparral and cismontane woodland communities. It often found in the primarily understory. *This site provides no appropriate native habitat for the felt-leaved monardella.*
The Parry's spineflower (*Chorizanthe parryi* var. *parryi*), a federal species of concern, and a CNPS Listing of 3, is associated with chaparral and coastal scrub communities. It is often found in sandy or rocky openings. *This site provides no appropriate native habitat for the Parry's spineflower.*
The San Miguel savory (*Satureja chandleri*) has a CNPS Listing of 4. It is associated with chaparral, coastal scrub, riparian woodland, and grassland communities. It is often found in rocky areas. *This site provides no appropriate native habitat for the San Miguel savory.*
The Hall's Monardella (*Monardella macrantha* ssp *hallii*) has a CNPS Listing of 1B. It is associated with upland forest, chaparral, and lower coniferous forest communities. It is often found on dry open slopes and ridges. *This site provides no appropriate native habitat for the Hall's monardella.*
The southwestern pond turtle (*Clemmys marmorata pallida*), a federal and California state species of concern, is found along streams with deep pools, which also provide basking sites and safe underwater retreats. *This site provides no appropriate aquatic habitat for the southwestern pond turtle.*
The northern red diamond rattlesnake (*Crotalus ruber ruber*) is a federal and California state species of concern. It is associated with desert, woodland, grassland, and chaparral communities. It is often found in rocky areas and dense vegetation. *This site provides no appropriate native habitat for the northern red-diamond rattlesnake.*

The orange-throated whiptail (*Cnemidophorus hyperthrus*) is a federal and California state species of concern. It is found in low elevation coastal scrub, chaparral, and valley-foothill hardwood habitats with washes and other sandy soils. *This site provides no appropriate native habitat for the orange-throated whiptail.*
The San Diego horned lizard (*Phrynosoma coronatum blainvillei*) is a federal and California state species of concern. It is found in coastal sage scrub, chaparral, and semi-arid climate conditions with rocky or shallow, sandy soils. *This site provides no appropriate native habitat for the San Diego horned lizard.*
The bald eagle (*Haliaeetus leucocephalus*) (nesting and wintering), a federally proposed for delisting and a California state endangered species, is often associated with areas along shorelines and river courses. Bald eagles require old growth, large trees, or cliff ledges for nesting sites. *This site provides no appropriate native habitat or suitable nesting sites for the bald eagle.*
The California gnatcatcher (*Polioptila californica*) is a federally threatened and California state species of concern. It is an obligate, permanent resident of coastal sage scrub below 2,500 feet in southern California. *This site provides no appropriate California sage scrub for the California gnatcatcher.*
The western snowy plover (*Charadrius alexandrinus nivosus*), a federal threatened and California state species of concern, nests along the sandy beaches of marine and estuarine shores. It can also be found on salt pond levees and the shores of large alkali lakes. The western snowy plover requires sandy, gravelly, or friable substrate for nesting. *This site provides no appropriate nesting habitat for the western snowy plover.*
The Stephens' kangaroo rat (*Dipodomys stephensi*), a federal endangered and California state threatened species, is associated with non-native grasslands and areas with sparse coastal sage scrub. This species requires areas with well-drained, gravelly or sandy soil for burrow construction. *This site is too heavily disturbed to support any significant native habitat for the Stephen's kangaroo rat.*
The northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), a federal and California state species of concern, is associated with coastal scrub, chaparral, grassland, and sagebrush communities. This species is often found in herbaceous areas with sandy or course gravel. *This site is too heavily disturbed to support any significant native habitat for the northwestern San Diego pocket mouse.*

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

The reconnaisance-level survey of the site was performed in September 1999 and therefore did coincide with the appropriate blooming period for *Hemizonia pungens* ssp. *laevis* (April to October). A species of tarplant was observed on-site but was not in bloom and therefore positive species identification was not possible. Smooth tarplant has been recorded in the site vicinity and there is potential for the species to occur on-site. The site is heavily disturbed and this species is known to grow under such conditions. If on-site, this species is most likely to grow near the storm channel at the northwestern edge of the site.

Level 3 has committed to assign qualified botanists to survey the site during the blooming/flowering period and map the extent of any populations found. Construction of the project will avoid impacts to individual plants discovered during this survey.

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

b) No Impact. There are three immature black willow trees at the intersection of the storm channel and Temescal Canyon Road. The vegetation along the storm drains do not constitute significant riparian vegetation. There is no significant riparian habitat or other sensitive natural communities on-site or within the immediate vicinity. Lee Lake is approximately one-half mile northwest of the site. Temescal Wash is approximately one-quarter mile north of the site on the opposite side of Temescal Canyon Road. The proposed project will have no effect upon these resource areas.

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

c) No Impact. There are no wetlands present on the site. The drainage on-site is cement-lined and does not provide appropriate habitat for any sensitive species. Water draining through the site is runoff from a nearby water truck replenishing station. A 100 foot setback from the on-site drainages will insure that no related fill or other discharge is introduced to the drainage system.

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

d) No Impact. The drainages on-site do not provide sufficient aquatic habitat for any native fish or aquatic species. Due to the heavy disturbance, it is unlikely that this site is contiguous with any wildlife movement corridor. It is also unlikely that the site would provide sufficient habitat for wildlife nursery sites.

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

e) No Impact. There are no significant sized native trees on-site. There are no policies or ordinances protecting biological resources that apply to this site (Riverside County General Plan, 1989).

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

f) No Impact. The site is heavily disturbed and is not under the jurisdiction of any habitat conservation or other biological resources plan (California Department of Fish and Game, March 2000; PEA, 2000).

V. CULTURAL RESOURCES

Setting

The proposed ILA site is located on two undeveloped parcels in Temescal Canyon near Temescal Wash north of the City of Lake Elsinore in unincorporated Riverside County, near Alberhill and the City of Corona. The parcels have been graded and previously disturbed. The project area is located in the territory once controlled by the Cupan group of Takic-speaking people referred to as the Luiseño.

Evaluation

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

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

a) and b) No Impact. An archival record search was completed for the site and area within a one-mile radius by the California Historical Resources Information System (CHRIS), Eastern Information Center, UC Riverside. The search also included a check of the California Office of Historic Preservation Historic Property Data File for Riverside 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 a portion of the property had been previously surveyed (File No. 2120). Four previously recorded archaeological resources are present within one mile. One historic resource, the abandoned Santa Fe Railroad grade is within one mile. No other properties within one mile are listed on the National Register of Historic Places, the California Register of Historical Resources, California State Historic Resources Inventory, California Historical Landmarks, and California Points of Historical Interest.

The State of California Native American Heritage Commission (NAHC) completed a search of the NAHC Sacred Lands file with negative results and identified locally knowledgeable Native Americans for follow-on contact/consultation. These individuals were contacted and a response received by Level 3 on December 16, 1999. The tribe said the project is not within their aboriginal territory.

The field inventory noted no archaeological resources.

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

c) No Impact. Holocene alluvial sediments (unit Qal) underlie the project site. No fossil sites are recorded either on, or in the vicinity of, the project site. Although there is a potential for early Holocene and late Pleistocene fossil remains occurring in the subsurface, it is unlikely that construction-related earth moving activities would extend to a depth sufficient to encounter remains old enough to be considered fossilized (PEA, 2000, p. 23-20).

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

- Paleontological monitoring will be initiated when earth-moving activities extend 5 feet below current grade. Paleontological monitoring will be conducted by a qualified vertebrate paleontologist to allow for recovery of larger fossil remains and rock samples will be processed to allow for the recovery of smaller fossil remains. All recovered fossil remains will be fully treated (prepared, identified by knowledgeable paleontologists, curated, catalogued) and, along with associated specimen data and corresponding geologic and geographic site

data, placed in a recognized museum repository. The paleontologist will prepare a final report of findings that includes an inventory of recovered fossil remains. These measures would be in compliance with the Society of Vertebrate Paleontology Guidelines for the management of paleontologic resources and for the museum's acceptance of a monitoring program for fossil collection.

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

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

VI. GEOLOGY AND SOILS

Setting

The Corona project site is in a seismically active area of southern California. It is within the northwest-southeast trending Temescal Canyon, which is located along the eastern edge of the Santa Ana Mountains. The Santa Ana Mountains are the northern most of a series of ranges formed within the Peninsular Ranges Batholith. The Elsinore fault zone bounds the Santa Ana Mountains on the east, and the Alquist-Priolo zone for the Glen Ivy North segment of the Elsinore fault zone is located approximately one and one-quarter miles from the project site (CDMG, 1980, 1999). The project site has a low potential for landslides, erosion activity, subsidence, and expansive soils.

Evaluation

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

a) Less than Significant Impact. The project site is approximately one and one-quarter miles from the Alquist-Priolo zone for the Glen Ivy North segment of the Elsinore fault zone (CDMG, 1980). It is in an area with little to no landslide or liquefaction hazard (CDMG, 1973). The project area is susceptible to severe to moderate magnitude groundshaking from the Elsinore fault and other faults in the vicinity of the project area (Blake, 1998; CDMG, 1973, 1996). The major active faults in the vicinity of the project site and their approximate distance from the project site are as follows:

- Elsinore - Glen Ivy North segment, 1.25 miles
- Elsinore – Temecula segment, 8 miles
- Whittier, 15 miles
- Glen Helen, 22 miles
- San Gorgonio, 23 miles
- Casa Loma (San Jacinto), 23 miles
- San Andreas, 32 miles (Blake, 1998).

Accordingly, building design will meet Uniform Building Code-Zone 4 Seismic Standards, and any and all local building and seismic codes to minimize potential seismic hazards.

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

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

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

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

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

d) No Impact. The soil in the project area is mapped as the Gorgonio loamy sand (USDA, 1971) which is classified as having a low potential for expansive soil. Compliance with state and local building codes will minimize any potential impacts.

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

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

VII. HAZARDS AND HAZARDOUS MATERIALS

Setting

Review of a database of regulatory agency recognized hazardous waste sites revealed no potentially contaminated sites at or within one mile of 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. 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 ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

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

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

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

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

c) No Impact. The project area is in a rural area and no schools or proposed schools are located within one-quarter mile of the project site.

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

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

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

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

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

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

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

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

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

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

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

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 23-10).

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

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

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

Evaluation

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

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

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

b) Less than Significant Impact. The project will not involve groundwater extraction. Net impermeable area will 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 ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

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 ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

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 ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

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 ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

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

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

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

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

h) No Impact. The project is not located within a 100-year floodplain (PEA, 2000, Figure 23-10).

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

i) No Impact. The site is not located within an area subject to inundation from dam or levee failure (PEA, 2000, p. 23-26).

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

j) No Impact. The site is not located within an area subject to inundation by seiche, tsunami, or mudflow (PEA, 2000, p. 23-26).

-Service Commercial." As a utility and communications facility, the proposed project would be considered a permitted use under the existing zoning designation, subject to an administrative Plot Plan Review. The proposed project would be consistent with other developed uses in the immediate vicinity and is not expected to conflict with any applicable land use plans, policies, or regulations.

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

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

X. MINERAL RESOURCES

Setting

Although the region around the project site has been and is being mined for clay, sand and gravel, and rock (CDMG, 1996), the project site is not in an area designated by the state or Riverside County for mineral resources. The project site is in an area designated for commercial/industrial development (PEA, 2000, p. 23-27).

Evaluation

a)	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. There are no known mineral resources within the immediate project area.

b)	Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan other land use plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. There are no known mineral resources within the immediate project area.

XI. NOISE

SETTING

The Corona ILA Site is located in southwest Riverside County. The property is zoned as Manufacturing-Service Commercial (M-SC) and is designated as a Light Industrial area by the Riverside County General Plan. The nearest public receptor is an industrial land use adjacent to the west boundary of the site. Two ranches, both of which include residences, are located northeast of the site.

Riverside County restricts construction to the hours from 6 a.m. to 6 p.m. during the months of June through September, and from 7 a.m. to 6 p.m. during the months of October through May. No

quantitative limits on construction-related noise apply to the site. The Noise Element of the Riverside County General Plan provides guidelines for long-term community noise exposure. For industrial land uses (where the adjacent properties are classified as industrial use), noise levels of less than 70 dBA CNEL or L_{dn}, as measured at the boundary of the noise-producing parcel, are considered "Normally Acceptable."

Evaluation

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

a) Less than Significant Impact. Noise would be generated by construction of the ILA facility and operation of the 300 kw emergency standby generator. No quantitative local standards are in place to restrict exposure to construction noise. However, Riverside County restricts construction to the hours from 6 a.m. to 6 p.m. during the months of June through September, and from 7 a.m. to 6 p.m. during the months of October through May. Generator noise must result in noise levels of 70 dBA CNEL or less at the property line of the ILA site to be considered "Normally Acceptable".

With regard to operations, the generator would be located at least 25 feet from the property line in a noise-insulating enclosure that reduces noise levels to 85 dBA at a distance of 5 feet from the shelter. Resulting noise levels would not exceed 70 dBA CNEL at the property line of the ILA site, which is consistent with "Normally Acceptable" noise levels as defined by the Riverside County General Plan. Therefore, potential impacts are less than significant.

Level 3 has committed to the following mitigation measures:

- Level 3 will restrict construction to the hours from 7 a.m. to 6 p.m. during the months of October through May, and from 6 a.m. to 6 p.m. during the months of June through September.

- Level 3 will locate the generator at least 25 feet from any property line and will house the generator in a noise-insulating enclosure that reduces noise levels to 85 dBA at a distance of five feet from then generator shelter.

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

b) Less than Significant Impact. Neither project construction nor project operations would generate excessive groundborne noise or vibration. The groundborne vibration and noise generated during construction would be short term in nature, and generally would not extend more than a few feet from the active work area. Since the work area would be set back 25 feet from the property boundary, potential groundborne vibration impacts are less than significant.

For the operational period (approximately 30 minutes a week), the generator will cause only intermittent, localized vibration. The generator is mounted on a concrete pad with vibration isolators. These vibration isolators result in a reduction of groundborne vibration by more than 95 percent. The

buried fiber optic cable would not generate perceptible vibration or noise. Consequently, groundborne vibration potential impacts are less than significant.

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

c) No Impact. Construction noise would be temporary, lasting up to two months during daytime hours. Long-term noise from facility operations would be limited to periodic testing of the emergency standby generator and operation of the generator during times of power outages. Therefore, there would be no permanent increase in ambient noise levels in the vicinity of the proposed site.

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

d) Less than Significant Impact. Temporary increases in ambient noise levels would occur during the approximate two month period of construction. Construction activities would be of limited scope due to the small size of the facility, the use of prefabricated structures and the choice of a graded, partially developed site. Temporary changes in ambient noise levels would be audible on adjacent properties but would be of short duration and would not conflict with any local ordinances.

Operational noise would be generated by the emergency standby generator during weekly testing and during interruptions of utility power service. This intermittent noise would not be a substantial increase in ambient noise levels because the generator would be enclosed in a noise-insulating shelter with a setback of at least 25 feet from the property line.

Temporary and periodic noise levels are consistent with the Manufacturing-Service Commercial zoning designation of the parcel and are likely to be less than or equal to noise levels generated by other possible uses for the graded, partially developed site. Therefore, the project would have a less than significant impact on ambient noise levels.

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

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

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

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

XII. POPULATION AND HOUSING

Setting

The project site is located in the Lake Matthews Land Use Planning Area in unincorporated Riverside County, with a projected population of 77,000 by the year 2000 (PEA 2000, p. 23-32). The residential land uses nearest to the project site are approximately 120 feet north of the project site and consist of a single-family ranch house associated with the adjacent cattle ranch. There are no local policies for population and housing that 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 ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No impact. The proposed project would not directly or indirectly induce population growth. The project would not be permanently staffed and would be visited by one or two service personnel approximately twice per month for maintenance. The project would not induce new employment and no new housing or extension of major infrastructure would result.

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

b) No impact. There would be displacement of existing housing from implementation of the proposed project. The project would involve the use of an undeveloped parcel zoned for manufacturing and service commercial use as an ILA station, that would not be permanently staffed.

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

c) No impact. The project would involve the use of an undeveloped parcel zoned for manufacturing and service commercial use as an ILA facility and would not displace any people and would not be permanently staffed.

XIII. PUBLIC SERVICES

Setting

The project site is located in unincorporated Riverside County. Fire protection is provided by the Riverside County Fire Department and police protection is provided by the Riverside County Sheriff's Department. There are a limited number of public facilities in the vicinity of the project. The nearest recreational facility is the Lee Lake Campground located approximately one-mile northwest of the

project site. The nearest public school is located approximately one mile south of the project site along Mountain Road.

Evaluation

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

a) No Impact. Construction and operation of the unmanned ILA facility would have no impact on the local school, parks or other public facilities. An 8-foot fence with a locked gate to restrict access to the site would surround the facility grounds. The site would not have a significant impact on police services. A 1,000-gallon, double-walled, aboveground 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 Corona ILA. The Corona ILA would not have a physical effect on any parks or increase the need for parks in the area.

XIV. RECREATION

Setting

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

Evaluation

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

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

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

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

XV. TRANSPORTATION/TRAFFIC

Setting

The project site would be bordered on the north by Temescal Canyon Road. Access to the site would be provided via Temescal Canyon Road.

Temescal Canyon Road is classified as a Secondary Highway in the Riverside County General Plan Circulation Element. Secondary Highways require a right-of-way width of 88 feet. Temescal Canyon Road is also identified as a Class II Bikeway in the Riverside County General Plan Circulation Element. Class II Bikeways have a delineated lane within the road right-of-way.

The proposed project would comply with applicable policies for transportation during the County's required Plot Plan Review process.

Evaluation

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

a) Less than Significant Impact. During construction at the site, approximately 7 construction workers would be commuting to the site for approximately three months. Occasionally, trucks would deliver equipment and materials to the site and haul construction debris, including the demolition debris of an existing building, from the site to recycling centers or landfills. During operation of the project, one or two service person would visit the site approximately once a week. The project would cause a negligible increase in traffic. Therefore, potential impacts are less than significant.

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

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

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

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

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

c) Less than Significant Impact. The project would be accessed from Lester Circle (see Figure 23-2). Site access would be developed per County requirements and no dangerous design features would result.

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

e) No Impact. The project would not affect emergency access routes.

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

f) No Impact. Parking spaces would be provided on-site to accommodate vehicles used 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 ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

Temescal Canyon Road (see Figure 23-2) is a designated bikeway in the Riverside General Plan Circulation Element; however, the project would not interfere with this bikeway or any other adopted policies, plans, or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

The proposed project involves the installation of an ILA facility that will not be permanently staffed on an undeveloped parcel. The ILA facility would not require gas, water, or wastewater services. The project site is currently served for electricity with a transformer on-site.

The project site is served by the El Sobrante Sanitary Landfill located in the City of Corona (CIWMB 1999) and operated by Western Waste industries/Waste management.

Evaluation

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

a) No Impact. The proposed site would 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 ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

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

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

c) Less than Significant Impact. The proposed site would involve concrete paving of approximately 5,000-square feet and a gravel access road built between the site perimeter and building location. Level 3 would comply with all Riverside County drainage requirements to avoid a significant burden on the storm water drainage facilities. In addition, the proposed project would be reviewed during the Riverside County Administrative Plot Plan Review.

d)	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The proposed project would not require water hook-ups or access to an available water supply.

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

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

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

f) Less than Significant Impact. Construction of the proposed facility would initially generate a small amount of solid waste and there would be a minimal amount during operation. The site's waste disposal needs could be served by the El Sobrante Sanitary Landfill, which is permitted by the State of California.

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

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

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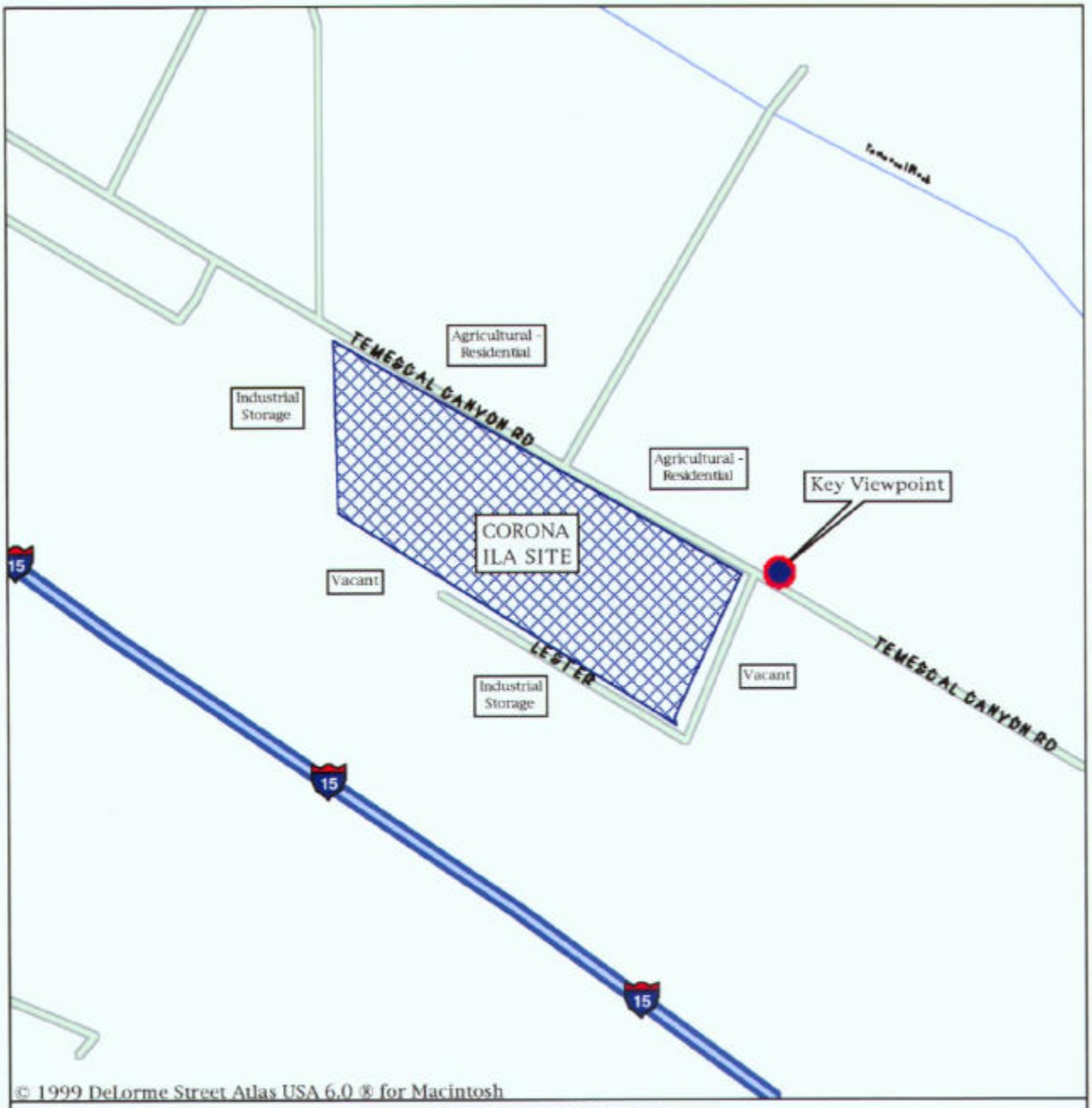


FIGURE 23-I-1

Mag 17.00
Sat Feb 26 11:57 2000
Scale 1:3,906 (at center)
200 Feet
100 Meters

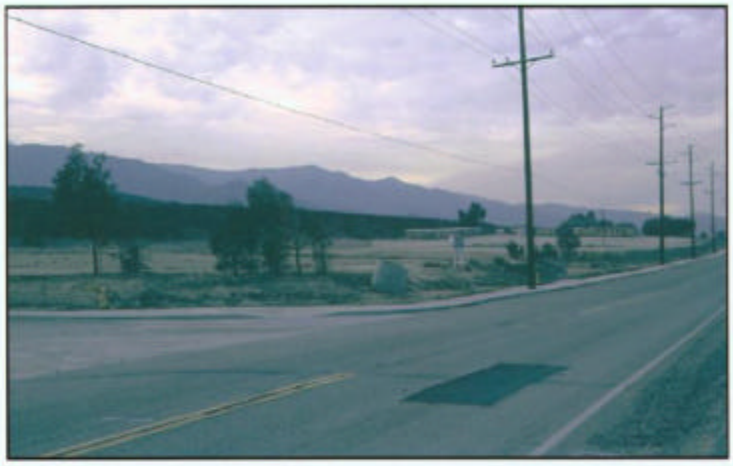
Local Road
Interstate/Limited Access
River/Canal

Level 3 Communications Infrastructure Project	Figure 23-I-2 Corona ILA	View to the west from northbound Temescal Canyon Road in unincorporated Riverside County. The proposed ILA facility would be constructed on the vacant lot shown in the center of the photo.

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
23
PROJECT COMPONENT
Corona ILA
VIEWPOINT LOCATION
Northbound Temescal Canyon Road, viewing to the west toward the vacant lot to be developed for the ILA facility.
ANALYST
Michael Clayton
DATE
2/4/00



VISUAL QUALITY

- [X] **Low**
- [ ] **Moderate**
- [ ] **High**

Views of the site encompass a landscape in transition from a rural to urban character. Visual elements include developed foreground infrastructure and the background features of undeveloped hills and ridges. Landscape character is considered common and generally lacking in vivid and/or unique visual features. Therefore, overall visual quality is considered **low to moderate**.

VISUAL ABSORPTION CAPABILITY

Slope: LOW - Level terrain with no intervening landforms to screen project from view.

Vegetative Cover: LOW - Generally absent to due site grading.

Reclamation Potential: MODERATE - Areas of soil disturbance would recover quickly following reclamation and replanting.

VIEWER SENSITIVITY

Views along Temescal Canyon Road and Interstate 15 generally encompass landscapes undergoing rapid 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 to moderate**.

VIEWER EXPOSURE

Visibility: High

Distance Zones: [FG: 0-0.5mi.; MG: 0.5-4mi.; BG: 4mi.-horizon]
Foreground

Numbers of Viewers: Low

Duration of View: Brief to Moderate

Overall Viewer Exposure:
Low - As a result of few to moderate numbers of viewers with brief to moderate duration of view.

VISUAL IMPACT SUSCEPTIBILITY

- [X] **Low**
- [ ] **Moderate**
- [ ] **High**

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.

(over)

Level 3 Site No. 23 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 to Curvilinear	Indistinct	Vertical to diagonal
COLOR	Tan to indistinct	Tan and green	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
☐	☐	☑	☐