

El Centro Maintenance Station

IMPERIAL COUNTY, CALIFORNIA
DISTRICT 11 – IMP – M5708
EA 076701

INITIAL STUDY WITH PROPOSED NEGATIVE DECLARATION



Prepared by the
State of California Department of Transportation



December, 2009

What's in this document:

The California Department of Transportation (Caltrans) has prepared this proposed Negative Declaration (ND) to examine the potential environmental impacts of relocating and constructing a new El Centro Maintenance Station in Imperial County, California. This document describes why the project is being proposed, alternatives for the project, the potential impacts to the environment that could result from the project, and the proposed avoidance, minimization, and/or compensation measures.

What you should do:

Please read this Initial Study (IS) and proposed ND. Additional copies of this document as well as the technical studies are available for review until January 22, 2010 at:

California Department of Transportation
District 11 Office
4050 Taylor Street
San Diego, CA 92110

Imperial County Planning & Development Services Department
801 Main Street
El Centro, CA 92243-2811

City of El Centro Public Library
539 State Street
El Centro, CA 92243

We welcome your comments. If you have any comments regarding the proposed project, please send them to Caltrans by January 22, 2010.

- Submit written comments via U.S. mail to:
David Nagy, Environmental Branch B Chief
Department of Transportation
Environmental Planning Division MS 242
4050 Taylor Street
San Diego, CA 92110
- Submit comments via email to: david_1_nagy@dot.ca.gov

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to California Department of Transportation, Attn: David Nagy, Environmental Branch B Chief, MS 242, 4050 Taylor Street, San Diego, CA 92110; (619) 688-0224, or call the California Relay Service at 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

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In the community of El Centro California, relocate the El Centro Maintenance Station from 1605 Adams Avenue (SR-86 PM 8.5) to 1102 Montenegro Way

INITIAL STUDY WITH PROPOSED NEGATIVE DECLARATION/

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

16 December 2009
Date of Approval

Susanne Glasgow
Susanne Glasgow
Deputy District Director, Environmental
District 11
California Department of Transportation
San Diego, California

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

In the city of El Centro in Imperial County, Caltrans is proposing to relocate the existing El Centro Maintenance Station from a site at 1605 Adams Avenue (SR-86, post mile 8.5) to a commercial/industrial site at 1102 Montenegro Way, accessible from Ross Road. Structures and functions to be relocated to the new site include: a regional office, vehicle maintenance shop, washrack, special programs facility, warehouse, parts department, fueling island, covered storage areas and a maintenance office.

The currently operating maintenance station near SR-86 and Adams Avenue may remain in use by Caltrans during and afterwards of construction of the new facility. Upon complete relocation of facilities and operations to the new maintenance station, the site of the currently operating maintenance station will be disposed as excess land. Environmental review for disposal and possible demolition of the current maintenance station structures will be conducted independently of this ND at a later date.

History

The proposed 11.13 acre relocation site is in proximity to an alternative site evaluated in a Mitigated Negative Declaration (MND) prepared and approved in 2004. The preferred site approved for construction in the 2004 MND was dropped from consideration due to unsuccessful property acquisition negotiations between Caltrans and the property owner. The (approximate) 2004 alternative site is now the preferred and only proposed “build” alternative. The currently proposed site has been reconfigured since the 2004 MND, making it more functional than as originally proposed. This site is under state ownership and was graded prior to acquisition.

Determination

This proposed ND is included to give notice to interested agencies and the public that it is the intent of Caltrans to adopt an ND for this project. This does not mean that the decision of Caltrans regarding the project is final. This ND is subject to modification based on comments received by interested agencies and the public.

Also included is an Initial Study prepared for this project by Caltrans. Pending public review, Caltrans expects to determine from this study that the project as currently proposed would have no potential for a significant effect on the environment for the following reasons:

- Effects to biological resources will be avoided and minimized by required measures implemented prior to and during construction.
- No new community impacts have been identified.
- No cultural resources are present within or adjacent to the project's APE.
- The project will not be constructed within a floodplain.
- Encountering hazardous waste issues is not anticipated for this project.
- No water quality issues are expected to result from the proposed project with implementation of Best Management Practices.
- No conflicts with or areas of concern related to utilities have been identified in association with this project.
- No project-related increases in long-term air quality impacts are expected.
- Adverse visual impacts are expected to be less than significant.

In addition, the proposed project would have no potential for significant impacts in relation to:

- Geology and soils
- General plans and zoning ordinances
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Traffic and public transportation
- Environmental justice

Proposed development will change the visual character of the currently-proposed site, but will result in less than significant adverse visual impacts. Measures (listed below) will be implemented to avoid and minimize adverse visual impacts to the onsite and surrounding environment and to otherwise enhance the visual quality of the project.

- Context-sensitive landscape treatment, including tree planting and fencing, will be provided along street frontages to screen and enhance the image of the project.
- Drought tolerant plant materials and low-volume irrigation systems for plant establishment will be incorporated into project design. Minimal long-term watering may be required.
- Shade trees will be incorporated into the project site at appropriate locations.
- Landscape treatment will be provided near the regional office building and visitor parking lot to provide shade and interest and to minimize visual impacts.

- Landscape treatment, planting and irrigation design will be consistent with site soil conditions and other environmental constraints, including local and state water conservation policies.

Specific landscape design issues will involve coordination on these measures with the District Landscape Architect during subsequent phases of the project development process.

Susanne Glasgow
Deputy District Director, Environmental
District 11
California Department of Transportation
San Diego, California

Date

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CHAPTER 1 – PROPOSED PROJECT

Introduction

The Department of Transportation (Caltrans) proposes to relocate the existing El Centro Maintenance Station to a new site in El Centro. Maintenance activities, materials and personnel will be relocated to the new site. Structures at the current site will be abandoned and new structures will be constructed at the new site, located north of Interstate 8 (I-8) and east of Dogwood Road at 1102 Montenegro Way, El Centro, California. As a non-transportation facility, this project is not listed in a Regional Transportation Plan (RTP) or Regional Transportation Improvement Program (RTIP). Figure 1 (pg 3) shows project location and vicinity maps.

Description of Existing Facility

The existing El Centro Maintenance Station is located in a largely residential area of El Centro near Adams Avenue and State Route 86 (SR-86) at postmile (PM) 8.5 (Figure 1). The current maintenance facility site is 3.2 acres in area and rectangular in shape with access from Adams Avenue. The majority of the facilities at the existing station were constructed in 1935. The existing regional office building was constructed in 1955. Major building upgrades to the regional office, sign shop, and vehicle maintenance shop were made in the 1990s. Personnel includes two maintenance crews, a special programs crew, a sign shop crew, a vehicle maintenance shop crew, and a parts department crew.

Service areas of the El Centro Maintenance Station are

- SR- 7 PM 0.0 to PM 10.8
- SR- 8 PM 11.9 to PM 41.0
- SR-86 PM 0.0 to PM 18.6
- SR-98 PM 1.5 to PM 35.3
- SR-111 PM 0.0 to PM 22.0
- SR-115 PM 9.5 to PM 21.1

Structures and facilities at the existing site include:

- water supply: municipal
- telephone/radio, site facilities
- electrical: Imperial Irrigation District;
- gas: Southern California Gas Company
- vehicle fuel facilities, above ground 6,000-gallon diesel and 4,000-gallon unleaded gas tanks in 1998.
- sewer facilities: municipal sewage system.
- stormwater connections: municipal underground storm drains.
- materials storage warehouse, 1,920 square feet.
- washrack with canopy, upgrades to code in 1998.
- wood frame region office building, built in 1955, 1,920 square feet upgraded in 1990 to add 360 square feet for Region Manager Office, 204 square feet for area superintendent office and 204 square feet for superintendent office.
- office/crew room building, 1428 sq ft and four material bins at 817 sq ft.

- vehicle repair building, 4,284 square feet, upgraded in 1990.
- sign shop building, two prefabricated steel storage sheds, and six steel portable cargo storage sheds.
- engineer's office, 400 square feet, trailer with utility hookups, and emulsion tanks.

Project History

A Facility Project Study Report regarding relocation of the existing El Centro Maintenance Station (ECMS) was prepared and approved on September 9, 1999. That document recommended relocation of the facility to a site near Dogwood Road in El Centro. A Mitigated Negative Declaration (MND) was subsequently approved on February 13, 2004 and a Facility Project Report was approved on April 13, 2004. Both documents recommended and approved relocation of the El Centro Maintenance Station to the Dogwood Road site (Alternative 1). However, this site was eliminated from consideration due to unsuccessful property acquisition negotiations between Caltrans and the property owner.

Caltrans was subsequently successful in acquiring property at 1102 Montenegro Way, which is in proximity to and is partially comprised by the 2004 Alternative 2 site, evaluated and rejected from consideration in the 2004 MND. The Alternative 2 site was previously not preferred due to 1) its non-functional, elongated rectangular shape, 2) previous plans to construct a local street through the site, and 3) lack of adequate sewer and water facilities.

The new proposed site has been determined to be viable due to a new lot configuration. The new site combines a portion of the 2004 MND Alternative 2 property and some adjacent property, forming a relatively square-shaped parcel, as opposed to the less-functional, rectangular-shaped parcel previously considered (Figure 2, pg 4). Prior to acquisition by Caltrans, the previous owner of the currently proposed site arranged for the parcel to be configured to its current shape, as well as for the installation of utilities, fire hydrants and the termination of Montenegro Way to accommodate construction of a cul-de-sac. The City of El Centro has vacated its proposal to construct a street through the site.

The current site was acquired by the State on August 1, 2008 and is 11.13 acres in area. The cost of the right of way acquisition was \$2,615,000.

Programming

The project is programmed in the 2010 SHOPP for the 2011/2012 fiscal year. The currently programmed amount is insufficient to construct the entire station. The funding element is HA12, Fund I.D. Code 20.10.201.352, Capital Improvements, Maintenance Stations. See Table 1, (below) and *Alternative 1 "Build"* (page 7) for additional programming information.

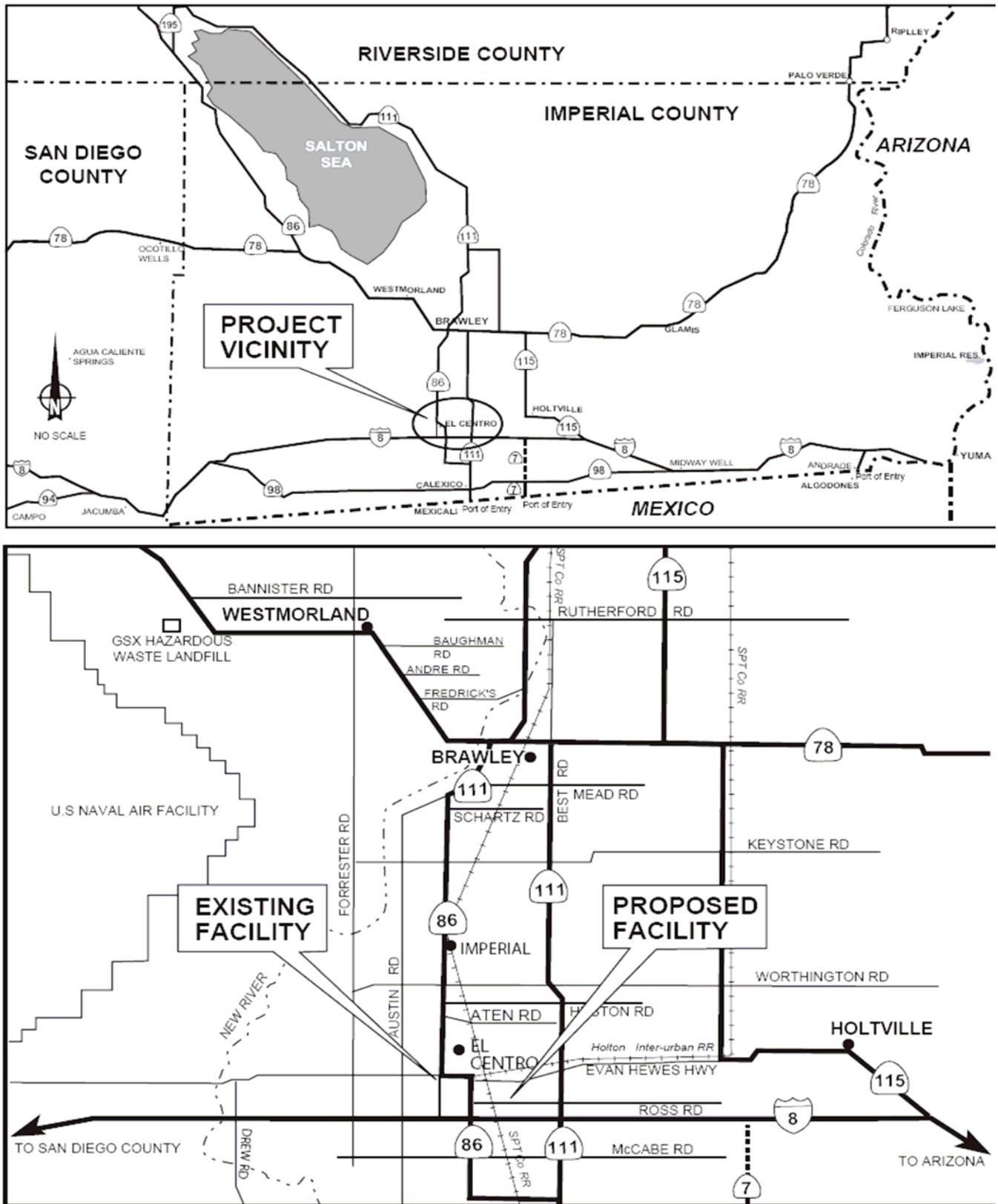


Figure 1
El Centro Maintenance Relocation Project Location and Vicinity Map

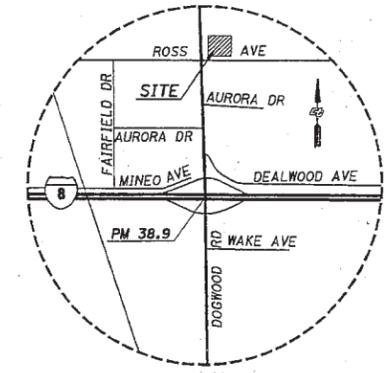
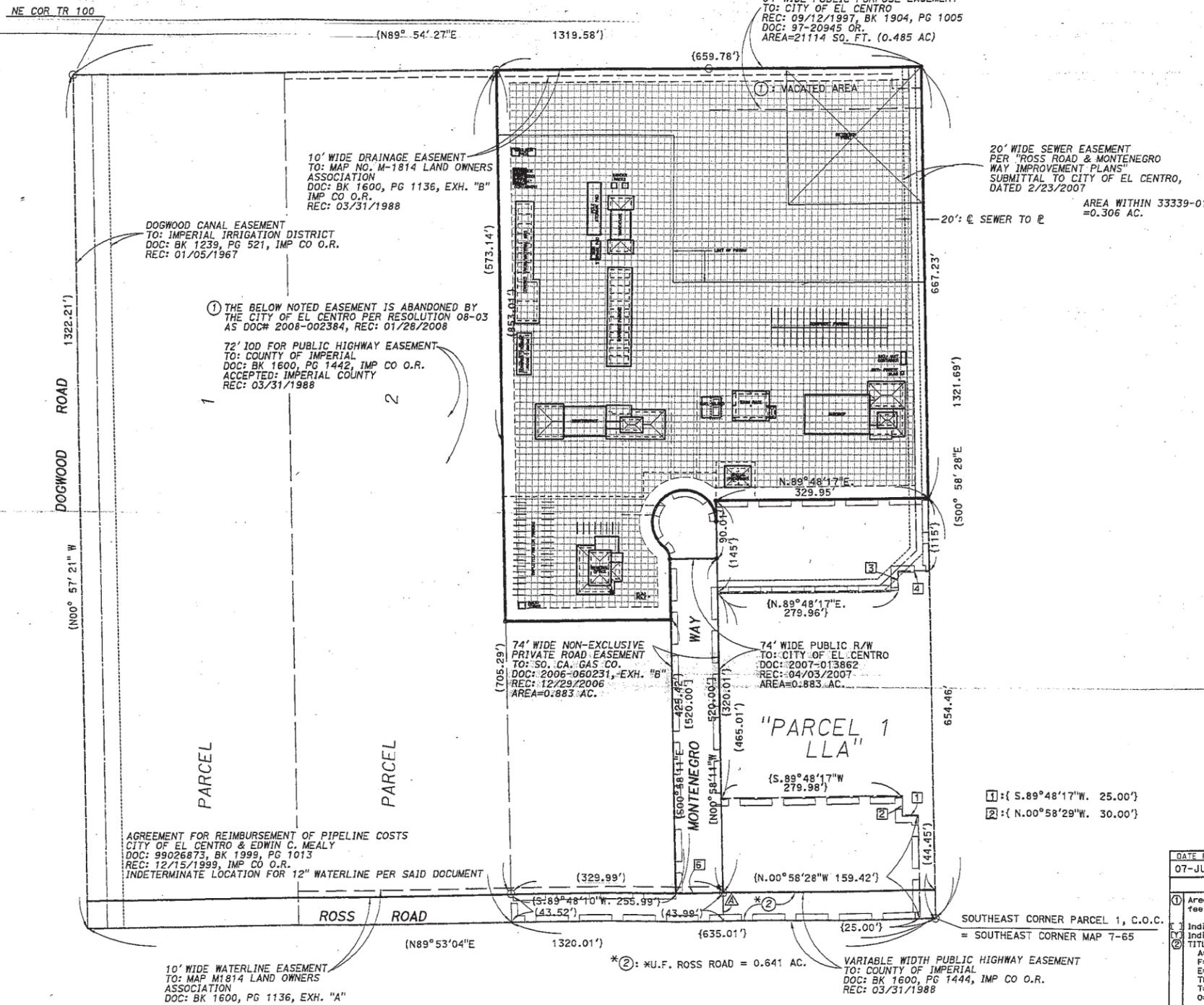
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CITY OF EL CENTRO
T 16 S, R 14 E, SAN BERNARDINO MERIDIAN

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this map.

① THE BELOW NOTED EASEMENT IS ABANDONED BY THE CITY OF EL CENTRO PER RESOLUTION 08-03 AS DOC# 2008-002384, REC: 01/28/2008

64' WIDE PUBLIC PURPOSE EASEMENT TO: CITY OF EL CENTRO REC: 09/12/1997, BK 1904, PG 1005 DOC: 97-20945 OR. AREA=21114 SQ. FT. (0.485 AC)



VICINITY MAP
NO SCALE

NOTES:

OWNERSHIP LINES AND SEWER ALIGNMENT ARE BASED ON A "CERTIFICATE OF COMPLIANCE" AND "ROSS ROAD AND MONTENEGRO WAY IMPROVEMENT PLANS" SUBMITTALS BY JBL ASSOC. [TIMOTHY B. JONES, RCE 36667/LS 5926] TO THE CITY OF EL CENTRO. A 20' WIDE EASEMENT IS PLANNED TO ACCOMMODATE THE ABOVE SEWER ALIGNMENT; ACCEPTANCE OF SAID EASEMENT BY I.I.D. OR APPROVAL OF ITS DESIGN BY IMP. CO. HAS NOT BEEN VERIFIED.

{ } = REC. DATA PER LOT LINE ADJUSTMENT/C.O.C. SUBMITTED TO CITY OF EL CENTRO: 3/06/2007 BY JBL ASSOC.
[] = REC. DATA PER RIGHT OF WAY DEED DOC. 2007-013682
() = REC. DATA PER PM 7-65

AERIAL IMAGERY SHOWN IS ICGIS DERIVED IN 2005 AND IS ONLY INTENDED AS A GENERAL BACKGROUND REFERENCE. SOME FEATURES DEPICTED MAY NOT ACCURATELY REPRESENT CURRENT CONDITIONS.

EL CENTRO MAINTENANCE
STATION L5708

DATE PLOTTED:	TIME PLOTTED:	USER ID:	FILE PATH:
07-JUL-2008	10:17	tbalex	d:\UserData\Work\computer\Buildings\Elcentro\Plans\site08.dgn

GRANTOR NOTES	NOTES
① Areas shown exclude underlying fee in the adjoining public way.	Coordinates and bearings are based on Parcel Map 7-65. Distances and stationing are grid distances. Divide by 1.000077 to obtain ground distances. All distances are in feet unless otherwise noted.
② Indicates Underlying Fee (UF) Area	
③ Indicates Indeterminate UF	
TITLE CODES:	
A=Access Rights Only	
F=Fee	
E=Easement (Ease)	
TCE=Temp Construction Ease	
T=Other Temp Ease (see Remarks)	
O=Other (see Remarks)	

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
APPRAISAL MAP
MAP NO. 20023.1**

FOR PREVIOUS R/W INFORMATION SEE MAP(S) N/A

LEGEND

- Access Prohibited
- Access Superseded
- Existing R/W Superseded
- Access opening (Private)
- (R) Indicates Radial Bearing
- Indicates Found Monument as noted
- Indicates calculated point. (Does not imply monument set)
- Title to State
- Required for Others

TO DESIGN: / / EA(s) 08/2002 F&B

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	IMP	8	38.9	1	1

R/W PROJECT SURVEYOR	DATE	REVISIONS	BY
J.P. SANCHEZ	07-24-07	DEED MAP PRODUCED	J.P. SANCHEZ
J.P. SANCHEZ	12-14-07	ADD SHIR ESMIT SIDELINES	J.P. SANCHEZ
J.P. SANCHEZ	02-25-08	ADD ESMIT VACATION INFO	J.P. SANCHEZ
J.P. SANCHEZ	04-02-08	ADD CORRECT'D. DEDICT'N. MONTENEGRO	J.P. SANCHEZ
J.P. SANCHEZ	06-25-07	DELETE RM33339-02/R/W DEDICT'N ACCEP'T'D	J.P. SANCHEZ

PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted)				REMARKS	
			TOTAL	REQUIRED ① [UF]	EXCESS ① [UF]	REMAINDER		
33339-1	F	TOM & LINDA WATSON F.T.	14.94 Ac	11.13Ac	[0]	N/A	3.81 Ac	TOTAL AND REMAINDER BASED ON "PARCEL 2 - LLA"; INCLUDES U.F. IN ROSS RD. & MONTENEGRO WY.

Figure 2
Site Layout/Appraisal Map

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Table 1 Programming	
Construction	\$ 9,158,000
R/W	\$ 2,625,000
Support	\$ 4,718,000
Total	\$16,501,000

This project is included in the 10-year SHOPP Plan as well as the 10-year Facility Master Plan. This project has been assigned the Project Development Processing Category of 5, having minimal economic, social and environmental significance.

Purpose and Need

Purpose

The purpose of the new maintenance facility is to correct the operational deficiencies of the current facility. The new maintenance station will 1) increase the number and size of structures necessary to conduct the current scope of maintenance work in the region and 2) provide a larger maintenance yard area to accommodate additional equipment storage and efficient vehicle movement.

Need

The need to construct the El Centro Maintenance Station Relocation project is defined by deficiencies in the operational capacity of the current maintenance facility. The current facility must be expanded in order to serve current and projected maintenance needs in Imperial and Riverside Counties.

Current deficiencies:

- The current facility site on 3.2 acres has insufficient capacity to function effectively as a regional maintenance station for Caltrans. Increases to the size of the highway system in the region have led to congestion in personnel, vehicles, and equipment onsite, creating restrictions to vehicle movement and maintenance activities. This congestion will be further exacerbated by the expected transferal of some additional Caltrans vehicle maintenance duties from Riverside County to the El Centro Maintenance Station. An expanded work area will more efficiently accommodate current levels of activity and increases in vehicles on site. The area originally available for work and vehicle movement at the current location has also been reduced with construction of aboveground fuel facilities in 1998.
- Lot size limitations create needed expansion of structures, such as the Region Office.
- The existing facility does not provide sufficient room for fire emergency vehicles to enter and freely maneuver onsite. The current facility is also deficient in the number of existing fire hydrants on site.

Project Description

Caltrans proposes to relocate the existing El Centro Maintenance Station from a site located within a largely residential area of the city of El Centro, near the intersection of SR-86 (Post Mile 8.5) and Adams Avenue, to a new site within an area zoned for Light Industrial uses at 1102 Montenegro Way. Structures at the new facility will be expanded to meet current and projected needs for highway maintenance operations in Imperial County. The new facility will also be constructed on a larger lot than at the current site, thereby providing improved vehicle maneuverability, materials storage capacity and space for structures expansion. The project is currently proposed with one “Build” alternative (Alternative 1) to be constructed in two phases as available funding will allow, and a “No-Build” alternative (Alternative 2).

The currently operating maintenance station near SR-86 and Adams Avenue may remain in use by Caltrans during and after construction of Phase 1 of the new facility (Alternative 1). Relocation of the entire facility will be completed subsequent to finalization of programming for Phase 2. Subsequent to complete relocation of the Maintenance Station, the site of the current facility will be disposed as excess land. No future use by Caltrans or demolition of existing structures are proposed at the existing facility site once relocation of the Maintenance Station to the new site is complete. Environmental review for disposal of the current facility site will be conducted independently of this EIS at a later date.

The proposed maintenance station relocation site is under state ownership and was graded prior to acquisition (Figure 3, pg 8). Two alternatives for this relocation project have been considered and analyzed. Alternative 1 is the “Build” alternative at the proposed new site and includes relocation and reconstruction in two phases of all facilities existing at the current El Centro site. Alternative 2 is the “No Build” alternative. Alternative 1 is proposed for construction in two phases, both of which were designed to allow ongoing highway and vehicle maintenance functions to operate continuously and independently. Costs of the alternatives (and phases) were also compared to programmed funding amounts to determine feasibility of construction and the potential of each to achieve project Purpose and Need objectives.

Comparison of Alternatives

Alternative 1 “Build”

Alternative 1 proposes relocation of the existing maintenance facilities and associated activities to a larger lot, requiring construction of all necessary structures and accommodations at the new site. However, all work proposed for Alternative 1 cannot be constructed with programmed funding amounts. The project will consequently be constructed in two phases, with the second phase to be constructed as funding becomes available (Figure 4, page 12).

The proposed phasing of the facility relocation will increase available space for maintenance activities by constructing new structures and relocating activities associated with highway maintenance in Phase 1. Vehicle maintenance functions will be relocated to the new site in Phase 2. Until funding is programmed for Phase 2, the vehicle maintenance shop with its associated activities and structures will continue operations at the current location during and after construction of Phase 1. Through this phasing, additional space may still be made available for both highway maintenance activities at the new site and, on an interim basis, for vehicle



Looking north along Montenegro Way



Looking Northeast from Montenegro Way



Looking south along Montenegro Way
- Sempra energy is on the right



Looking west from Montenegro Way
- Sempra energy is on the left

Figure 3. Views of Proposed Site

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maintenance activities at the existing site. Upon complete relocation of all maintenance activities, the new 11.13 acre site is expected to provide adequate space for projected levels of needed highway and vehicle maintenance.

Phase 1 construction (see figure 4, page 12):

- Seven acres of paving with full structural section
- 1 acre retention basin (to be constructed in remainder unpaved area)
- Perimeter fence with security gates
- Cul-de-sac at the station's entrance
- All utility connections
- Maintenance office space – supervisor/lead worker office, crew room, locker rooms, showers, restrooms, storage space
- Equipment & storage building space – service bay 25' x 45', 2 storage bays 25' x 45', special crew shop and storage, crew secure storage
- Appurtenant building space – high pressure washer room, sweeper room
- Site appurtenant structures – trash bin pad and walls, wash rack and rinse pads,
- Fuel island pad, materials bins, various other pads
- Maintenance facility equipment - heating, ventilation, & air conditioning (HVAC) systems, oil water separator tank, heaters, dump station, wash rack interceptor, work benches, security gates, fuel dispensing equipment, high pressure washer, standby generator, fire sprinkler system
- Programmed funding for Phase 1 is \$16,501,000 (please Table 1, page 6 for a breakdown of construction, right of way, and support funding)

Additional work to be constructed during Phase 1:

- Landscape treatment along the street frontages, including the use of street trees where appropriate, to both screen the facility and to enhance the visual image of the project. Drought tolerant plant materials will be utilized in all landscape treatments.
- Landscape treatment, including trees, for the space adjacent to the office buildings and parking lot to provide shade and to minimize visual impacts. Landscape treatments used for screening of the yard will not preclude security considerations. For example, dense shrubbery will not be used if it compromises visual surveillance of the facility.
- Construction of a permanent chain link fence around the proposed El Centro Maintenance Station property, subsequent to preliminary vegetation clearance and grading of the site and prior to the start of other construction activities. Construction of the fence on the east side of the maintenance station site will occur first, prior to any other construction activities, except clearing of vegetation and grading.
- Construction of an on-site detention basin in the northeast quadrant of the project site which will connect with the adjacent off-site drainage. This on-site

drainage will involve trenching and installation of a tailwater inlet structure to discharge runoff into the adjacent Imperial Irrigation District drainage.

- Additional stormwater treatment measures may be incorporated into final project design.

Phase 2 construction:

- Shop building space – 4 service bays 25' x 60', supervisor/lead worker office, showers, restrooms, locker room, crew room, storage, parts area
- Shop facility equipment – heating, ventilation, & air conditioning (HVAC) systems, oil water separator tank, heaters, declassification system, work benches, shelving, fire sprinkler system, vehicle lift, crane
- Regional office space – regional manager's office, assistant regional manager's office, superintendent's office, clerical space, conference room, restrooms, storage space.
- Additional programmed funding will be required for construction of Phase 2.

Alternative 2 “No-build”

This alternative would retain the current El Centro Maintenance Station in an “as is” functional condition, subject to increasing constraints on activities due to lack of available space. The proposed relocation site would be retained or disposed as excess land. This alternative would involve no construction costs.

Analysis

After the close of the public review and comment period, all comments received will be considered. Caltrans will subsequently make a final determination of the project's effect on the environment. In accordance with the California Environmental Quality Act (CEQA), Caltrans will prepare an ND if no potential significant adverse impacts are identified.

Alternatives Considered But Eliminated From Further Discussion

No other practical alternatives were identified or considered.

Permits and Approvals Needed

None identified.

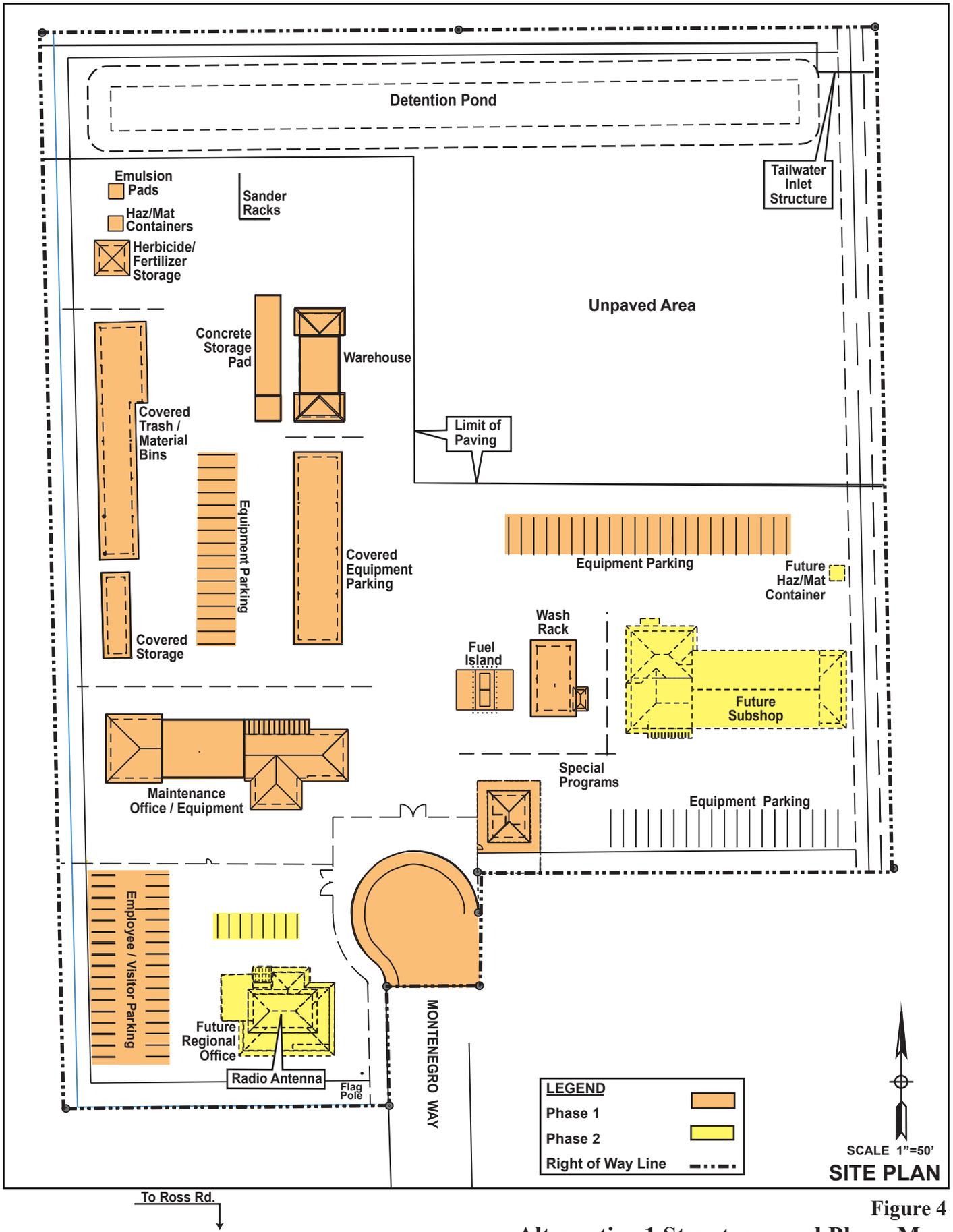


Figure 4
Alternative 1 Structures and Phase Map

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CHAPTER 2 – AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

This Initial Study is prepared in accordance with the California Environmental Quality Act (CEQA), to which the El Centro Maintenance Station Relocation project is subject to review and analysis.

All discussion of environmental resources, consequences and avoidance, minimization, and mitigation measures in the sections below apply to Alternative 1. For Alternative 2, no new environmental consequences occur. Alternative 2 will maintain status quo conditions at the currently operating site and, therefore, no avoidance, minimization, and/or mitigation measures are proposed.

As part of the scoping and environmental analysis conducted for the project, no potential for impacts to the following environmental resources were identified. Consequently, there is no further discussion regarding these issues in this document.

- Agricultural resources
- Recreation
- Geology and soils
- Mineral resources
- Population and Housing

Land Use

Regulatory Setting

The proposed maintenance station relocation is not a transportation facility project. It is therefore neither identified in the Imperial County Transportation Plan nor in Southern California Association of Governments (SCAG) Regional Transportation Plan. Local planning in the vicinity is for development to manufacturing and light industrial uses, according to the El Centro General Plan Land Use and Zoning Maps (Figures 5 and 6, pages 16 and 18).

From the El Centro General Plan:

General Manufacturing: The General Manufacturing land use designation provides for the development of manufacturing process, fabrication, and assembly of goods and materials which do not in their operation or maintenance create offensive, obnoxious, or dangerous conditions which are detectable beyond the boundary of the land use designation borders. Certain outdoor operations are permitted with this land use. A maximum floor area ratio of 0.45:1 is allowed.

Affected Environment

The proposed relocation site is currently vacant in an unused, graded condition. Land use in the vicinity was formerly agricultural but has transitioned to non-agricultural and non-residential use. The proposed relocation site is not adjacent to or in close proximity to sites used as schools

or centers of commercial or civic activity. Gomez Park is located west of Dogwood Road and is less than one mile distant.

Environmental consequences

Relocation of the maintenance station to the new site (Alternative 1) is not expected to influence adjacent property values nor affect land use in the vicinity. Land use will be consistent with current El Centro zoning and land use policy for the vicinity. No conflicts with land use will occur with residences, schools, parks or hospitals. The level of traffic generated by operation of the maintenance facility is not expected to contribute to land use or access conflicts with Sempra Energy or other adjacent land uses.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures for land use have been determined to be necessary.

Community Impacts

Operations at the proposed relocation site are not expected to produce community impacts to residential areas, schools or centers of commercial and civic activity. Access to the new site does not cross pedestrian routes to these areas. Gomez Park is the nearest public park and is located less than one mile west of Dogwood Road. Caltrans will share access with the adjacent Sempra Energy facility from Montenegro Way, which will terminate in a cul-de-sac to be constructed by Caltrans. Local increases to traffic generated with relocation of the maintenance station are not expected to create access conflicts or increased commute times in the region. Relocation will reduce levels of noise and traffic activity in the residential neighborhood of the existing facility, an effect which is anticipated to have a beneficial community impact.

No mitigation measures have been determined to be necessary.

Utilities/Emergency Services

Prior to acquisition by Caltrans, the previous owner of the currently-proposed site arranged for the parcel to be configured to its current shape, as well as for the installation of utilities, fire hydrants and the termination of Montenegro Way in order to facilitate construction of a cul-de-sac and improved emergency access to the site. Access and maneuverability of emergency vehicles onsite would be improved with the larger lot configuration. The City of El Centro has also vacated its proposal to construct a street through the site.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Local increases to traffic generated with relocation of the maintenance station are not expected to create traffic congestion or conflicts with bicycle and pedestrian traffic. No conflicts with public transit are expected.

FIGURE LU-1
LAND USE POLICY MAP
 EL CENTRO GENERAL PLAN

- LEGEND**
- CITY BOUNDARY
 - - - SPHERE OF INFLUENCE
- LAND USE DESIGNATIONS**
- RURAL RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH-MEDIUM DENSITY RESIDENTIAL
 - GENERAL COMMERCIAL
 - TOURIST COMMERCIAL
 - DOWNTOWN COMMERCIAL
 - GENERAL INDUSTRIAL
 - PLANNED INDUSTRIAL
 - CIVIC
 - PUBLIC
- SYMBOLS**
- (E) (I) (H) SCHOOLS
 - (P) PARKS
 - (L) LIBRARY
 - (H) HOSPITAL
 - (FD) FIRE DEPARTMENT
 - (PD) POLICE DEPARTMENT
 - (PO) POST OFFICE
 - (WP) WATER PLANT
 - (SP) SEWER PLANT
 - (M) MUSEUM
 - (C) CEMETERY
 - (G) OTHER GOVERNMENTAL

SOURCES: CITY OF EL CENTRO AND
 COTTON/BRIDGES/ASSOCIATES.
 APRIL 2009

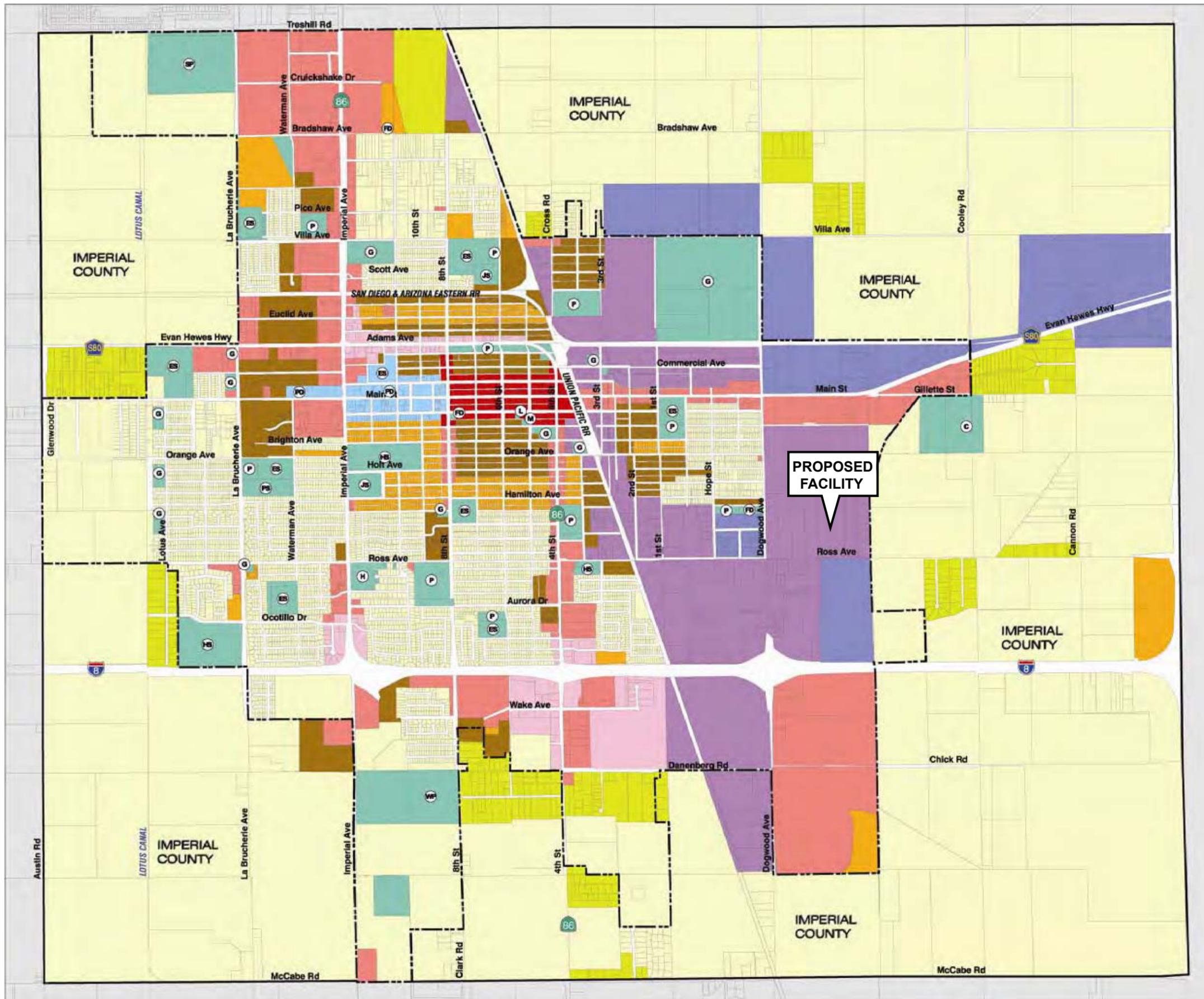
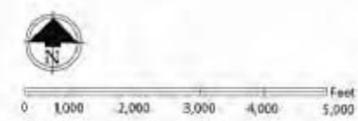


Figure 5
 El Centro General Plan Land Use Map

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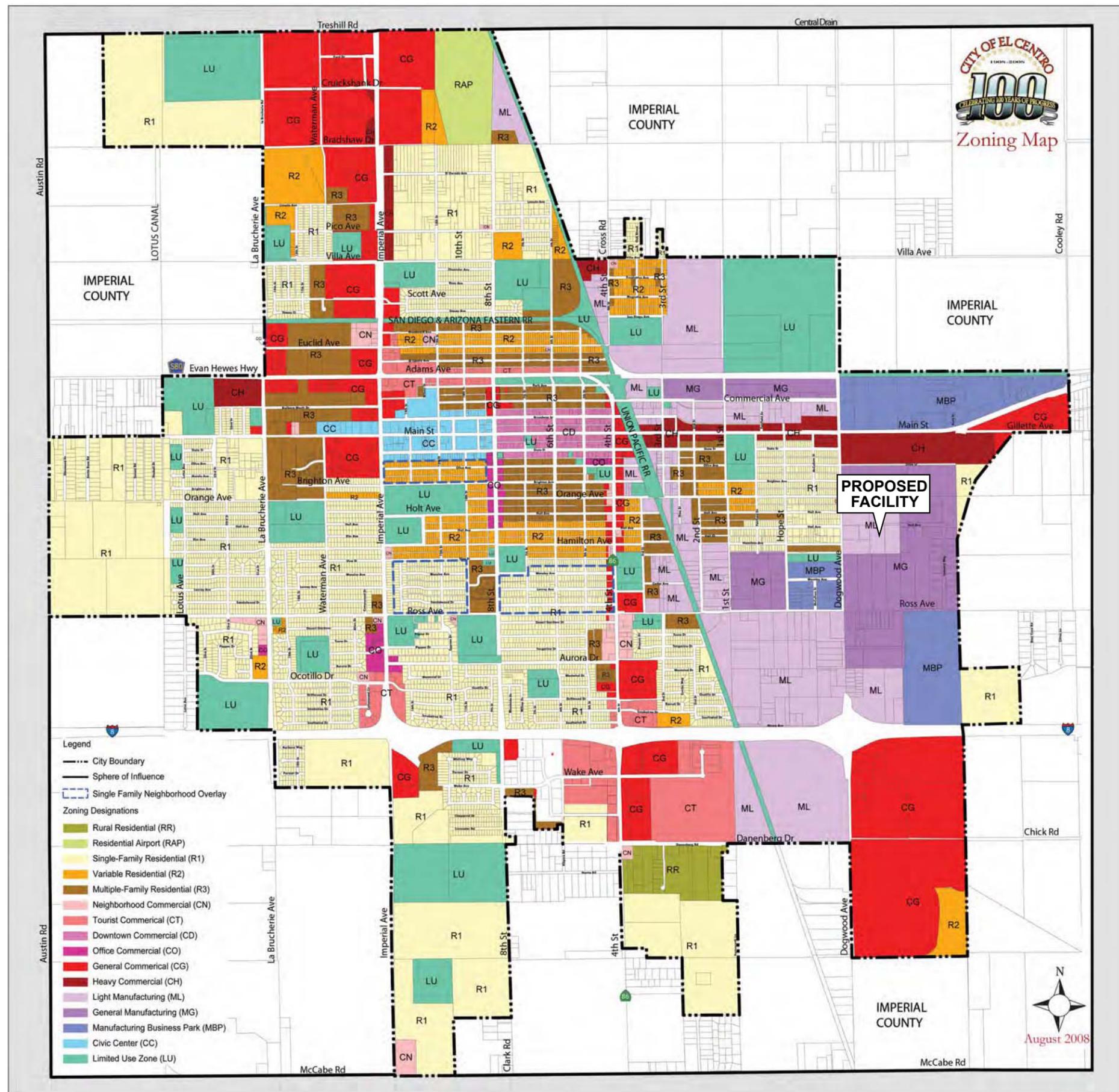


Figure 6
 El Centro Zoning Map

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Visual/Aesthetics

Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities.” (CA Public Resources Code Section 21001[b])

Affected Environment

A Visual Impact Assessment (VIA) for relocation of the El Centro Maintenance station was completed by the District Landscape Architect (DLA) on September 18, 2003. This VIA was prepared for the proposed relocation of the maintenance facility to the preferred site west of Dogwood Avenue, as approved for construction in a Caltrans 2004 Mitigated Negative Declaration (MND). However, the project design and site configuration for the project as proposed in the 2004 MND and as in the currently proposed ND were determined to be very similar. In a memo dated September 4, 2008, the DLA reevaluated the 2003 VIA and reaffirmed the conclusions and recommendations of that study for the current project.

The visual study area for the current project site is comprised by the viewshed from the proposed site, which is situated several hundred feet north of Ross Avenue at the termination of Montenegro Way in El Centro. The existing visual quality of the viewshed at the project site is low, being generally flat and open with little or no vegetation (Figure 3, page 8). Adjacent land uses are vacant or light industrial. The adjacent and nearby light industrial facilities involve structures one or two stories in height including Sempra Energy, situated between the project site and Ross Avenue on the west side of Montenegro Way. On the south side of Ross Road is a mix of older, small commercial and light industrial buildings. A stormwater detention basin on privately-owned property is just south of the project site on the east side of Montenegro Way. A tall radio communications tower is located just south of the detention basin.

Environmental Consequences

The proposed site development will change the visual character of the site and is expected to create low-to-moderate adverse visual impacts. The new maintenance station site will add two-story structures to an area which is partially developed but otherwise characterized as flat and sparsely vegetated. New structures and fencing will obstruct views previously available from Ross Avenue and nearby parcels.

Avoidance, Minimization, and/or Mitigation Measures

The DLA has identified the El Centro Maintenance Station Relocation project as an opportunity to enhance environmental protection. However, due to the relative seclusion of the currently-proposed site compared with the previously-approved site identified in the 2004 MND, visual impacts have now been determined to be non-substantial. Measures listed below will be implemented to avoid and minimize non-substantial visual impacts and otherwise enhance the visual character of the facility. No mitigation for visual and aesthetic impacts will be required.

The following measures will be incorporated into project design:

- Context-sensitive landscape treatment, including tree planting and fencing, will be provided along street frontages to screen and enhance the image of the project.
- Drought tolerant plant materials and low-volume irrigation systems for plant establishment will be incorporated into project design. Minimal long-term watering may be required.
- Shade trees will be incorporated into the project site at appropriate locations.
- Landscape treatment will be provided near the regional office building and visitor parking lot to provide shade and interest and to minimize visual impacts.
- Landscape treatment, planting and irrigation design will be consistent with site soil conditions and other environmental constraints, including local and state water conservation policies.

Specific details of landscape design will be finalized in coordination with the DLA in subsequent phases of the project development process.

Cultural Resources

Regulatory Setting

“Cultural resources” as referred to in this section includes all historical and archaeological resources, regardless of significance. Potential impacts to historical resources are considered in accordance with the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources.

Affected Environment

A Historical Resources Compliance Report (HRCR) was prepared and approved on October 27, 2008 for this project. Preparation of the HRCR involved a document and records search, as well as an intensive photographic survey of the project site done on September 25, 2008. Historical Architectural Historian evaluated Imperial Irrigation District Drain 3H-1 which is located adjacent to the project site. Drain 3H-1 is not considered historical for purposes of CEQA analysis.

Records search included:

- National register of Historic Places (1972-1992, and supplements)
- California Register of Historical Resources (10/1/02)
- California Inventory of Historic Resources (1976)
- California Historical Landmarks (1995, and supplements)
- California Points of Historical Interest (1992, and supplements)
- Archaeological Site Records (SEIC and records in District 12 files)

Environmental Consequences

No historical resources were identified onsite. No cultural resources were determined to be within or adjacent to the area of Potential Effects (APE).

Avoidance, Minimization, and/or Mitigation Measures

None applicable

Water Quality and Storm Water Runoff***Regulatory Setting***

The proposed project site is currently in an open, graded condition. Construction and relocation of the maintenance facility will involve paving approximately 70 percent of the site, creating a potential for accelerated runoff during storm events.

Completion of a Storm Water Data Report (SWDR) will be required to address stormwater runoff effects to local and regional water bodies, including the Salton Sea and the New River. The Colorado River Basin Regional Water Quality Control Board will require a notice of construction for the project.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation for effects to water quality are required. However, avoidance and minimization measures to be implemented for this project include:

- covered areas for:
 - Metal/wood
 - Trash and material bins
 - Equipment parking
- secondary containment for:
 - herbicides, fertilizers
 - hazardous material containers
 - fuel island
 - emulsion pads
- wash rack with water separator
- a Storm Water Pollution Prevention Plan (SWPPP) must be prepared and approved prior to and implemented during construction (required on all Caltrans construction projects disturbing more than 3 acres or adding more than over 1 acre of impervious area)
- implementation of treatment Best Management Practices (BMPs) including:
 - * an onsite detention basin will be constructed in the unpaved northern portion of the site to contain and treat stormwater runoff.
 - * excess storm water flows directed into this basin will be channeled in the adjacent Imperial Irrigation District drain.
 - * open grading areas will require stabilization before the beginning of the rainy season, including before, during and after construction.
 - * other permanent project BMPs which may be selected and incorporated as the project progresses through final planning stages.

With implementation of avoidance and minimization measures, no potential for significant effects to local and regional water bodies is expected. No Clean Water Act section 404 permit is necessary.

Hazardous Waste/Materials

Caltrans District 11 Environmental Engineering branch conducted an in-house database search and an initial site investigation (ISA) for the proposed project and determined that encounter of hazardous waste or materials during construction is not anticipated. Hazardous waste and hazardous materials issues arising from operations at the new facility are also not anticipated. Handling and disposal of hazardous materials generated by normal operations will be in accordance with all relevant local, state and federal laws. Proposed above-ground fuel tanks and hazmat containers will have secondary containment to prevent contamination of the environment.

Air Quality

Regulatory Setting

This project does not involve a transportation facility and is not listed in the Regional Transportation Plan (RTP). This project is also not a federal action and is not subject to conformity analysis under the Clean Air Act. Relocation of the maintenance station to the new site is not expected to conflict with implementation of any local or regional air quality plan, including the State Implementation Plan. It also will not violate the California Clean Air Act of 1988 or any air quality standard, nor contribute substantially to an existing or projected air quality violation. The project can reasonably be expected to result in a slightly lowered potential for air quality impacts to sensitive receptors in the vicinity of the current facility.

Affected Environment

The climate in Imperial County is characteristically hot and dry, ranging from lows in the mid 30's in January to highs of 110+ in July and August (mean temperatures: low-55.0; high-89.6), with little moisture (average annual rainfall: 2.92 inches; 25 percent average relative humidity). Imperial County is in non-attainment for ozone and PM₁₀. The proposed project location is a cleared and graded site zoned for light industrial uses within the city.

Environmental Consequences

No net increase in traffic levels on local, state or federal roadways, as well as any increased contribution to long-term degradation of regional air quality, are anticipated as the result of relocating the El Centro Maintenance Station. Levels of emissions-producing activities are expected to generally remain the same or increase in proportion to increases in highway miles constructed. Regardless of location, air quality effects produced are thus anticipated to be about the same for the region over time. As noted above, slight improvements to air quality may be expected in the vicinity of the existing facility which is situated near residential areas. The proposed facility will redirect operations-related traffic away from sensitive receptors and to an area designated within the city of El Centro Land Use Policy Map as General Industrial. Potential for short-term degradation of local air quality exists during construction with anticipated construction dust and vehicle emissions.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans vehicles utilized in normal maintenance site operations are maintained in compliance with all air quality regulations. Construction activities at the new site must be in accordance with a developed dust control plan to be submitted to the Imperial County Air Pollution Control District. The construction contractor shall comply with applicable sections of Caltrans' Standard Specifications which address construction dust control and air pollution control.

Measures to minimize short-term air quality degradation during construction may involve any or all of the following:

- Water or dust palliative will be applied to the site and equipment as frequently as necessary to control fugitive dust emissions.
- Soil binder will be spread on any unpaved roads used for construction purposes, and all project construction parking areas.
- Trucks will be washed off as they leave the right of way as necessary to control fugitive dust emissions.
- Construction equipment and vehicles shall be properly tuned and maintained. Low-sulfur fuel shall be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.
- Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate during transportation.
- Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.
- To the extent feasible, route and schedule construction traffic to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.

Noise

Several site visits were made to the proposed maintenance station site which is currently in an open, vacant condition. No sensitive receptors such as residences, schools, parks, or hospitals exist within approximately 1000 feet of the proposed site. Nearby businesses include Sempra Energy and other light industrial or manufacturing facilities, typical of local zoning and land use planning in this vicinity.

A quantitative noise analysis was determined to be unnecessary due to the absence of nearby sensitive receptors. A qualitative assessment of ambient noise levels at the proposed site was conducted during business hours by the District Environmental Coordinator in order to compare estimates of current and future noise levels. Nearby businesses produce generally low to

periodically moderate noise levels. Ross Avenue is about 400+ feet from the site and noise levels reaching the site also appear to be low to moderate.

Operation of the new facility can be expected to produce perceptible increases in ambient noise levels, but these are also estimated to be generally low and periodically moderate. The contribution of the new facility to cumulative long-term noise effects in the vicinity was determined to not likely exceed those appropriate for local zoning. Construction activities at the proposed site may be expected to produce temporary noise effects which may range from low to occasionally high. Construction and operational noise effects are anticipated to be less than significant. No avoidance, minimization or mitigation measures were determined to be necessary.

Biological Resources

Natural habitat within the proposed work area is generally low in quality, consisting primarily of bare ground with sparse vegetation, including brittlebush (*Encelia farinosa*). A vegetated unlined drainage canal, which is a tributary to the Lateral Dogwood Canal, exists adjacent to the project site. Habitat within the vicinity but outside Caltrans right-of-way is similar in quality, characterized by light industrial development and vacant former agricultural land.

Caltrans District biologists conducted field surveys at the site on August 21, 2008. Six burrowing owls (*Athene cunicularia*), a state-listed species of concern, were observed at that time to be on and in the vicinity of the proposed project site. Burrowing owls were also observed at the entrances of burrows in the banks of the drainage canal adjacent to the site. Owls in the presence of burrows indicate the probability of active nesting at these locations. Construction activities directly impacting or in proximity to owl burrows may potentially interrupt breeding behavior for owls. Accordingly, Caltrans will implement avoidance and minimization measures to reduce the potential for construction impacts to burrowing owls and the surrounding environment to less than significant during construction.

Required measures:

- The Construction Engineer will coordinate with Caltrans biologists to conduct pre-construction surveys for the burrowing owl to ensure no burrowing owls or burrows are present onsite during construction.
- Work will not occur within 20 feet where burrowing owls or burrows are present to avoid disturbance to burrowing owls. These areas shall be designated as an Environmentally Sensitive Area (ESA).
- Work will start between September 1 and January 31, which is outside of the nesting season of the burrowing owl. Work to occur outside of the nesting season includes vegetation clearing and grading of the site, to prevent any potential nesting within the project area; installation of the perimeter property chain link fence, to prevent any work from occurring near the burrows; and installation of the channel and culvert, to minimize impacts during the breeding season. Should any additional owls or potential burrows be found,

appropriate measures will be implemented to prevent harm or harassment to the species (e.g., designation of the area as an ESA, temporary work closures around the immediate area, installing hay bales or other visual barriers between the owls and the maintenance work, or staking or flagging near the burrow).

- Directing debris and runoff, occurring during construction and subsequent operational activities, away from any drainages and culverts to prevent deposition into waterways. Additionally, the disposal of materials should be performed in a manner.
- If any nighttime work is necessary, directing project lighting onto the construction site and away from the adjacent environmentally sensitive areas (ESAs). Light glare shields may also be used to reduce the extent of illumination.

Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the specific impacts of an individual project. Cumulative impacts can result from individually minor, but collectively substantial impacts occurring over a period of time. With the exception of visual impacts, all contributions to cumulative effects to resources resulting from the proposed El Centro Maintenance Station Relocation project are expected to be not significant or less than significant.

The proposed maintenance station site and its vicinity are former agricultural lands planned for development and currently in a partially developed condition. Active farm operations are still ongoing on fields approximately 1000 feet to the southeast of the proposed site. The project site and the surrounding area, designated as General Industrial in the El Centro General Plan, will transition to a primarily developed visual condition upon construction of the new facility, significantly affecting the visual character of the area. Mitigation measures described in the Visual section XX of this document are expected to reduce to less than significant both the project-specific and cumulative visual effects of the proposed project.

Climate Change

Operations-related greenhouse gas (GHG) emissions resulting from vehicular activity are expected to occur at the new facility. Vehicular activity is mainly characterized by employee travel, maintenance vehicles entering and leaving the site and activities related to on-site vehicle repair. No long-term increases to GHG emissions are expected as the result of facility relocation, since levels of GHG emissions-related activity will remain the same, regardless of location.

Regardless of facility location, increases to GHG emissions may be expected to occur as the result of future expansions to the highway system and an anticipated transfer of additional vehicle maintenance responsibilities from Caltrans District 8 in Riverside County. Temporary

increases in GHG emissions are also expected to occur in relation to project construction. Accurate modeling of project-specific GHG emissions levels, including those for carbon dioxide, is limited.

Nevertheless, Caltrans acknowledges current concerns regarding the relationship between GHG emissions and global climate change. Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Caltrans continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governor's Executive Orders and help achieve the targets set forth in AB 32. Many of the strategies that the Department is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Governor Schwarzenegger's Strategic Growth Plan calls for a \$238.6 billion infrastructure improvement program to fortify the State's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding through 2016. As shown in Figure 2.21-3, the Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that together yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

As part of the Climate Action Program at Caltrans (December 2006, <http://www.dot.ca.gov/docs/ClimateReport.pdf>), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks. Caltrans is doing this by supporting ongoing research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by the USEPA and CARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at UC Davis.

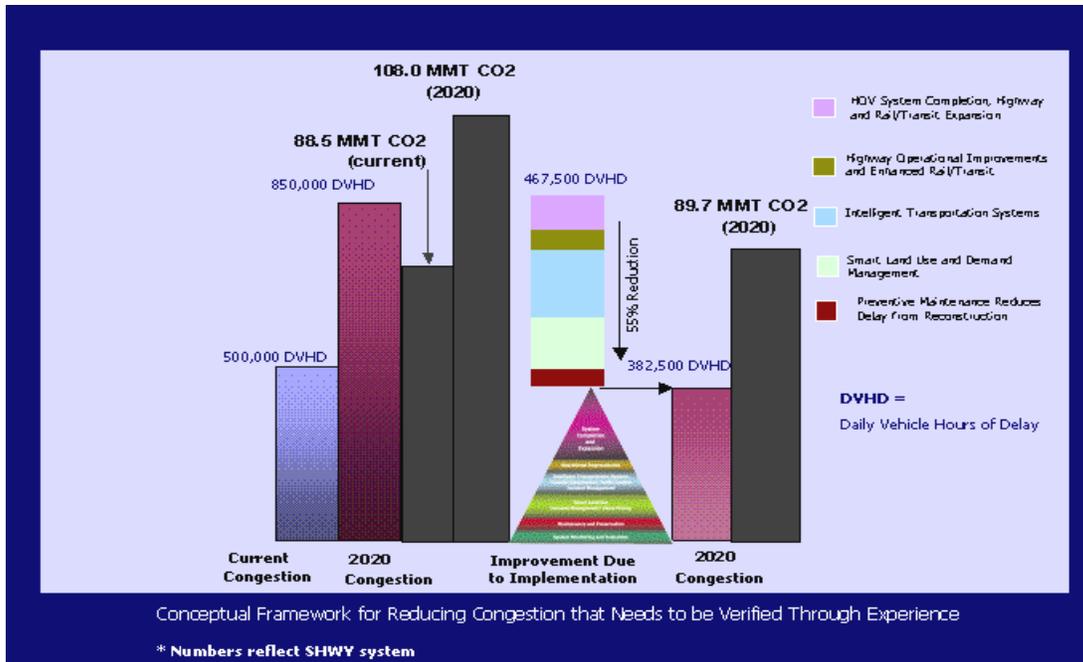


Figure 7. Outcome of Strategic Growth Plan

Additionally, buildings at the proposed El Centro Maintenance Station are being planned and designed to achieve Leadership in Energy and Environmental Design (LEED) certification from the United States Green Building Council. The Governor's Green Building Executive Order requires a 20 percent energy reduction in state-owned facilities by 2015. The Executive Order directs state agencies to use a variety of measures to achieve those energy savings including "designing, constructing and operating all new and renovated state-owned facilities, paid for with state funds, as LEED Silver or higher accredited buildings" The achievement of LEED certification will help ensure energy efficiencies in resource design and construction, as well as the implementation of persistent energy resource conservation measures at the new facility. LEED certification may also be expected to reduce consumption of GHG-producing carbon-based fuels, which generate more than 76 percent of electrical energy consumed in Imperial County.

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CHAPTER 3 – COMMENTS AND COORDINATION

Relocation of the existing El Centro Maintenance Station to another site in El Centro west of Dogwood Road was previously proposed in 2003. A Draft Mitigated Negative Declaration (MND) was prepared for that proposed project and circulated for public review and comment between December 20, 2003 and January 20, 2004. A Final MND was subsequently approved on February 13, 2004.

No major issues or controversies were identified during public circulation of the 2004 Draft MND. No substantive comments were received. The city of El Centro has withdrawn plans to construct a roadway through the project site.

The scope of the relocation project remains essentially unchanged and no other advance coordination has been conducted prior to the 30-day Public Review and Comment period currently underway. Notice of the availability of this Draft ND for public review and comment is being made in the Imperial Valley Press and copies are being made available for public review at the El Centro Public Library and the El Centro department of Public Works, Engineering and Building. For additional information on current public review and interagency coordination, please see Chapter 5, page 34.

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CHAPTER 4 – LIST OF PREPARERS

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Galloway, Michael - Associate Environmental Planner (Natural Sciences). District Biologist and preparer of the Natural Environment Study; Master of Arts (M.A.) Marine Biology, San Francisco State University; 11 years experience in environmental analysis and the preparation of biological technical reports.

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Pan, Yi - Transportation Engineer, Storm Water Management staff engineer and primary preparer of the Water Quality and NPDES Study; Master of Science (M.S.) Environmental Engineering, University of Southern California; 10 years in water and wastewater management with Caltrans; six and one-half years in water quality control with RWQCB.

Pound, David M. - Senior Transportation Engineer. Project Manager, Bachelors of Science (B.S.) in Civil Engineering, San Diego State University; registered Civil Engineer in 1991, 22 years experience in project development at Caltrans.

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Trudell, Michelle - Associate Environmental Planner. Community Impact Assessment Specialist, Bachelor of Arts (B.A.) Environmental Studies - UC Santa Barbara; M.A. City Planning - San Diego State University; 12 years environmental analysis with Caltrans.

Vermeulen, Diane - Environmental Engineer. Hazardous Waste review for the project; Bachelors of Science (B.S.) Civil Engineer, SDSU; 13 years experience in hazardous waste analysis.

CHAPTER 5 – DISTRIBUTION LIST

Elected Officials

Ben Solomon
Mayor of El Centro
1275 Main Street
El Centro CA 92243

Honorable Manuel Perez
Assemblyman, District 80
1450 South Imperial Ave
El Centro, CA 92243

Honorable Denise Moreno
Ducheny
40th Senate District
1224 State Street
Suite D
El Centro, CA 92243

Imperial Valley Association
of Governments
940 West Main Street
Suite 208, El Centro, CA
92243

Imperial County
Board of Supervisors
Suite 212
940 W. Main Street
El Centro, CA 92243

Agencies

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El Centro Fire Department
775 State St., El Centro
El Centro, CA 92243

Marcela Piedra
Director of Economic
Development
City of El Centro
1275 Main Street
El Centro, CA 92243

Rubén A. Duran
City Manager
City of El Centro
1275 Main Street
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Terry Hagen
Director of Public Works
City of El Centro
1275 Main Street
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Norma Villicaña
Director of Planning &
Zoning
City of El Centro
1275 Main Street
El Centro, CA 92243

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El Centro Police Department
150 North Street
El Centro, CA 92243

Thomas Brinkerhoff
Air Pollution Control District
County of Imperial
150 S. 9th Street
El Centro, CA 92243

California Dept of Fish &
Game
78078 Country Club Drive,
Suite 109
Bermuda Dunes, CA
92203

Jurg Heuberger, Director
Imperial County Planning
& Development Services
Department
801 Main Street
El Centro, CA 92243-2811

Governor's Office of
Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

James Burns
Chief Deputy Sheriff
328 Applestill Road
El Centro, CA 92243

Water Quality Control Board
Colorado River Basin Region
73-720 Fred Waring Drive,
Suite 100
Palm Desert, CA 92260

El Centro Public Library
539 State St.
El Centro, CA 92243

Interested Businesses & Organizations

San Diego Gas & Electric
1425 W. Main St.
El Centro, CA 92243

Imperial Valley Press
205 N. 8th St.
El Centro, CA 92243

Ross Industrial Park, LTD
598 E. 5th Avenue
San Diego, CA 92103

McNeece Bros. Oil
Company, Inc
PO Box 1280
El Centro, CA 92244

Interested Citizens

Edwin C. and Mary C. Mealy
1805 Bass Cove Rd..
El Centro, CA 92243

Don E. and Evangelina Lewis
The Water TR
796 W. Carter Road
Brawley, CA 92227

Thomas and Nancy Wise
Trust
4496 Brandt Road
Brawley, CA 92227

Watson, Thomas D. Jr
Tr *etal*
2371 Desert Gardens Dr.
El Centro, Ca 92243

APPENDIX A

CEQA Environmental Checklist

Project Title: EL CENTRO MAINTENANCE STATION RELOCATION

Lead Agency:

California Department of Transportation

District 11
4050 Taylor Street
San Diego, CA 92110

Contact: Dave Nagy, Senior Environmental Planner (619) 688-0224

Dist.-Co.-Rte.: 11-IMP-L5708 **P.M/P.M.:** Off - Highway **E.A.:** 076700

Project location: 1102 Montenegro Way, El Centro, CA See Figure 1 of the Initial Study

Description of project: This project proposes to relocate in two stages the existing El Centro Maintenance Station from an inadequately-sized site to a new site zoned for commercial/industrial development in the city of El Centro, California. See Chapter 1 of the Initial Study for additional project description details.

Other public agencies whose approval is required:

The city of El Centro will require building and air quality (construction) permits.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

See page 20 of the IS for details

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

- a) 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?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

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

No farmland or farming activities will be impacted by this project.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- d) Expose sensitive receptors to substantial pollutant concentrations?
- e) Create objectionable odors affecting a substantial number of people?

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

See page 23 of the IS for details

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

See page 25 of the IS for details

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

See page 21 of the IS for details

VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a 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 Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Facility will be constructed in accordance with all local and state seismic safety laws and standards.

VII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

See page 23 of the IS for details

VIII. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 level (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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

See page 22 of the IS for details

IX. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No potential exists for impacts to mineral resources.

XI. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

See page 24 of the IS for details

XII. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. PUBLIC SERVICES:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Police protection?

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Project will improve emergency access

XIV. RECREATION:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No potential exists for impacts to recreation.

XV. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

See page 15 of the IS for details

XVI. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

See page 15 of the IS for details

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

APPENDIX B

Appendix C

List of Figures

Figure 1. Project Location and Vicinity Map, page 3

Figure 2. Site Layout Map, page 5

Figure 3. Views of Proposed Site, page 9

Figure 4. Alternative 1 Structures and Phase Map, page 13

Figure 5. El Centro General Plan Land Use Map, page 17

Figure 6. El Centro Zoning Map, page 19

Figure 7. Outcome of Strategic Growth Plan, page 29

Appendix D

**EI Centro Maintenance Station Relocation
Environmental Commitments Record
EA 076701**

District 11 Environmental Division
619-688-0149

December, 2009
11-IMP-M5708

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
				Initial	Date		Initial	Date
Design Kick-off	Project Manager	Beginning of 1 phase						
Pre-Log-In Review	Design	80% Plans						
Environmental PS&E Review	Environmental Coordinator	District PS&E Circulation						
In-House Preconstruction Meeting	Project Manager	Contract Award						
Transfer Resident Engineer Book	Project Engineer	Preconst Meeting						
Prejob Meeting with Contractor	Construction	Beginning of Construction						
Environmental Compliance Review	Construction	Safety Review						
Design Features Memorandum	Construction / Design	Post Construction						
Hazardous Waste								
Handling and disposal of hazardous materials generated by normal operations will be in accordance with all relevant local, state and federal laws.	Construction RE							
Above-ground fuel tanks and hazmat containers will have secondary containment to prevent contamination of the environment.	Construction RE							

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
				Initial	Date		Initial	Date
Biological Resources								
for any work to occur between Febraury 1 and August 31, the Construction Engineer will coordinate with Caltrans biologists at least 10 days in advance to conduct pre-construction surveys for the burrowing owl.	Construction RE							
	District Biologist							
Work will not occur within 20 feet where burrowing owls or burrows are present to avoid disturbance to burrowing owls. These areas shall be designated as an Environmentally Sensitive Area (ESA).	Construction RE							
Work to occur Febraury 1 and August 31 should include vegetation clearing and grading of the site (to prevent any potential nesting within the project area); installation of perimeter fencing (to prevent any work from occurring near the burrows); and installation of the drainage channel and culvert in the northeast portion of the site (to minimize impacts in the adjacent drainage ditch during the breeding season).	Construction RE							

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
				Initial	Date		Initial	Date
Biological Resources								
Additional measures may be required if owls or potential burrows are found onsite, (e.g., temporary work closures around the immediate area, installing hay bales or other visual barriers between the owls and the maintenance work, or staking or flagging near the burrow).	Construction RE							
If any nighttime work is necessary, directing project lighting onto the construction site and away from the adjacent environmentally sensitive areas (ESAs). Light glare shields may also be used to reduce the extent of illumination.	Construction RE							
Directing debris and runoff, occurring during construction and subsequent operational activities, away from any drainages and culverts to prevent deposition into waterways. Additionally, the disposal of materials should be performed in a manner that will minimize unnecessary impacts to the environment.	Construction RE							

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
				Initial	Date		Initial	Date
Water Quality								
A short form Storm Water Data Report (SWDR) must be submitted to the D11 NPDES engineer for review. A Storm Water Pollution Prevention Plan (SWPPP) must be prepared & approved prior to and implemented during construction.	Construction RE							
Stormwater flows in excess of the design flows will be channeled into the adjacent Imperial Irrigation District drain.	Construction RE							
Treatment Best Management Practices (BMPs) will be selected and designed as the project progresses through the planning and final design stages.	Construction RE							
Open grading areas will require stabilization before the beginning of the rainy season, before, during and after construction.	Construction RE							
Biofiltration strips or swales will be considered and addressed as permanent features of the project.	Construction RE							
An onsite detention basin will be constructed in the unpaved area of the site to contain runoff.	Construction RE							

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
Water Quality								
				Initial	Date		Initial	Date
<p>The following areas will be covered:</p> <ul style="list-style-type: none"> - Metal & wood storage - Trash and material bins - Equipment parking 								
<p>Secondary containment will be provided for:</p> <ul style="list-style-type: none"> - Herbicide & fertilizer storage - Hazardous material containers - Fuel Island - Emulsion pads 								
<p>Washrack will have a water separator.</p>								
Visual/Aesthetics								
<p>Context-sensitive landscape treatment, including tree planting and fencing, will be provided along street frontages to screen and enhance the image of the project.</p>	<p>Construction RE</p>							
<p>Shade trees will be incorporated into the project site at appropriate locations.</p>	<p>Construction RE</p>							

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
Visual/Aesthetics								
Landscape treatment will be provided near the regional office building and visitor parking lot to provide shade and interest and to minimize visual impacts.	Construction RE							
Drought tolerant plant materials and low-volume irrigation systems for plant establishment will be incorporated into project design. Minimal long-term watering may be required.	Construction RE							
Landscape treatment, planting and irrigation design will be consistent with site soil conditions and other environmental constraints, including local and state water conservation policies.	Construction RE							
Specific details of landscape design will be finalized in coordination with the DLA in subsequent phases of the project development process.	Maintenance/ Design							
	District Landscape Architect							

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
				Initial	Date		Initial	Date
Air Quality								
The construction contractor shall comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999).	Construction RE							
Construction must be permitted by the Imperial County Air Pollution Control District	Construction RE							

December, 2009	El Centro Maintenance Station Relocation				EA 076701
Full Name	Title	Phone Number	Assigned to Project	Transferred from Project	Remarks
		619	Date	Date	
Alex Garcia	Design Engineer	688-3394			
Dave Pound	Project Manager	688-3368			
Mike Brewster	Environmental Coordination	688-0149			
Dave Nagy	Environmental Senior	688-0224			
Jeff Bentz	Landscape Architect	220-5434	8/11/2008		
Diane Vermeulen	Environmental Engineer	688-3148	8/11/2008		
Jayne Dowda	Env. Engineering Mgr	688-0182	8/11/2008		
Michael Galloway	District Biologist	688-0189	8/11/2008		
Debra Dominici	Cultural Resources	688-0187	8/11/2008		
Thuong Ton	Hydraulics/Floodplain	688-6615	8/11/2008		
Yi Pan	NPDES	688-6763	8/11/2008		
Michelle Trudell	Socioec. & Permits	688-0119	8/11/2008		

