PROJECT REPORT

TO: ENVIRONMENTAL EVALUATION COMMITTEE **AGENDA DATE: July 29, 2021**

FROM: PLANNING & DEVELOPMENT SERVICES **AGENDA TIME: 1:30 PM / No. 2**

PROJECT TYPE: CUP #19-0023 B.E.E. Transport Inc. SUPERVISOR DIST #5

LOCATION: 660 Kloke Rd., Calexico CA APN: 059-020-017 PARCEL SIZE: +/- 8.4 AC

GENERAL PLAN (existing) Urban GENERAL PLAN (proposed) N/A

ZONE (existing) M-1 (Light Industrial) ZONE (proposed) N/A

GENERAL PLAN FINDINGS ☒ CONSISTENT ☐ INCONSISTENT ☐ MAY BE/FINDINGS

PLANNING COMMISSION DECISION: HEARING DATE: _____

☐ APPROVED ☐ DENIED ☐ OTHER

PLANNING DIRECTORS DECISION: HEARING DATE: _____

☐ APPROVED ☐ DENIED ☐ OTHER

ENVIROMENTAL EVALUATION COMMITTEE DECISION: HEARING DATE: 07/29/2021

INITIAL STUDY: #19-0027

☐ NEGATIVE DECLARATION ☐ MITIGATED NEGATIVE DECLARATION ☐ EIR

DEPARTMENTAL REPORTS / APPROVALS:

PUBLIC WORKS	☐	NONE	☒	ATTACHED
AG. COMMISSIONER	☐	NONE	☒	ATTACHED
APCD	☐	NONE	☒	ATTACHED
DEH/EHS	☐	NONE	☐	ATTACHED
FIRE/OES	☐	NONE	☒	ATTACHED

OTHER: Quechan Historic Preservation, Imperial Irrigation District

REQUESTED ACTION:

(See Attached)

☐ NEGATIVE DECLARATION
☐ MITIGATED NEGATIVE DECLARATION

Initial Study & Environmental Analysis
For:

Conditional Use Permit #19-0023
Initial Study #19-0027
B. E. E. Transport, Inc.

Prepared By:

COUNTY OF IMPERIAL
Planning & Development Services Department
801 Main Street
El Centro, CA 92243
(442) 265-1736
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(July 2021)

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SECTION 1
INTRODUCTION

A. PURPOSE

This document is a ☐ policy-level, ☒ project level Initial Study for evaluation of potential environmental impacts resulting with the proposed Conditional Use Permit #19-0023, where the intent of the project is to build and operate a trucking terminal for two trucks from the property. (Refer to Exhibit "A" & "B").

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REQUIREMENTS AND THE IMPERIAL COUNTY'S GUIDELINES FOR IMPLEMENTING CEQA

As defined by Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines and Section 7 of the County's "CEQA Regulations Guidelines for the Implementation of CEQA, as amended", an **Initial Study** is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration, or Mitigated Negative Declaration would be appropriate for providing the necessary environmental documentation and clearance for any proposed project.

☐ According to Section 15065, an **EIR** is deemed appropriate for a particular proposal if the following conditions occur:

- The proposal has the potential to substantially degrade quality of the environment.
- The proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposal has possible environmental effects that are individually limited but cumulatively considerable.
- The proposal could cause direct or indirect adverse effects on human beings.

☐ According to Section 15070(a), a **Negative Declaration** is deemed appropriate if the proposal would not result in any significant effect on the environment.

☐ According to Section 15070(b), a **Mitigated Negative Declaration** is deemed appropriate if it is determined that though a proposal could result in a significant effect, mitigation measures are available to reduce these significant effects to insignificant levels.

This Initial Study has determined that the proposed applications will not result in any potentially significant environmental impacts and therefore, a Negative Declaration is deemed as the appropriate document to provide necessary environmental evaluations and clearance as identified hereinafter.

This Initial Study and Negative Declaration are prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000 et. seq.); Section 15070 of the State & County of Imperial's Guidelines for Implementation of the California Environmental Quality Act of 1970, as amended (California Code of Regulations, Title 14, Chapter 3, Section 15000, et. seq.); applicable requirements of the County of Imperial; and the regulations, requirements, and procedures of any other responsible public agency or an agency with jurisdiction by law.

Pursuant to the County of Imperial Guidelines for Implementing CEQA, depending on the project scope, the County of Imperial Board of Supervisors, Planning Commission and/or Planning Director is designated the Lead Agency,

in accordance with Section 15050 of the CEQA Guidelines. The Lead Agency is the public agency which has the principal responsibility for approving the necessary environmental clearances and analyses for any project in the County.

C. INTENDED USES OF INITIAL STUDY AND NEGATIVE DECLARATION

This Initial Study and Negative Declaration are informational documents, which are intended to inform County of Imperial decision makers, other responsible or interested agencies, and the general public of potential environmental effects of the proposed applications. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals.

The Initial Study and Negative Declaration, prepared for the project will be circulated for a period of 20 days (*30-days if submitted to the State Clearinghouse for a project of area-wide significance*) for public and agency review and comments. At the conclusion, if comments are received, the County Planning & Development Services Department will prepare a document entitled "Responses to Comments" which will be forwarded to any commenting entity and be made part of the record within 10-days of any project consideration.

D. CONTENTS OF INITIAL STUDY & NEGATIVE DECLARATION

This Initial Study is organized to facilitate a basic understanding of the existing setting and environmental implications of the proposed applications.

SECTION 1

I. **INTRODUCTION** presents an introduction to the entire report. This section discusses the environmental process, scope of environmental review, and incorporation by reference documents.

SECTION 2

II. **ENVIRONMENTAL CHECKLIST FORM** contains the County's Environmental Checklist Form. The checklist form presents results of the environmental evaluation for the proposed applications and those issue areas that would have either a significant impact, potentially significant impact, or no impact.

PROJECT SUMMARY, LOCATION AND EVIRONMENTAL SETTINGS describes the proposed project entitlements and required applications. A description of discretionary approvals and permits required for project implementation is also included. It also identifies the location of the project and a general description of the surrounding environmental settings.

ENVIRONMENTAL ANALYSIS evaluates each response provided in the environmental checklist form. Each response checked in the checklist form is discussed and supported with sufficient data and analysis as necessary. As appropriate, each response discussion describes and identifies specific impacts anticipated with project implementation.

SECTION 3

III. **MANDATORY FINDINGS** presents Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

IV. **PERSONS AND ORGANIZATIONS CONSULTED** identifies those persons consulted and involved in

preparation of this Initial Study and Negative Declaration.

V. REFERENCES lists bibliographical materials used in preparation of this document.

VI. NEGATIVE DECLARATION – COUNTY OF IMPERIAL

VII. FINDINGS

SECTION 4

VIII. RESPONSE TO COMMENTS (IF ANY)

IX. MITIGATION MONITORING & REPORTING PROGRAM (MMRP) (IF ANY)

E. SCOPE OF ENVIRONMENTAL ANALYSIS

For evaluation of environmental impacts, each question from the Environmental Checklist Form is summarized and responses are provided according to the analysis undertaken as part of the Initial Study. Impacts and effects will be evaluated and quantified, when appropriate. To each question, there are four possible responses, including:

1. **No Impact:** A "No Impact" response is adequately supported if the impact simply does not apply to the proposed applications.

2. **Less Than Significant Impact:** The proposed applications will have the potential to impact the environment. These impacts, however, will be less than significant; no additional analysis is required.

3. **Less Than Significant With Mitigation Incorporated:** This applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact".

4. **Potentially Significant Impact:** The proposed applications could have impacts that are considered significant. Additional analyses and possibly an EIR could be required to identify mitigation measures that could reduce these impacts to less than significant levels.

F. POLICY-LEVEL or PROJECT LEVEL ENVIRONMENTAL ANALYSIS

This Initial Study and Negative Declaration will be conducted under a ☐ policy-level, ☒ project level analysis. Regarding mitigation measures, it is not the intent of this document to "overlap" or restate conditions of approval that are commonly established for future known projects or the proposed applications. Additionally, those other standard requirements and regulations that any development must comply with, that are outside the County's jurisdiction, are also not considered mitigation measures and therefore, will not be identified in this document.

G. TIERED DOCUMENTS AND INCORPORATION BY REFERENCE

Information, findings, and conclusions contained in this document are based on incorporation by reference of tiered documentation, which are discussed in the following section.

1. Tiered Documents

As permitted in Section 15152(a) of the CEQA Guidelines, information and discussions from other documents can be included into this document. Tiering is defined as follows:

"Tiering refers to using the analysis of general matters contained in a broader EIR (such as the one prepared

for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."

Tiering also allows this document to comply with Section 15152(b) of the CEQA Guidelines, which discourages redundant analyses, as follows:

"Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including the general plans, zoning changes, and development projects. This approach can eliminate repetitive discussion of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration."

Further, Section 15152(d) of the CEQA Guidelines states:

"Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

(1) Were not examined as significant effects on the environment in the prior EIR; or

(2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means."

2. **Incorporation By Reference**

Incorporation by reference is a procedure for reducing the size of EIRs/MND and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly useful when an EIR or Negative Declaration relies on a broadly-drafted EIR for its evaluation of cumulative impacts of related projects (*Las Virgenes Homeowners Federation v. County of Los Angeles* [1986, 177 Ca.3d 300]). If an EIR or Negative Declaration relies on information from a supporting study that is available to the public, the EIR or Negative Declaration cannot be deemed unsupported by evidence or analysis (*San Francisco Ecology Center v. City and County of San Francisco* [1975, 48 Ca.3d 584, 595]). This document incorporates by reference appropriate information from the "Final Environmental Impact Report and Environmental Assessment for the "County of Imperial General Plan EIR" prepared by Brian F. Mooney Associates in 1993 and updates.

When an EIR or Negative Declaration incorporates a document by reference, the incorporation must comply with Section 15150 of the CEQA Guidelines as follows:

- The incorporated document must be available to the public or be a matter of public record (CEQA Guidelines Section 15150[a]). The General Plan EIR and updates are available, along with this document, at the County of Imperial Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 Ph. (760) 482-4236.

- This document must be available for inspection by the public at an office of the lead agency (CEQA Guidelines Section 15150[b]). These documents are available at the County of Imperial Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 Ph. (760) 482-4236.

- These documents must summarize the portion of the document being incorporated by reference or briefly

describe information that cannot be summarized. Furthermore, these documents must describe the relationship between the incorporated information and the analysis in the tiered documents (CEQA Guidelines Section 15150[c]). As discussed above, the tiered EIRs address the entire project site and provide background and inventory information and data which apply to the project site. Incorporated information and/or data will be cited in the appropriate sections.

- These documents must include the State identification number of the incorporated documents (CEQA Guidelines Section 15150[d]). The State Clearinghouse Number for the County of Imperial General Plan EIR is SCH #93011023.

- The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150[f]). This has been previously discussed in this document.

II. Environmental Checklist

1. **Project Title**: Initial Study #19-0027 for Conditional Use Permit #19-0023 (B. E. E. Transport, Inc.)

2. **Lead Agency**: Imperial County Planning & Development Services Department

3. **Contact person and phone number**: Mariela Moran, Planner II, (442) 265-1736, ext. 1747

4. **Address**: 801 Main Street, El Centro CA, 92243

5. **E-mail**: marielamoran@co.imperial.ca.us

6. **Project location**: The project site is located at 660 Kloke Rd., Calexico CA 92231. The parcel is identified as Assessor's Parcel Number (APN) 059-020-017-000 and is legally described as Parcel 2 of Parcel Map 2067, recorded in Book 9, Page 97 of Parcel Maps of Imperial County, Township 17 South, Range 14 East, S.B.B.M., in an unincorporated area of the County of Imperial.

7. **Project sponsor's name and address**: Bertha Ponce, 240 W. Holt Ave., El Centro CA 92243.

8. **General Plan designation**: Urban

9. **Zoning**: M-1 (Light Industrial)

10. **Description of project**: Applicant is proposing to operate a trucking terminal business for two trucks, and proposes development of 2.3 acres only with three main areas: an 800 square foot office, a 4,000 square foot open bay shade structure for truck maintenance, and a 4, 210 square foot parking area with 4 office parking spaces including one ADA parking space. The project is located in a +/- 8.4 acre parcel adjacent to industrial uses.

    Heavy trucks would be parked on the metal shade structure and would be dispatched to move loads while off site, there will be no loading or unloading service in the project area. Trucks used by the site would be 3-axle trucks when containers are attached. The maintenance metal shade structure would also service the trucks when not in use. Equipment used in the maintenance metal shade includes (1) tire compressor, (1) blow gun air compressor, (1) hoist lift equipment, (1) tire repair equipment, (1) oil change equipment.

    Working hours for office and truck maintenance are from 7:00 a.m. to 3:00 p.m., while trucks would be available for operation for 14 hours a day from Monday thru Friday, including day and night shifts.

11. **Surrounding land uses and setting**: The project site is bounded at North and South by industrial fields with M-1 (Light Industrial) zones, agricultural fields to the West and vacant lots of the City of Calexico to the East. The project site is located at Kloke Rd., and approximately 0.25 miles North from W. Cole Blvd.

12. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement.): Planning Commission.

13. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentially, etc.?**
    Native American Heritage Commission (NAHC) and Quechan Indian Tribe were contacted and invited to participate in the Request for Review and Comments as part of the Initial Study review process. An AB52 letter was also sent out to the Quechan Indian Tribe for a 30 day consultation period for review and comment. No other comments were received.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology /Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology / Water Quality	☐	Land Use / Planning	☐	Mineral Resources
☐	Noise	☐	Population / Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

ENVIRONMENTAL EVALUATION COMMITTEE (EEC) DETERMINATION

After Review of the Initial Study, the Environmental Evaluation Committee has:

☐ Found that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ Found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ Found that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ Found that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Found that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE DE MINIMIS IMPACT FINDING: ☐ Yes ☐ No

EEC VOTES	YES	NO	ABSENT
PUBLIC WORKS	☐	☐	☐
ENVIRONMENTAL HEALTH SVCS	☐	☐	☐
OFFICE EMERGENCY SERVICES	☐	☐	☐
APCD	☐	☐	☐
AG	☐	☐	☐
SHERIFF DEPARTMENT	☐	☐	☐
ICPDS	☐	☐	☐

Jim Minnick, Director of Planning/EEC Chairman Date:

PROJECT SUMMARY

A. **Project Location**: The project site is located at 660 Kloke Rd, Calexico CA 92231. The parcel is identified as Assessor's Parcel Number (APN) 059-020-017-000 and is legally described as Parcel 2 of Parcel Map 2067 of lots 3 & 4 of P. E. Carr Subdivision, Township 17 South, Range 14 East, S.B.B.M. in an unincorporated area of the County of Imperial.

B. **Project Summary**: The applicant, Bertha Ponce, proposes to operate a trucking terminal business for two trucks from the property. The proposed project would include the development of 2.3 acres approximately out of the total 8.42 acres. The project consist on three main areas: Office, shade structure, and an office parking area.

C. **Environmental Setting**: The existing land uses surrounding the project site consist primarily of M-1 (Light Industrial) zoned parcels to the North and South. An A-2 (General Agriculture) zoned property located just West of the project site and vacant lots within the City of Calexico located East of the proposed project parcel. The project site is located at Kloke Rd., and approximately 0.25 miles North from W. Cole Blvd. The site is currently vacant.

D. **Analysis**: The project site is designated Urban under the Land Use Element of the Imperial County General Plan. The site is zoned "M-1" (Light Industrial) per Zoning Map #3 under Title 9 Land Use Ordinance. The proposed conditional use permit would be to operate a trucking terminal businesses which meets Imperial County Title 9 Ordinance, Chapter 15, Section 90515.02 (zz), which allows for a trucking services and terminals; trucking firms with a conditional use permit.

E. **General Plan Consistency**: As previously mentioned, the project application is found to be consistent with the Imperial County General Plan.

Exhibit "A"
Vicinity Map

Exhibit "B"
Site Plan

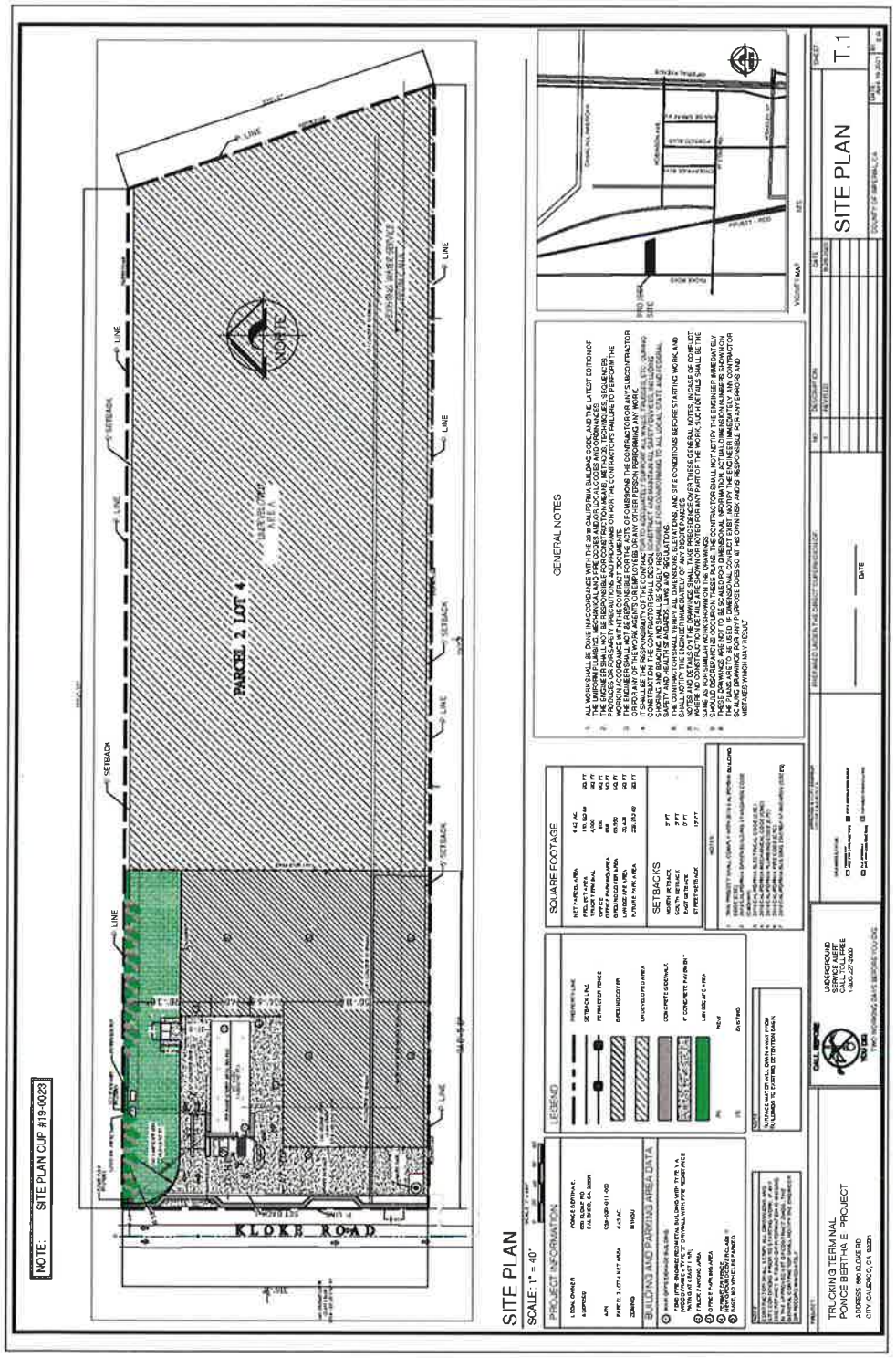

Exhibit "B"
Site Plan Enlargement (n.t.s.)

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)

I. *AESTHETICS*

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista or scenic highway? ☐ ☐ ☐ ☒

a) According to the Imperial County General Plan[1], Circulation and Scenic Highways Element Figure 9, the project site is not located on or near the scenic vista or scenic highway. Accordingly, implementation of the proposed project would not have an adverse effect on the scenic vista since as stated above, the project is not located within a scenic vista; therefore, no impacts are expected.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? ☐ ☐ ☐ ☒

b) There are no scenic resources such as trees, rock outcroppings or historic buildings surrounding the project site; therefore, no impacts are expected.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surrounding? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ☐ ☐ ☒ ☐

c) The proposed project is not expected to further degrade the existing visual character or quality of public views of the site and its surrounding as the adjacent parcels have industrial uses. The project will also not conflict with applicable zoning and other regulations governing scenic quality; therefore, less than significant impacts are expected.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ☐ ☐ ☒ ☐

d) The proposed project may create an additional source of light or glare for security purposes, however, the additional lighting would not adversely affect day or nighttime views in the area. Therefore, less than significant impacts are expected.

II. *AGRICULTURE AND FOREST 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. --Would the project:

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? ☐ ☐ ☐ ☒

a) According to the California Department of Conservation Farmland Mapping and Monitoring Program (2016)[2], the project site's Farmland Type is designated as "Other Land" which is land that is not included in any other mapping category. Therefore, no impacts are expected.

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract? ☐ ☐ ☐ ☒

b) The project site is not under the Williamson Act contract[3]; therefore, no impacts are expected.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section ☐ ☐ ☐ ☒

[1] County of Imperial General Plan EIR
[2] ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/imp16.pdf
[3] Imperial County Williamson Act FY 2016/2017 Map

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)

4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

c) The proposed project is located within M-1 (Light Industrial) zone and will not conflict with existing zoning or cause rezoning of forest land, timberland or timberland zoned Timberland Production. Therefore, no impacts are expected.

d) Result in the loss of forest land or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒

d) As previously stated above, the proposed project is located in a vacant lot within M-1 (Light Industrial) zone and will not result in the loss of forest land or conversion of forest land to non-forest use; therefore, no impacts would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒

e) The proposed project will not convert existing farmland to non-agricultural use or convert forest land to non-forest use as the site is a vacant lot. Therefore, no impacts are expected to occur.

III. *AIR QUALITY*

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

a) Conflict with or obstruct implementation of the applicable air quality plan? ☐ ☐ ☒ ☐

a) The proposed project proposes to operate a trucking terminal business for two trucks from the property. The proposed project would include the development of 2.3 acres approximately out of the total 8.42 acres. The project consist on three main areas: Office, shade structure, and an office parking area. Per Air Pollution Control District comment letter dated March 19, 2020, the Operational Air Quality Emissions Memorandum provides an analysis of emissions resulting from the operation of the Project that is considered a Tier I project under the following conditions only:

1) The Project cannot exceed two loads a day (24 hour period)
2) The Project cannot exceed 4 round trips per day
3) The Project must adhere to the Tier I mitigations found in the Imperial County CEQA Air Quality Handbook
4) Payment of applicable Rule 310 fees

It is expected that compliance with APCD would bring any potentially significant impacts to less than significant levels.

b) 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? ☐ ☐ ☒ ☐

b) Per the Operational Air Quality Emissions Memorandum from Rincon Consultants, Inc., any proposed residential, commercial, or industrial development with a potential to emit emissions within Tier I emission levels may potentially have an adverse impact on local air quality. Per Operational Air Quality Emissions Memorandum, projects that result in Tier I emissions are required to implement feasible standard mitigation measures and off-site mitigations requirements. Therefore, compliance with APCD requirements listed above under item a) would bring net increase of pollutants to less than significant levels.

c) Expose sensitive receptors to substantial pollutants concentrations? ☐ ☐ ☒ ☐

c) The proposed project is in an area with adjacent parcels zoned light industrial to the north and south, the purpose of the light industrial zone is to designate areas for wholesale commercial, storage, trucking, assembly type manufacturing and other similar light industrial uses. Additionally, there is a parcel zoned medium agriculture to the west with an existing agricultural use. Implementation of APCD conditions described above under item a) is expected to lessen pollutant concentrations exposure to sensitive receptors to less than significant levels.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? ☐ ☐ ☒ ☐

d) Emissions associated with area sources may include smog from trucks and vehicles and landscape maintenance, however the project is not located in a densely area and it is adjacent parcels that are zoned light industrial and medium agriculture; therefore, it is not expected that the proposed project would result in other emissions such as those leading to odors adversely affecting a substantial number of people. Impacts are considered less than significant.

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)

IV. ***BIOLOGICAL RESOURCES*** ***Would the project:***

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 Wildlife or U.S. Fish and Wildlife Service? ☐ ☐ ☒ ☐

a) The proposed project site is not located within a designated sensitive habitat nor an agency-designated habitat area, but is within the "Burrowing Owl Species Distribution Model" according to the Imperial County General Plan's Conservation and Open Space Element, Figure 2. However, the site has already been disturbed and only 2.3 acres of the 8. 4 total acres would be disturbed; therefore, it is not likely it would 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 Wildlife or U.S. Fish and Wildlife Service. Less than significant impacts are expected.

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 Wildlife or U.S. Fish and Wildlife Service? ☐ ☐ ☒ ☐

b) Per the Imperial County General Plan's Conservation and Open Space Element, the project site is not located within a sensitive or riparian habitat, nor within a sensitive natural community. Therefore, less than significant impacts are expected to occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☐ ☒ ☐

c) The proposed project site will not have a substantial adverse effect on state or federally protected wetlands as the project site is not located near a protected wetland. Less than significant impacts are expected.

d) Interfere substantially with the movement of any 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? ☐ ☐ ☐ ☒

d) The project site is not located on or near a body of water and no fish or wildlife species migratory movement are expected to be affected by the proposed project. Therefore, it is not expected to impede the use of native wildlife nursery sites, no impacts are expected.

e) Conflict with any local policies or ordinance protecting biological resource, such as a tree preservation policy or ordinance? ☐ ☐ ☒ ☐

e) The proposed project is not expected to conflict with any local policies or ordinances protecting biological resources. Any impact is expected to be less than significant.

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? ☐ ☐ ☒ ☐

f) The proposed project parcel is not located within an Agency-Designated Habitat per Conservation & Open Space Element figure 3, nor is expected to conflict with any approved local, regional, or state habitat conservation plan. Therefore, less than significant impacts would occur.

V. ***CULTURAL RESOURCES*** ***Would the project:***

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? ☐ ☐ ☒ ☐

a) According to the Imperial County's General Plan Figure 6, Conservation and Open Space Element, the project site is not identified as having a historic resource. Therefore, the project would not appear to impact a historical resource as defined

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)

by CEQA. Less than significant impacts are expected.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ☐ ☐ ☒ ☐

b) The project site is not located within an archeological site of significance as per the Conservation and Open Space Element. Therefore, less than significant impacts are expected.

c) Disturb any human remains, including those interred outside of dedicated cemeteries? ☐ ☐ ☒ ☐

c) The project site is not known to have been a formal or informal cemetery. Therefore, the proposed project is not expected to disturb any human remains. Less than significant impacts are anticipated.

VI. ***ENERGY Would the project:***

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? ☐ ☐ ☒ ☐

a) The proposed project will have an office area and is proposed to be a trucking terminal for two trucks. It is not expected that the construction of such and further operation would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are expected to be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ☐ ☐ ☒ ☐

(b) The proposed project construction will be subject to a ministerial review during the Building Permit (BP) processing and applicant will also be subject to IID's requirements on comment letter dated December 2, 2019; therefore it is not expected that it would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Any impacts are considered less than significant.

VII. ***GEOLOGY AND SOILS Would the project:***

a) Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving: ☐ ☐ ☒ ☐

a) **The proposed project is for the construction and further operation of a trucking terminal, the main spaces includes an office and a pre-engineering metal shade structure. Applicant has submitted BP 59518 for the construction of the proposed project under At-risk letter dated January 03, 2020. BP 59518 will be require to comply with the latest edition of the California Building Code, it is expected that with such compliance the proposed project would not directly or indirectly cause potential adverse effects, including risk of loss, injury, or death; therefore, less than significant impacts are expected.**

1) 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? ☐ ☐ ☒ ☐

1) The proposed project is not located within a known fault zone according to the California Department of Conservation Earthquake Zone Map[4], therefore any impacts are considered less than significant.

2) Strong Seismic ground shaking? ☐ ☐ ☒ ☐

2) Ground shaking is expected to occur being that the project site is located in the seismically active Imperial Valley, with numerous mapped faults of the San Andreas Fault System traversing the region. As mentioned above under item a), the proposed project will also be required to comply with a ministerial review for BP 59518 and the latest edition of the California Building Code addressing structural design in seismic zones; therefore less than significant impacts are anticipated.

3) Seismic-related ground failure, including liquefaction and seiche/tsunami? ☐ ☐ ☒ ☐

3) Project site is not located in a Tsunami inundation area according to the California Official Tsunami Inundation

[4] https://maps.conservation.ca.gov/cgs/EQZApp/

		Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
	Maps [5]; therefore, impacts are expected to be less than significant.				
	4) Landslides? **4) Per the Imperial County General Plan Landslide Activity Map, Figure 2, Seismic and Public Safety Element, the project site is not located within a landslide activity area; therefore, no impacts are anticipated.**	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil? **b) The proposed project is not located within an area of substantial soil erosion per the Imperial County Seismic and Public Safety Element, Figure 3 (Erosion Activity). Additionally, per Imperial County Public Works comment letter dated July 1, 2021, applicant shall furnish a Drainage and Grading Plan to their department to provide for property grading and drainage control, which shall also include prevention of sedimentation of damage to off-site properties. Employment of the appropriate Best Management Practices (BMP's) shall be included. It is expected that compliance with I.C. Public Works requirements would bring any impact to less than significant levels.**	☐	☐	☒	☐
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 landslides, lateral spreading, subsidence, liquefaction or collapse? **c) The project site is not known to be located on unstable geological units and/or soil, therefore it is not expected that it would result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse. However, impacts are considered less than significant.**	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in the latest Uniform Building Code, creating substantial direct or indirect risk to life or property? **d) The project site may contain expansive soil as clay is commonly present in the Imperial Valley, however it is expected that compliance with the latest edition of the California Building Code during the project's ministerial review for the structural design and I.C. Public Work requirements including a grading and drainage plan would bring impacts to less than significant levels.**	☐	☐	☒	☐
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? **e) Applicant will be required to go under a Plan review with I. C. Environmental Health Department (EHS) to ensure that the proposed project will adequately support the use of septic tanks. Compliance with EHS would bring impacts to less than significant levels.**	☐	☐	☒	☐
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **f) The proposed project does not appear to directly or indirectly destroy any unique paleontological resources as there are no known unique geologic features or paleontological resources on site. Less than significant impacts are anticipated.**	☐	☐	☒	☐
VIII.	***GREENHOUSE GAS EMISSION Would the project:***				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **a) The proposed project will be required to comply with APCD requirements and it will be considered a Tier I project, therefore, it is not expected that it would generate greenhouse gas emissions that may have a significant impact on the environment. Less than significant impacts are expected.**	☐	☐	☒	☐
b)	Conflict with an applicable plan or policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **b) The proposed project is not expected to conflict with an applicable plan or policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases provided they comply with APCD requirements. Less than significant impacts**	☐	☐	☒	☐

[5] Department of Conservation Tsunami Inundation Maps - http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=tsunami

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)

are expected.

IX. *HAZARDS AND HAZARDOUS MATERIALS Would the project:*

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ☐ ☐ ☒ ☐

a) Imperial County Fire Department comment letter dated December 02, 2019

- **A Hazardous Waste Material Plan shall be submitted to Certified Unified Program Agency (CUPA) for their review and approval. All spills shall be documented and reported to Imperial County Fire Department and CUPA as required by the Hazardous Waste Material Plan.**
- **Hazardous Material Management Plan shall be required for all hazardous materials on site. Additionally, all storage and handling of flammable and combustible liquids shall be in accordance with the California Fire Code and all federal, state, and local regulations, codes, and ordinances.**

Compliance with Fire Department is expected to lessen any hazard related to hazardous materials to less than significant levels.

b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ☐ ☐ ☒ ☐

b) The proposed project does not appear to create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazard materials into the environment provided they comply with Fire Department requirements listed above under item a); therefore, less than significant impacts are anticipated.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ☐ ☐ ☒ ☐

c) The proposed project nor is not located within one-quarter miles of an existing or proposed school; therefore, less than significant impacts are anticipated.

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? ☐ ☐ ☒ ☐

d) The project site was not located under a listed hazardous and substances site per the Department of Toxic Substances Control (DTSC) the DTSC EnviroStor Database[6]; therefore, less than significant impacts are anticipated.

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 or excessive noise for people residing or working in the project area? ☐ ☐ ☐ ☒

e) According to the Airport Land Use Compatibility Plan (Figure 4H)[7] there the proposed project is outside of the Calexico International Airport Airspace Plan. Therefore, no impacts are expected.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☒ ☐

f) The proposed project is not expected to interfere with an adopted emergency response plan or emergency evacuation plan. Less than significant impacts are anticipated.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ☐ ☐ ☒ ☐

g) The proposed project is not expected to expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires provided they comply with I.C. Fire Department Comments:

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6 EnviroStor Database http://www.envirostor.dtsc.ca.gov/public/

7 http://www.icpds.com/CMS/Media/Airport-Locations.pdf

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)

- **An approve water supply capable of supplying the required fire flow determined by appendix B in the California Fire Code shall be installed and maintained. Private fire service mains and appurtenance shall be installed in accordance with NFPA 24.**
- **Fire department access roads shall be a width of at least 20 feet and all weather surface capable of supporting fire apparatus. Fire Department access roads will be provided with approved turn around approved by Imperial County Fire Department. Gates will be in accordance with the current adapted fire code and the facility will maintain a Knox Box/lock for access on site.**
- **Secondary access shall be require and shall be kept clear of vehicle congestion and other factors that could limit access.**
- **Compliance with all required sections of the fire code.**

Impacts are considered less than significant provided applicant complies with I.C. Fire Department.

X. ***HYDROLOGY AND WATER QUALITY*** ***Would the project:***

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? ☐ ☐ ☒ ☐

a) The proposed project does not appear to cause violations on any water standards nor on wastewater discharge requirements. Therefore, less than significant impacts are expected.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ☐ ☐ ☒ ☐

b) The proposed project would not require the usage of groundwater neither it would interfere substantially with groundwater recharge; therefore, less than significant impacts are expected.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: ☐ ☐ ☒ ☐

(i) result in substantial erosion or siltation on- or off-site;

(i) The proposed project will be require to furnish a Drainage and Grading Plan to provide for property grading and drainage control, which shall also include prevention of sedimentation of damage to off-site properties per Imperial County Public Works comment letter dated July 1, 2021. Additionally, per the Imperial County General Plan Erosion Activity Map, Figure 2, Seismic and Public Safety Element, the area is designated as low activity. Therefore, less than significant impacts are expected.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; ☐ ☐ ☒ ☐

(ii) The proposed project is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite as a Drainage and Grading plan will be required, any impact is expected to be less than significant.

(iii) 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; or; ☐ ☐ ☒ ☐

(iii) The proposed project is not expected to 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. Impacts are expected to be less than significant.

(iv) impede or redirect flood flows? ☐ ☐ ☒ ☐

(iv) The project site is located on Zone X, which is "Area of Minimal Flood Hazard" per FEMA Flood Map 060065; therefore, less than significant impacts are expected.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? ☐ ☐ ☐ ☒

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)

d) The proposed project site is not located in a Tsunami Inundation Area according to the California Emergency Management Agency and the Department of Conservation; therefore, no impacts are anticipated.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ☐ ☐ ☒ ☐

e) The proposed project is not expected to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan as it would require ministerial review for the construction of the project, including a grading and drainage plan, and water and septic system. Therefore, impacts are expected to be less than significant.

XI. *LAND USE AND PLANNING Would the project:*

a) Physically divide an established community? ☐ ☐ ☐ ☒

a) The proposed project will not divide any established communities. The site is surrounded by industrial and agricultural land and the proposed use is industrial, therefore, no impacts are expected.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ☐ ☐ ☒ ☐

b) The proposed project is for a trucking terminal which is a permitted use with a Conditional Use Permit and therefore is not expected to conflict with the Imperial County General Plan or Land Use Ordinance. Less than significant impacts are anticipated.

XII. *MINERAL RESOURCES Would the project:*

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? ☐ ☐ ☒ ☐

a) The project site is not located in an area classified to be a regionally important mineral resource per the California Department of Conservation- Mineral Land Classification[8]; therefore, no impacts are anticipated.

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? ☐ ☐ ☒ ☐

b) Per the Imperial County General Plan, Conservation and Open Space Element- Figure 8- Existing Mineral Resources, the project site in not located within an area known to be classified as regionally important mineral resources. Therefore, it is not expected that the proposed project would 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. Therefore, no impacts are expected.

XIII. *NOISE Would the project result in:*

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ☐ ☐ ☒ ☐

a) Noise generation is expected from construction and subsequent operation of the project including vehicular traffic and truck maintenance activities, however the project is for a maximum of two trucks and the hours of operation from the maintenance metal structure is from 7:00 a.m. to 3:00 p.m., additionally, the site is located within one-quarter mile (1,320 feet) of existing farmland, and is considered a Noise Impact Zone which is an area that is likely to be expose to significant noise greater than 60dB or 75 dB eq(1). Light Industrial Zones have a one-hour average sound level of 70 dB, therefore, the proposed activities associated with the industrial zone appear to be acceptable. Additionally, the project will be subject to the Imperial County General Plan Noise Element; impacts are considered less than significant and within applicable standards.

b) Generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ☒ ☐

[8] California Department of Conservation - https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)

b) Groundborne vibrartion or noise levels are expected during the project's construction, however it will need to adhere to the Construction Noise Standards per the Imperial County General Plan Noise Element, which states that construction equipment operation shall be limited to the hours of 7 a.m. to 7 p.m., Monday through Friday, and 9 a.m. to 5 p.m. Saturday. Construction noise, from a single piece of equipment or a combination of equipment, shall not exceed 75 dB Leq, when averaged over an eight (8) hour period, and measured at the nearest sensitive receptor. Such compliance is expected to bring impacts to less than significant levels.

c) For a project located within the vicinity of a private airstrip or 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? ☐ ☐ ☒ ☐

c) The proposed project is not located within the vicinity of a private airstrip or within the Compatibility Map of the Calexico International Airport per the Imperial County Airport Land Use Compatibility Plan, therefore it is not expected to expose people residing or working in the project area to excessive noise levels. Impacts are considered less than significant.

XIV. *POPULATION AND HOUSING* *Would the project:*

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)? ☐ ☐ ☒ ☐

a) The proposed project is for a trucking terminal for two trucks and it is not expected to induce substantial unplanned population growth in an area, either directly or indirectly, no new roads or public infrastructure is proposed. Any impacts are expected to be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒

b) There are no houses on site and the parcel is zoned light industrial, therefore, implementation of the proposed project is not expected to displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere . No impacts are anticipated.

XV. *PUBLIC SERVICES*

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: ☐ ☐ ☒ ☐

a) The proposed project is not expected to result in adverse physical impacts associated with new or altered governmental facilities or require the need for new or altered governmental facilities. Therefore, less than significant impacts are anticipated.

1) Fire Protection? ☐ ☐ ☒ ☐

1) The proposed project is not expected to result in in the construction of new fire protection facilities, however applicant will be require to comply with Imperial County Fire Department requirements per letter dated December 2, 2019. Any impact is expected to be less than significant provided applicant complies with I.C. Fire Department requirements.

2) Police Protection? ☐ ☐ ☒ ☐

2) The County Sheriff's office provides police protection to the area, however any impact is expected to be less than significant.

3) Schools? ☐ ☐ ☐ ☒

3) The proposed project does not propose residential uses; therefore, it would not cause or contribute a need to construct new or physically altered public school facilities, no impacts are expected.

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
4) Parks?	☐	☐	☐	☒

4) The proposed project is not expected to result in adverse physical impacts in parks as no residential development is proposed. No impacts are expected.

5) Other Public Facilities?	☐	☐	☒	☐

5) The proposed project is not expected to result in a demand for other public facilities services. Therefore, implementation of the proposed project would not adversely affect other public facilities or require the construction of new or modified public facilities. Less than significant impacts are expected.

XVI. *RECREATION*

a) Would the project increase the use of the existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

a) The proposed project is for a trucking terminal and does not propose any type of residential use and no affectation to recreational facilities is anticipated. Therefore, no impacts are expected.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?	☐	☐	☐	☒

b) The proposed project does not include recreational facilities nor would it require the construction or expansion of recreational facilities, therefore, no impacts are anticipated.

XVII. *TRANSPORTATION* *Would the project:*

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

a) The proposed project is not expected to conflict with the Imperial County General Plan's Circulation and Scenic Highways Element, provided they comply with Imperial County Public Works comment letter requirements dated July 1, 2021, including:

- **Kloke Road is classified as Major Collector- Collector, four (4) lanes, requiring eighty four feet (84) of right of way, being forty two (42) feet from existing centerline, requiring sufficient right of way be provided to meet this road classification.**

- **Per Section 12.10.020 – Street Improvement Requirements:**
  a. Street improvements shall be required in conjunction with, but not limited to, any construction, grading, or related work, including the construction of structures, buildings, or major additions thereto, on property located adjacent to any county street or on property utilizing any county street for ingress and egress. Street improvements shall include but not be limited to streets, curbs, gutters, driveways, sidewalks, and asphalt paving between the curb and gutter and edge of existing paved road.
  b. For the purpose of establishing proper standards, specification and directions for design and construction of any road, or other land division improvements required to be constructed in the unincorporated territory of Imperial County, the document entitled "Engineering Design Guidelines Manual for the Preparation and checking of Street Improvement, Drainage, and Grading Plans within Imperial County".

- **Section 12.10.030 - Building Permits of Imperial County Ordinance: No building permit for any structure or building or major addition to a building or structure shall be issued until the improvements required by Section 12.10.010 of this chapter have been installed. In addition, no building permit shall be issued until there has been compliance with Chapter 12.12 of this title and the requirement that an encroachment permit be obtained.**

- **Prior to closure of any grading and building permits and/or issuance of certificate of occupancy, the Developer shall be .repair any damage caused to County Roads during construction and maintain such roads in safe conditions as determined by the Imperial County Road Commissioner. Said road repairs shall be completed under an encroachment permit from this department.**

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)

- **Apart from any typical office/employee parking, no vehicular parking shall occur at any of the following locations:**
  a. Outside of the 4,000 S.F. pre-engineered metal shade
  b. Within the 65,550 S.F. of ground covered area
  c. Within the east portion of the property labeled as "undeveloped area"

It is expected that the project's compliance with all Imperial County Public Works requirements would bring impacts to less than significant levels and not conflicting a program plan, ordinance or policy addressing the circulation system.

b) Would the project conflict or be inconsistent with the CEQA Guidelines section 15064.3, subdivision (b)? ☐ ☐ ☒ ☐

b) The proposed project will increase the number of vehicles, however such is not expected that it would exceed a significant threshold. Per the STC Traffic Inc. letter report, the proposed project will add a maximum of 1.8% of the total existing vehicle trips on the adjacent road system. Therefore, impacts are expected to be less than significant.

c) Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ☐ ☐ ☒ ☐

c) The proposed project proposes a two truck terminal with an office and metal shade structure for truck maintenance, which is not expected to substantially increase hazards due to a geometric design feature or incompatible uses. Any impact is expected to be less than significant.

d) Result in inadequate emergency access? ☐ ☐ ☒ ☐

d) The proposed project will not result in inadequate emergency access as it will be require to comply with Imperial County Public Works comment letter requirements dated July 1, 2021, which includes:

- **Primary Access Driveway along Kloke Road shall be constructed of asphalt concrete pavement per County of Imperial Department of Public Works Engineering Design Guidelines Manual - Detail of Commercial Driveway to Connection Rural Road Connection - Dwg. No. 41 OB. A turning radius analysis for the ingress and egress of semi-trucks shall be included on the grading plans.**
- **A Secondary Emergency Access Driveway shall be constructed for the project site. Said driveway shall be constructed of asphalt concrete pavement.**
- **The installation of street improvements as well as Primary and Secondary Emergency Access Driveways shall be completed at the ultimate Right of Way.**

It is expected that compliance with Imperial County Public Works Department comments would bring any impact for emergency access to less than significant levels.

XVIII. *TRIBAL CULTURAL RESOURCES*

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is: ☐ ☐ ☒ ☐

a) Consultation with appropriate tribes with the potential for interest in the region as stated in Assembly Bill 52 was performed by Imperial County; on December 6, 2019 an email from the Quechan Historic Preservation Officer was received stating that they did not have comments on this project, therefore impacts are expected to be less than significant.

(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as define in Public Resources Code Section 5020.1(k), or ☐ ☐ ☒ ☐

(i) The project site is not listed under the California Historical Resources in County of Imperial[9] nor does it appear to be eligible under Public Resources Code Section 21074 or 5020.1 (k); therefore, any impacts are expected to be less than significant.

[9] Office of Historic Preservation http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=13

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth is subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☐	☒	☐

(ii) It appears that no previous history or association of evidence of historical resources has been identified on site nor evidence to be eligible as candidate for listing in the California Register; therefore, impacts are considered less than significant.

XIX. ***UTILITIES AND SERVICE SYSTEMS*** ***Would the project:***

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

a) Applicant will be require to comply with IID requirements per comment letter dated December 2, 2019 for electrical and water service:

1. For electrical service for the project, the applicant should be advised to contact Joel Lopez, IID Customer Project Development Planner, at (760) 482-3444 or e-mail Mr. Lopez at jflopez@iid.com to initiate the customer service application process. In addition to submitting a formal application (available for download at http://www.iid.com/home/showdocument?id=12923), the applicant will be required to submit a complete set of approved plans (including CAD files), project schedule, estimated in-service date, one-line diagram of facility, electrical loads, panel size, voltage, and the applicable fees, permits, easements and environmental compliance documentation pertaining to the provision of electrical service to the project. The applicant shall be responsible for all costs and mitigation measures related to providing electrical service to the project.

2. Please note electrical capacity in the area is limited (see attached map depicting IID electrical facilities in the vicinity) and a circuit study will be required to determine the project's impact to the distribution system. If the study determines any distribution system upgrades are needed to serve the project, the applicant shall be financially responsible for those upgrades.

3. Any construction or operation on IID property or within its existing and proposed right of way or easements including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities; will require an encroachment permit, or encroachment agreement (depending on the circumstances). A copy of the IID encroachment permit application and instructions are available at http://www.iid.com/departments/real-estate. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements.

4. Any new, relocated, modified or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully analyzed. Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.

It is not expected, however, that the construction of such could cause significant environmental effects. Impacts are expected to be less than significant.

b) Have sufficient water supplies available to serve the project from existing and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

b) Per applicant, the project will obtain water services from IID, it is expected that it would have sufficient water supplies available for the proposed project, additionally; applicant must have its potable water delivered by a state-approved water provider pursuant to the State of California Safe Drinking Water Act guidelines. Impacts are considered to be less than

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)

significant.

c) 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? ☐ ☐ ☒ ☐

c) The proposed project will have a septic system, which will be reviewed by I. C. Environmental Health Department under BP 59518, additionally, the project parcel has an area of 8.4 acres approximately, therefore, it is expected that the proposed project parcel will have adequate capacity to serve the project, less than significant impacts are expected.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ☐ ☐ ☒ ☐

d) The proposed project will not generate any additional solid waste that would be in excess of State or local standards or in excess of the capacity of local infrastructure or impair the attainment of solid waste reduction goals. Less than significant impact is expected.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? ☐ ☐ ☒ ☐

e) The proposed project does not require a solid waste plan and appears to comply with all federal, state and local statues and regulations related to solid waste; therefore, less than significant impacts are expected.

XX. *WILDFIRE*

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☒ ☐

a) Per Imperial County Fire Department Comment letter dated December 02, 2019, a secondary access shall be required and shall kept clear of vehicle congestion; therefore, impacts are expected to be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ☐ ☐ ☒ ☐

b) The proposed project is surrounded by flat agricultural and industrial land, additionally, applicant will be subject to I. C. Fire Department requirements per letter dated December 02, 2019; therefore impacts are expected to be less than significant.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ☐ ☐ ☒ ☐

c) The project will be require to provide infrastructure that may exacerbate fire risk per I. C. Fire Department comment letter dated December 02, 2019, including:

- **An approved water supply capable of supplying the required fire flow determined by appendix B in the California Fire Code shall be installed and maintained. Private fire service mains and appurtenance shall be installed in accordance with NFPA 24.**
- **Fire department access roads shall be a width of a least 20 feet and all weather surface capable of supporting fire apparatus. Fire department access roads will be provided with approved turn around approved by Imperial County Fire Department. Gates will be in accordance with the current adapted fire code and the facility will maintain a Knox Box/lock for access on site.**
- **Secondary access shall be required and shall be kept clear of vehicle congestion and other factors that could limit access.**

However, the site is adjacent to an existing road and developed parcels, any impacts to the environment are expected to be

	Potentially Significant Impact **(PSI)**	Potentially Significant Unless Mitigation Incorporated **(PSUMI)**	Less Than Significant Impact **(LTSI)**	No Impact **(NI)**

less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ☐ ☐ ☒ ☐

d) The proposed project is not expected to expose people or structures to significant risks by flooding or landslips as a result of runoff, post-fire slope instability or drainage changes. The project site is located on a generally flat terrain and would require a Grading and Drainage Plan per I.C. Public Works comment letter dated July 1, 20201. Impacts are expected to be less than significant.

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Revised 2009- CEQA
Revised 2011- ICPDS
Revised 2016 – ICPDS
Revised 2017 – ICPDS
Revised 2019 – ICPDS

	Potentially Significant Impact **(PSI)**	Potentially Significant Unless Mitigation Incorporated **(PSUMI)**	Less Than Significant Impact **(LTSI)**	No Impact **(NI)**

SECTION 3
III. MANDATORY FINDINGS OF SIGNIFICANCE

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

a)	**Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, eliminate tribal cultural resources or eliminate important examples of the major periods of California history or prehistory?**	☐	☐	☐	☐
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.)**	☐	☐	☐	☐
c)	**Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**	☐	☐	☐	☐

IV. PERSONS AND ORGANIZATIONS CONSULTED

This section identifies those persons who prepared or contributed to preparation of this document. This section is prepared in accordance with Section 15129 of the CEQA Guidelines.

A. COUNTY OF IMPERIAL

- Jim Minnick, Director of Planning & Development Services
- Michael Abraham, AICP, Assistant Director of Planning & Development Services
- Mariela Moran, Project Planner II
- Imperial County Air Pollution Control District
- Imperial County Public Works
- Imperial County Environmental Health Department
- Imperial County Ag Commissioner

B. OTHER AGENCIES/ORGANIZATIONS

- Imperial Irrigation District
- Quechan Indian Tribe

(Written or oral comments received on the checklist prior to circulation)

V. REFERENCES

1. "County of Imperial General Plan EIR", prepared by Brian F. Mooney & Associates in 1993; and as Amended by County in 1996, 1998, 2001, 2003, 2006 & 2008, 2015, 2016.

2. California Department of Conservation Farmland Mapping and Monitoring Program (2016) ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/imp16.pdf

3. Imperial County Williamson Act FY 2016/2017 Map

4. California Department of Conservation Earthquake Zone Map https://maps.conservation.ca.gov/cgs/EQZApp/

5. Department of Conservation Tsunami Inundation Maps http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=tsunami

6. EnviroStor Database http://www.envirostor.dtsc.ca.gov/public/

7. Airport Land Use Compatibility Plan http://www.icpds.com/CMS/Media/Airport-Locations.pdf

8. California Department of Conservation https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc

9. Office of Historic Preservation http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=13

VI. NEGATIVE DECLARATION – County of Imperial

The following Negative Declaration is being circulated for public review in accordance with the California Environmental Quality Act Section 21091 and 21092 of the Public Resources Code.

Project Name: Conditional Use Permit #19-0023 B. E. E. Transport, Inc./ Initial Study #19-0027

Project Applicant: Bertha E. Ponce

Project Location: The project site is located at 660 Kloke Rd., Calexico CA 92231. The parcel is identified as Assessor's Parcel Number (APN) 059-020-017-000 and is legally described as Parcel 2 of Parcel Map 2067, recorded in Book 9, Page 97 of Parcel Maps of Imperial County, Township 17 South, Range 14 East, S.B.B.M., in an unincorporated area of the County of Imperial.

Description of Project: Applicant is proposing to build and operate a trucking terminal business for two trucks, and proposes development of 2.3 acres with three main areas: an 800 square foot office, a 4,000 square foot open bay shade structure for truck maintenance, and a 4, 210 square foot parking area with 4 office parking spaces including one ADA parking space. The project is located in a +/- 8.4 acre parcel adjacent to industrial uses.

VII. FINDINGS

This is to advise that the County of Imperial, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environmental and is proposing this Negative Declaration based upon the following findings:

☐ The Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☐ The Initial Study identifies potentially significant effects but:

(1) Proposals made or agreed to by the applicant before this proposed Mitigated Negative Declaration was released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.

(2) There is no substantial evidence before the agency that the project may have a significant effect on the environment.

(3) Mitigation measures are required to ensure all potentially significant impacts are reduced to levels of insignificance.

A NEGATIVE DECLARATION will be prepared.

If adopted, the Negative Declaration means that an Environmental Impact Report will not be required. Reasons to support this finding are included in the attached Initial Study. The project file and all related documents are available for review at the County of Imperial, Planning & Development Services Department, 801 Main Street, El Centro, CA 92243 (442) 265-1736.

NOTICE

The public is invited to comment on the proposed Negative Declaration during the review period.

Date of Determination Jim Minnick, Director of Planning & Development Services

The Applicant hereby acknowledges and accepts the results of the Environmental Evaluation Committee (EEC) and hereby agrees to implement all Mitigation Measures, if applicable, as outlined in the MMRP.

Applicant Signature Date

SECTION 4

VIII. RESPONSE TO COMMENTS

(ATTACH DOCUMENTS, IF ANY, HERE)

IX. MITIGATION MONITORING & REPORTING PROGRAM (MMRP)

(ATTACH DOCUMENTS, IF ANY, HERE)

S:\AllUsers\APN\059\020\017\CUP19-0023\EEC\CUP19-0023 INITIAL STUDY.docx

COUNTY OF IMPERIAL

DEPARTMENT OF PUBLIC WORKS

155 S. 11th Street
El Centro, CA
92243

Tel: (442) 265-1818
Fax: (442) 265-1858

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Public Works works for the Public

ICDPW

July 1, 2021

Mr. Jim Minnick, Director
Planning & Development Services Department
801 Main Street
El Centro, CA 92243

Attention: Mariela Moran, Planner II

SUBJECT: **CUP 19-0023 for Bertha Ponce (trucking terminal business);**
Located on 660 Kloke Road, Calexico.
APN 059-020-017
Revised Letter

Dear Mr. Minnick:

This letter is in response to your submittal received by this department on November 15, 2019 and the latest traffic letter report submitted for the above mentioned project. The applicant is proposing to operate a trucking terminal business for two trucks from the property. The proposed project would include the development of 2.3 acres approximately out of the total 8.42 acres. The project consists in three main areas: Office, shade structure and an office parking area.

Department staff has reviewed the package information and the following comments shall be Conditions of Approval:

1. Kloke Road is classified as Major Collector - Collector, four (4) lanes, requiring eighty four feet (84) of right of way, being forty two (42) feet from existing centerline. It is required that sufficient right of way be provided to meet this road classification. As directed by Imperial County Board of Supervisors per Minute Order #6 dated 11/22/1994 per the Imperial County Circulation Element Plan of the General Plan).

2. The applicant shall furnish a Drainage and Grading Plan to provide for property grading and drainage control, which shall also include prevention of sedimentation of damage to off-site properties. Said plan shall be completed per the Engineering Design Guidelines Manual for the Preparation and Checking of Street Improvement, Drainage, and Grading Plans within Imperial County. The Drainage and Grading Plan shall be submitted to this department for review and approval. The applicant shall implement the approved plan. Employment of the appropriate Best Management Practices (BMP's) shall be included.

3. Per Section 12.10.020 - Street Improvement Requirements of Imperial County Ordinance:

   a. Street improvements shall be required in conjunction with, but not limited to, any construction, grading, or related work, including the construction of structures, buildings, or major additions thereto, on property located adjacent to any county street or on

property utilizing any county street for ingress and egress. Street improvements shall include but not be limited to streets, curbs, gutters, driveways, sidewalks, and asphalt paving between the curb and gutter and edge of existing paved road.

b. For the purpose of establishing proper standards, specification and directions for design and construction of any road, or other land division improvements required to be constructed in the unincorporated territory of Imperial County, the document entitled "Engineering Design Guidelines Manual for the Preparation and checking of Street Improvement, Drainage, and Grading Plans within Imperial County".

4. Primary Access Driveway along Kloke Road shall be constructed of asphalt concrete pavement per County of Imperial Department of Public Works Engineering Design Guidelines Manual – Detail of Commercial Driveway to Connection Rural Road Connection – Dwg. No. 410B. A turning radius analysis for the ingress and egress of semi-trucks shall be included on the grading plans.

5. A Secondary Emergency Access Driveway shall be constructed for the project site. Said driveway shall be constructed of asphalt concrete pavement.

6. The installation of street improvements as well as Primary and Secondary Emergency Access Driveways shall be completed at the ultimate Right of Way per Comment 1 above.

7. An encroachment permit shall be secured from this department for any construction and/or construction related activities within County Right-of-Way. Any activity and/or work within Imperial County Right-of-Way shall be completed under a permit issued by this Department (encroachment permit) as per Chapter 12.12 - Excavations on or Near a Public Road of the Imperial County Ordinance. Encroachment Permit will be required for temporary traffic control devices, paved driveway, and any activities with County of Imperial Right-of-Way. Activities to be covered under an encroachment permit shall include the installation of, but not be limited to, stabilized construction entrances, driveways, road improvements, temporary traffic control devices, etc.

8. Section 12.10.030 - Building Permits of Imperial County Ordinance:
   No building permit for any structure or building or major addition to a building or structure shall be issued until the improvements required by Section 12.10.010 of this chapter have been installed. In addition, no building permit shall be issued until there has been compliance with Chapter 12.12 of this title and the requirement that an encroachment permit be obtained.

9. Prior to closure of any grading and building permits and/or issuance of certificate of occupancy, the Developer shall be repair any damage caused to County Roads during construction and maintain such roads in safe conditions as determined by the Imperial County Road Commissioner. Said road repairs shall be completed under an encroachment permit from this department.

10. Corner record is required to be filed with the county surveyor prior to construction for monuments:

    8771. (b) When monuments exist that control the location of subdivisions, tracts, boundaries, roads, streets, or highways, or provide horizontal or vertical survey control, the monuments shall be located and referenced by or under the direction of a licensed land surveyor or licensed civil engineer legally authorized to practice land surveying, prior to the time when any streets, highways, other rights-of-way, or easements are improved, constructed, reconstructed, maintained, resurfaced, or relocated, and a corner record or record of survey of the references shall be filed with the county surveyor.

11. A second corner record is required to be filed with the county surveyor for monuments:

    8771. (c) A permanent monument shall be reset in the surface of the new construction or a witness monument or monuments set to perpetuate the location if any monument could be destroyed, damaged, covered, disturbed, or otherwise obliterated, and a corner record or record of survey shall be filed with the county surveyor prior to the recording of a certificate of completion for the project. Sufficient controlling monuments shall be retained or replaced in their original positions to enable property, right-of-way and easement lines, property corners, and subdivision and tract boundaries to be reestablished without devious surveys necessarily originating on monuments differing from those that currently control the area.

12. The Traffic Letter Report dated April 21, 2021, uses SANDAG Truck Terminal Trip Generation Rate and an area of 4,000 S.F. for truck trip generation. The report and the site plan (dated April 15, 2021) included on that same document indicate that truck parking will be limited to a 4,000 S.F. area under a pre-engineered metal shade. The report and the site plan indicate that the area enclosed by the new perimeter fence (65,550 S.F. of ground cover) will not be used for vehicle parking. The site plan identifies the 239,953.89 S.F. area (east portion of the property labeled as "undeveloped area") as future park area.

    Apart from any typical office/employee parking, no vehicular parking shall occur at any of the following locations:

    a. Outside of the 4,000 S.F. pre-engineered metal shade
    b. Within the 65,550 S.F. of ground covered area
    c. Within the east portion of the property labeled as "undeveloped area"

    The parking of any vehicles at any of the locations mentioned above shall cause the immediate revocation of this Conditional Use Permit.

INFORMATIVE:

The following items are for informational purposes only. The Developer is responsible to determine if the enclosed items affect the subject project.

- All solid and hazardous waste shall be disposed of in approved solid waste disposal sites in accordance with existing County, State and Federal regulations (Per Imperial County Code of Ordinances, Chapter 8.72).

- The project may require a National Pollutant Discharge Elimination System (NPDES) permit and Notice of Intent (NOI) from the Regional Water Quality Control Board (RWQCB) prior to County approval of onsite grading plan (40 CFR 122.28).

- A Transportation Permit may be required from road agency(s) having jurisdiction over the haul route(s) for any hauls of heavy equipment and/or large vehicles which impose greater than legal loads on riding surfaces, including bridges. (Per Imperial County Code of Ordinances, Chapter 10.12 – Overweight Vehicles and Loads).

- As this project proceeds through the planning and the approval process, additional comments and/or requirements may apply as more information is received.

Should you have any questions, please do not hesitate to contact this office. Thank you for the opportunity to review and comment on this project.

Respectfully,

By:

John A. Gay, P.E.
Director of Public Works

FO/GM/dm

ADMINISTRATION / TRAINING
1078 Dogwood Road
Heber, CA 92249

Administration
Phone: (442) 265-6000
Fax: (760) 482-2427

Training
Phone: (442) 265-6011

IMPERIAL COUNTY CRASH RESCUE FIRE

OPERATIONS/PREVENTION
2514 La Brucherie Road
Imperial, CA 92251

Operations
Phone: (442) 265-3000
Fax: (760) 355-1482

Prevention
Phone: (442) 265-3020

December 2, 2019

RECEIVED
DEC 02 2019
IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

RE: Condition Use Permit 19-0023
Bertha Ponce
B.E.E. Transport, Inc.

Imperial County Fire Department would like to thank you for the chance to review and comment on CUP 19-0023 for proposed B.E.E. Transport, Inc. APN: 059-020-017

Imperial County Fire Department has the following comments and/or requirements.

- An approved water supply capable of supplying the required fire flow determined by appendix B in the California Fire Code shall be installed and maintained. Private fire service mains and appurtenance shall be installed in accordance with NFPA 24.
- Fire department access roads shall be a width of a least 20 feet and all weather surface capable of supporting fire apparatus. Fire department access roads will be provided with approved turn around approved by Imperial County Fire Department. Gates will be in accordance with the current adapted fire code and the facility will maintain a Knox Box/lock for access on site.
- Secondary access shall be required and shall be kept clear of vehicle congestion and other factors that could limit access.
- A Hazardous Waste Material Plan (HWMP) shall be submitted to Certified Unified Program Agency (CUPA) for their review and approval. All spills shall be documented and reported to Imperial County Fire Department and CUPA as required by the Hazardous Waste Material Plan.
- Hazardous Material Management Plan (HMMP) shall be required for all hazardous materials on site.
- All storage and handling of flammable and combustible liquids shall be in accordance with the California Fire Code and all federal, state, and local regulations, codes, and ordinances.
- Compliance with all required sections of the fire code.

Imperial County Fire Department reserves the right to comment at a later time as we feel necessary.
If you have any questions, please contact the Imperial County Fire Prevention Bureau at 442-265-3020 or 442-265-3021.

Sincerely
Andrew Loper
Lieutenant/Fire Prevention Specialist
Imperial County Fire Department
Fire Prevention Bureau

150 SOUTH NINTH STREET
EL CENTRO, CA 92243-2850

TELEPHONE: (442) 265-1800
FAX: (442) 265-1799

AIR POLLUTION CONTROL DISTRICT

March 19, 2020

Mr. Jim Minnick
Planning & Development Services Director
801 Main St.
El Centro, CA 92243

SUBJECT: Air Quality Study for Condition Use Permit 19-0023— B.E.E. Transport, Inc. Trucking Terminal

Dear Mr. Minnick:

The Imperial County Air Pollution Control District ("Air District") would like to thank you for the opportunity to review the Air Quality Study regarding Conditional Use Permit (CUP) 19-0023 that would allow the applicant B.E.E. Transport, Inc. to operate a trucking terminal business ("Project") 660 Kloke Road in Calexico (APN 059-020-017). The proposed Project would include the development of 2.3 acres out of a total 8.42 acres and include the construction of an office, a pre-engineered metal shade structure, and an office parking area.

The Air District provides the following comments. The Operational Air Quality Emissions Memorandum provides an analysis of emissions resulting from the operation of the Project that is considered a Tier I project under the following conditions only.

1) The Project cannot exceed two loads a day (24 hour period)
2) The Project cannot exceed 4 round trips per day
3) The Project must adhere to the Tier I mitigations found in the Imperial County CEQA Air Quality Handbook
4) Payment of applicable Rule 310 fees

This resulting finding of this analysis does not supersede any rule, directive, legislation or other State, local or federal requirement. Overall, as long as the applicant maintains the 4 points mentioned above then the analysis is consistent with the Air District's CEQA Handbook.

Finally, the Air District requests a copy of the Draft CUP prior to recording.

The Air District's rule book can be accessed via the internet at http://www.co.imperial.ca.us/AirPollution. Click on "Rules & Regulations" under "Resources" on the left side of the page. Should you have questions, please call our office at (442) 265-1800.

Sincerely,

Curtis Blondell

Curtis Blondell
APC Environmental Coordinator

Reviewed by Monica Soucier
APC Division Manager

150 SOUTH NINTH STREET
EL CENTRO, CA 92243-2850

TELEPHONE: (442) 265-1800
FAX: (442) 265-1799

AIR POLLUTION CONTROL DISTRICT

December 6, 2019

Mr. Jim Minnick
Planning & Development Services Director
801 Main St.
El Centro, CA 92243

SUBJECT: Condition Use Permit 19-0023— B.E.E. Transport, Inc. Trucking Terminal

Dear Mr. Minnick:

The Imperial County Air Pollution Control District ("Air District") would like to thank you for the opportunity to review Conditional Use Permit (CUP) 19-0023 that would allow the applicant B.E.E. Transport, Inc. to operate a trucking terminal business 660 Kloke Road in Calexico (APN 059-020-017). The proposed project would include the development of 2.3 acres out of a total 8.42 acres and include the construction of an office, a pre-engineered metal shade structure, and an office parking area.

Upon review, the Air District finds that it is unclear if the proposed project will fall under Tier 1 or Tier 2 Thresholds of Significance for Project Operations as outlined in Table 1and discussed in Section 5.1—Motor Vehicle Emissions in the Air District's CEQA Air Quality Handbook. This is due to a lack of clarity regarding project operations. For instance, the size of the trucks is not given nor the estimated number of trips. The Air District requests that a preliminary Air Quality Analysis be performed so that impacts to air quality can be assessed.

Additionally, all earthmoving and construction activities must adhere to the Air District's Regulation VIII Rules and Regulations that are designed to mitigate fugitive dust during construction activities. The proposed project site is currently a vacant dirt lot. If the surface is left unsealed an Operational Dust Control Plan may be required. If any generators greater than 50 horsepower are to be used on the site during construction or operation, the applicant will need to contact the Engineering & Permitting Division of the Air District to obtain the necessary permits.

As an additional note, the Air District would like to provide a friendly reminder to the applicant that beginning January 1, 2020, the California Air Resources Board's (CARB) Truck and Bus

Regulation will be in effect. The Road Repair and Accountability Act of 2017 (SB 1) states that the California Department of Motor Vehicles (DMV) must check that vehicles are compliant with, or exempt from, CARB's Truck and Bus Regulation. Further information on this topic can be found at: https://ww3.arb.ca.gov/msprog/truckstop/azregs/dmvreg.htm.

Finally, the Air District requests a copy of the Draft CUP prior to recording.

The Air District's rule book can be accessed via the internet at http://www.co.imperial.ca.us/AirPollution. Click on "Rules & Regulations" under "Resources" on the left side of the page. Should you have questions, please call our office at (442) 265-1800.

Sincerely,

Curtis Blondell
APC Environmental Coordinator

Reviewed by Monica Soucier
APC Division Manager

IID

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Since 1911

December 2, 2019

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DEC 02 2019

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

Ms. Mariela Moran
Planner II
Planning & Development Services Department
County of Imperial
801 Main Street
El Centro, CA 92243

SUBJECT: B. Ponce Trucking Terminal Project, CUP No. 19-0023

Dear Ms. Moran:

On November 15, 2019,, the Imperial Irrigation District received from the Imperial County Planning & Development Services Dept. a request for agency comments on Conditional Use Permit application no. 19-0023. The applicant, Bertha Ponce, proposes to develop a trucking terminal business on 2.3 acres located at 660 Kloke Road, Calexico, California. The project consists of a shaded structure and an office and office parking area.

The Imperial Irrigation District has reviewed the information and has the following comments:

1. For electrical service for the project, the applicant should be advised to contact Joel Lopez, IID Customer Project Development Planner, at (760) 482-3444 or e-mail Mr. Lopez at jflopez@iid.com to initiate the customer service application process. In addition to submitting a formal application (available for download at http://www.iid.com/home/showdocument?id=12923), the applicant will be required to submit a complete set of approved plans (including CAD files), project schedule, estimated in-service date, one-line diagram of facility, electrical loads, panel size, voltage, and the applicable fees, permits, easements and environmental compliance documentation pertaining to the provision of electrical service to the project. The applicant shall be responsible for all costs and mitigation measures related to providing electrical service to the project.

2. Please note electrical capacity in the area is limited (see attached map depicting IID electrical facilities in the vicinity) and a circuit study will be required to determine the project's impact to the distribution system. If the study determines any distribution system upgrades are needed to serve the project, the applicant shall be financially responsible for those upgrades.

3. Any construction or operation on IID property or within its existing and proposed right of way or easements including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities; will require an encroachment permit, or encroachment agreement (depending on the circumstances). A copy of the IID encroachment permit application and instructions are available at http://www.iid.com/departments/real-estate. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements.

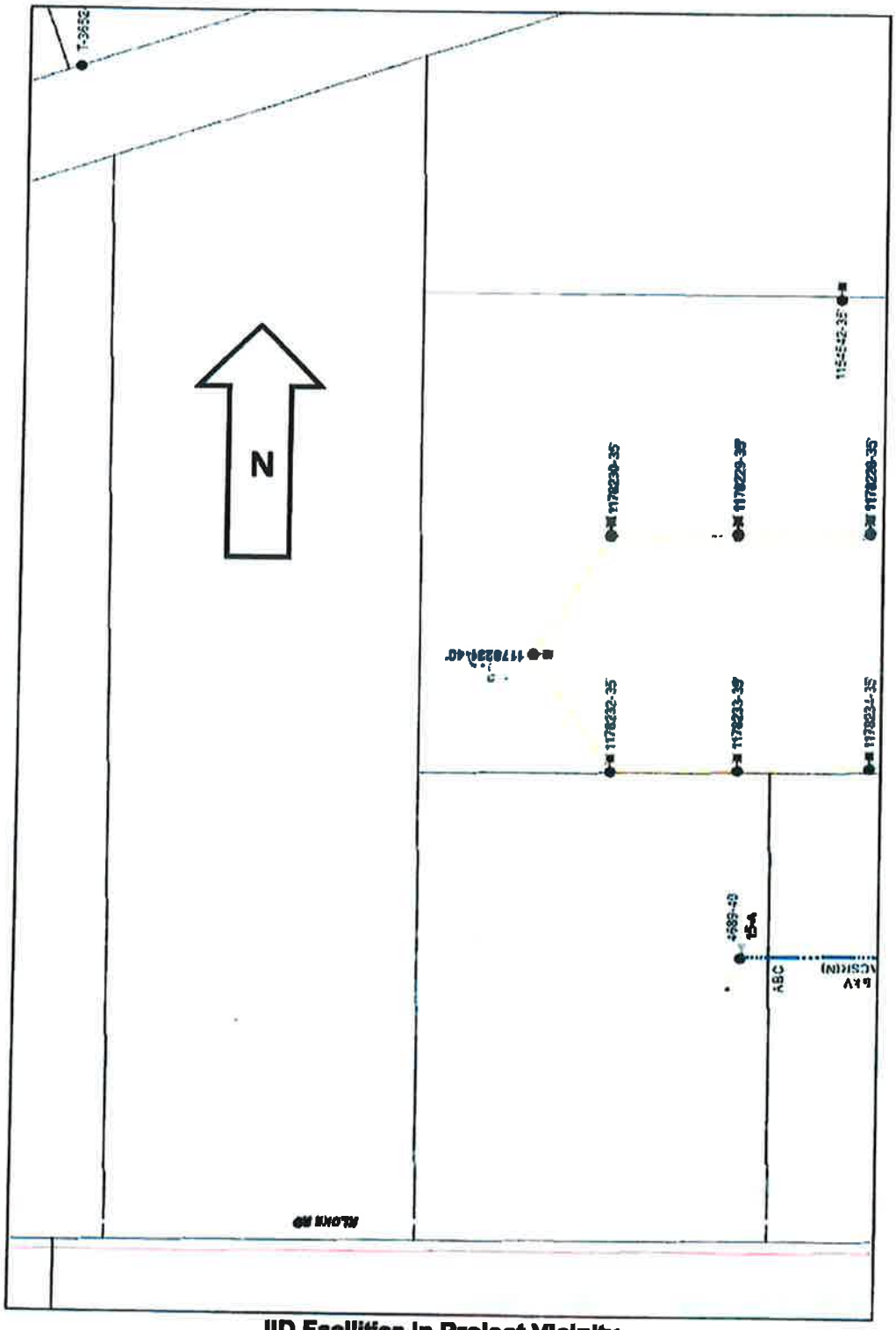
4. Any new, relocated, modified or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully analyzed. **Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.**

Should you have any questions, please do not hesitate to contact me at 760-482-3609 or at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,

Donald Vargas
Compliance Administrator II

Enrique B. Martinez – General Manager
Mike Pacheco – Manager, Water Dept
Marilyn Del Bosque Gilbert – Manager, Energy Dept
Jamie Asbury – Deputy Manager, Energy Dept , Operations
Enrique De Leon – Asst Mgr , Energy Dept , Distr , Planning, Eng. & Customer Service
Vance Taylor – Asst. General Counsel
Robert Laurie – Asst General Counsel
Michael P Kemp – Superintendent, Regulatory & Environmental Compliance
Laura Cervantes. – Supervisor, Real Estate
Jessica Humes – Environmental Project Mgr. Sr , Water Dept.



IID Facilities in Project Vicinity

Gabriela Robb

From: Quechan Historic Preservation Officer <historicpreservation@quechantribe.com>
Sent: Friday, December 6, 2019 3:33 PM
To: ICPDSCommentLetters
Subject: Conditional Use Permit #19-0023 - APN:059-020-017

This email is to inform you that we do not wish to make any comments on this project.

Thank you,
H. Jill McCormick, M.A.

Quechan Indian Tribe
Historic Preservation Officer
P.O. Box 1899
Yuma, AZ 85366-1899
Office: 760-572-2423
Cell: 928-261-0254
E-mail: historicpreservation@quechantribe.com

CONDITIONAL USE PERMIT

I.C. PLANNING & DEVELOPMENT SERVICES DEPT.
801 Main Street, El Centro, CA 92243 (442) 265-1736

- APPLICANT MUST COMPLETE ALL NUMBERED (black) SPACES – Please type or print -

1. PROPERTY OWNER'S NAME: Bertha E Ponce		EMAIL ADDRESS: belena373@yahoo.com	
2. MAILING ADDRESS (Street / P O Box, City, State): 2420 W. Holt Ave.		ZIP CODE: 92243	PHONE NUMBER: 760)235-7170
3. APPLICANT'S NAME: Bertha E Ponce		EMAIL ADDRESS: belena373@yahoo.com	
4. MAILING ADDRESS (Street / P O Box, City, State): SAME AS ABOVE		ZIP CODE: 92243	PHONE NUMBER: 760-355-8193
4. ENGINEER'S NAME: EFRAIN RAYGOZA	CA. LICENSE NO.: C-72913	EMAIL ADDRESS: ERNESTO@ROLCONSTRUCTION.NET	
5. MAILING ADDRESS (Street / P O Box, City, State): PAULIN AVE. DEP. 5911 ZIP 92231		ZIP CODE: 92231	PHONE NUMBER: 760-457-5419

6. ASSESSOR'S PARCEL NO.: 059-020-017-000	SIZE OF PROPERTY (in acres or square foot): 4.8 ACRES	ZONING (existing): M1
7. PROPERTY (site) ADDRESS: 660 KLOKE RD.		
8. GENERAL LOCATION (i.e. city, town, cross street): CROSS STREETS W. COLE BLVD. & WILLOUGHBY RD, CALEXICO CA, 92231		
9. LEGAL DESCRIPTION: PAR 2 PM 7007 OF LOTS 3 & 4 PE CARR SUB SEC. 2 17 FROM 059020170107/25/2005.		

PLEASE PROVIDE CLEAR & CONCISE INFORMATION (ATTACH SEPARATE SHEET IF NEEDED)

10. DESCRIBE PROPOSED USE OF PROPERTY (list and describe in detail): TRUCKING TERMINAL PROJECT (SEE ATTACHMENTS)	
11. DESCRIBE CURRENT USE OF PROPERTY	
12. DESCRIBE PROPOSED SEWER SYSTEM	
13. DESCRIBE PROPOSED WATER SYSTEM	
14. DESCRIBE PROPOSED FIRE PROTECTION SYSTEM	
15. IS PROPOSED USE A BUSINESS? ☑ Yes ☐ No	IF YES, HOW MANY EMPLOYEES WILL BE AT THIS SITE? SEE ATTACHMENTS Project Description

I / WE THE LEGAL OWNER (S) OF THE ABOVE PROPERTY CERTIFY THAT THE INFORMATION SHOWN OR STATED HEREIN IS TRUE AND CORRECT.

Bertha E Ponce — Print Name — 10/18/2019 — Date
Bertha E Ponce — Signature
Bertha E Ponce — Print Name — 10/18/2019 — Date
Bertha E Ponce — Signature

REQUIRED SUPPORT DOCUMENTS

A. SITE PLAN
B. FEE
C. OTHER
D. OTHER

APPLICATION RECEIVED BY:		DATE: 10/16/19	REVIEW / APPROVAL BY OTHER DEPT'S required. ☑ P W ☐ E H S ☐ A P C D ☐ O E. S ☐ ☐
APPLICATION DEEMED COMPLETE BY:		DATE:	
APPLICATION REJECTED BY:		DATE:	
TENTATIVE HEARING BY:		DATE:	
FINAL ACTION: ☐ APPROVED ☐ DENIED		DATE:	

CUP # 19-0023

MRS. BERTHA E. PONCE
PROJECT DESCRIPTION

B.E.E. TRANSPORT, INC is a Trucking Company. Our process starts when our clients calls the trucking business company and speaks to the operations manager, who is the person overseeing the loads for the drivers, after the client explain is needs for his Trucking service like where to picked up, when it has to be picked up, where it's going, and when the shipment must be delivered to its destination. The operations manager tells the client what the trucking business will charge to do that shipment for delivery. Once the price is set and no other special fees are need it the operations manager has the dispatcher (Secretary) enter data on the computer so the necessary paperwork is generated for the driver. Then the dispatcher looks at his load board to see what driver is available closest to the factory needing the pickup, and either sends a signal by satellite or calls the driver to tell him to pick up the load either for point "A" as described below or in the process of his destination back to point "B" to point "C" and returning to B.E.E. TRANSPORT.

Every person at B.E.E. TRANSPORT, INC is necessary to get each load from pick-up to its destination, whether it's the company mechanic who looks after the trucks' engines; the dispatcher, the safety director who makes sure Hours of Service rules are followed, salespeople who find new shippers, or the file clerk who keeps track of all the paperwork for every truck and driver working for the business.

The personal at B.E.E. TRANSPORT, INC is as follow:

(1) Operations Manager: Is responsible for ALL Company's processes from start to end. Working area Manager's Office. Working ours from 7 a.m. to 3 p.m.

(1) Dispatcher/Secretary: In charge of office services and client's general information for the system data. Working area at Reception. Working ours from 7 a.m. to 3 p.m.

(2) Driver's: Driver must meet specific requirements. All drivers must pass a road test, Department of Transportation (DOT) physical and drug screening test. They also must have a valid commercial driver's license and clean driving record. Freight drivers must meet all of the preceding qualifications as well as have a valid, unrestricted Class A commercial driver's license with twin trailer and hazardous materials endorsements. They also must have a minimum of one year tractor-trailer experience and be at least 23 years and six months of age. All drivers must wear the company-issued standard uniform and meet all company appearance standards, which include no beards, no visible tattoos and no earrings for men. Working hours VARIES for a schedule of 14hrs. From Monday thru Fridays, day and night shifts.

(1) Mechanic: Responsible for all Trucking Maintenance. Working area at (N) Shade structure provide maintenance service for trucking service. Working hours from 7 a.m. to 3 p.m.

Working hours: Office-. 7 am. – 3 pm. Shade structure-. 7 am. – 3 pm. (Schedule Varies) Trucks 14 hrs. Monday-Friday. 4 days a week. (2)Trucks Total. 1 access in, 1 access out each truck at access entrance 2.

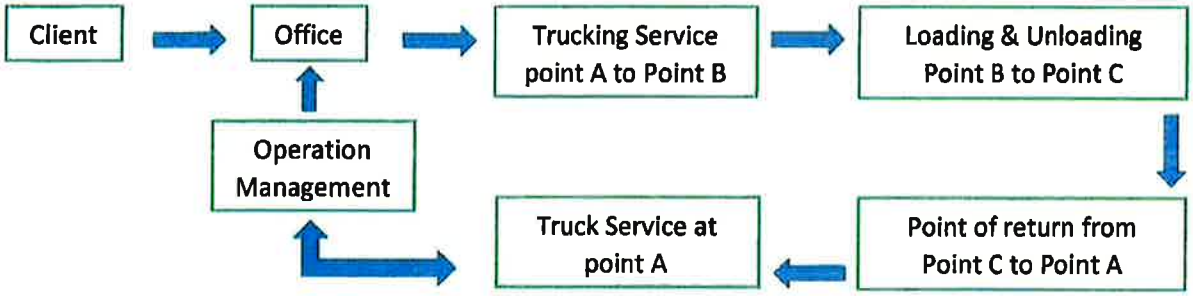
The Project location is next to 602 Kloke Rd., Calexico Ca. 92231 under the Owner name of Mrs. Bertha E. Ponce with the **APN# 059-020-017-000**, ASMT DESCRIPTION PAR 2 PM 2067 OF LOT 3&4 P E CARR SUB SECC 2 17-INDUSTRIAL/VACANT.

B.E.E. TRANSPORT, INC is requiring a permit for **Trucking Terminal.** The Project consist on three main areas Main Office.(800 Sq. Ft.), Maintenance Metal Pre-engineered Shade (4,000 Sq. Ft.) Office parking area. (4,218 Sq. Ft.) TOTAL SQ. FT. PROJECT USED AREA 9,018 SQ. FT, The future development area will be most likely assigned as future parking area.

The use of this property will be INDUSTRIAL TYPE related to trucking business. The type of the Zoning area will be **type M1**, which corresponds to Light Industrial. Property general specifications are as follows: NW 316.04' N 1,055.25' NE335.41' S 1,125', TOTAL PROPERTY AREA 8.42 ACRES.

LICENSE BUSINESS TYPE: TRUCKING TERMINAL permit.

Notes: This will be a business with NO loading or unloading service in the project area. We describe as point "A" the (N) New shade structure and point "B" as the new destination for loading and point "C" as the unloading service at the clients address destination for each service provided. As the full service is provided the Truck will return to point "A" for a general maintenance as required.



FOR THE ABOVE AREAS MENTIONED AREAS ARE PROJECTED AS FOLLOWS:

1. (N) OFFICE-.This Office includes (1) restroom shower for personal use, file area to organize all office paperwork, emergency exit door for fire emergency's, Total area 266.00 Sq. Ft. (1) Open Office for general personal that includes receptionist, employees and clients restroom area per ADA codes (handicap use), main Access door for clients, emergency exit door for evacuation Total area 534.00 Sq. Ft.
2. (N) PRE-ENGINEERED METAL SHADE-. (1) Pre-engineered Metal Shade Structure. The main use for this area will apply ONLY for Belena's Trucking Maintenance service. After full is dome the trucks will be parked at same Shade structure. This is an open area for exception of the wall that connects to the east wall next to office. The main idea is to provide a perfect air flow in order to consider the weather climate for the business personal in charge of the area (Mechanic). This also will prevent direct UV radiation. The Shade Structure dimension will be 40' wide x 100' Long and 16' High. The equipment's used for this working area will be (1) Tire Compressor, (1) Blow gun Air compressor, (1) Hoist lift equipment, (1) Tire repair equipment (1) Oil change equipment, Total area 4,000.00 Sq. Ft.

3. (N) PARKING AREA-. (1) Handicap ADA Parking area for Office, (3) Standard Parking area for Office. This area includes entrance and exit access for vehicles. Total area 4,210 Sq. Ft.
4. (N) ACCESS ENTRANCES. (2) 20'-0" WIDE x 100' Long Truck Parking Entrance. (1) 20'-0" wide X 100' Long Secondary entrance where mainly will required for each truck one access out and one access in making a total of (16) Access entries.

The location of both Main Access Entrances are located at the West Property line which both main entrances are 20'-0" wide and the dimension from center line of Kloke Road and Property line is 35'-0" applying to the standard ADA codes. One entrance is for main Office area and the second entrance is for Emergency Access.

Total project area for terminal will be 100,492 Sq. Ft. The total Property land is 4.8 Acres, this last portion of Property its subject for future development.

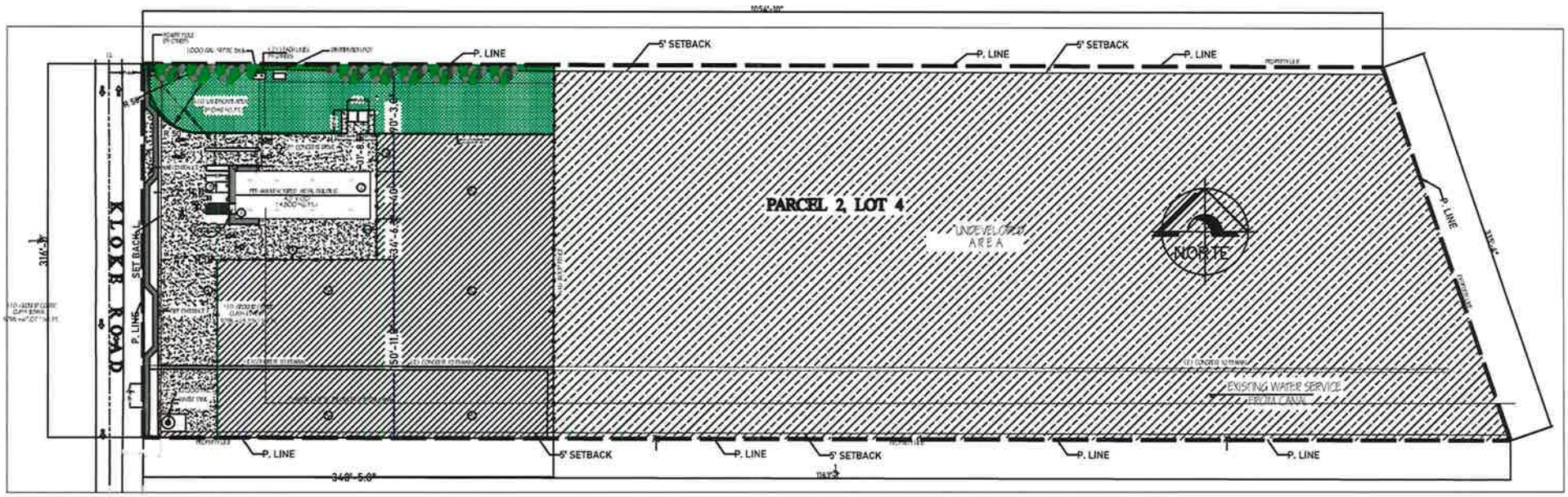
All of the above mentioned will apply to Imperial County Department Planning, Building, Environmental, and IID rules and permits requirements.

Attachments:

- Parcel Water Service Private Agreement.
- Conditional Use Permit.
- Septic System Percolation Testing Report.
- Site Plan and Design Drawings.

Bertha E. Ponce

NOTE: SITE PLAN CUP #19-0023



SITE PLAN

SCALE: 1" = 40'

SCALE: 1" = 40'
0 20' 40' 60' 80'

PROJECT INFORMATION

LEGAL OWNER	PONCE BERTHA E.
ADDRESS	660 KLOKE RD. CALEXICO, CA. 92231
APN	058-020-017-000
PARCEL 2 LOT 4 NET AREA	8.42 AC.
ZONING	MINGU

BUILDING AND PARKING AREA DATA

1. MAIN OFFICE/SHADE BUILDING
   PEMB (PRE-ENGINEERED METAL BUILDING WITH TYPE V-A (WOOD FRAME + TYPE "X" DRYWALL WITH FIRE RESISTANCE RATING AT LEAST 1 HR)
2. TRUCK PARKING AREA
3. OFFICE PARKING AREA
4. PERIMETER FENCE
   NEW GROUND COVER CLASS II BASE, NO VEHICLES PARKED.

NOTE:
CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO STARTING WORK. IF ANY DISCREPANCY IS FOUND OR INFORMATION IS MISSING IN THE APPROVED SET OF CONTRACT DWGS., THE GENERAL CONTRACTOR SHALL NOTIFY THE ENGINEER OR RECORD IMMEDIATELY.

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PERIMETER FENCE
- GROUND COVER
- UNDEVELOPED AREA
- CONCRETE SIDEWALK
- 6" CONCRETE PAVEMENT
- LANDSCAPE AREA
- (N) NEW
- (E) EXISTING

NOTE:
SURFACE WATER WILL DRAIN AWAY FROM BUILDINGS TO EXISTING DETENTION BASIN

SQUARE FOOTAGE

NET PARCEL AREA	8.42 AC.	
PROJECT AREA	116,193.66	SQ.FT.
TRUCK TERMINAL	4,000	SQ.FT.
OFFICE	800	SQ.FT.
OFFICE PARKING AREA	868	SQ.FT.
GROUND COVER AREA	55,550	SQ.FT.
LANDSCAPE AREA	20,438	SQ.FT.
FUTURE PARK AREA	239,953.89	SQ.FT.

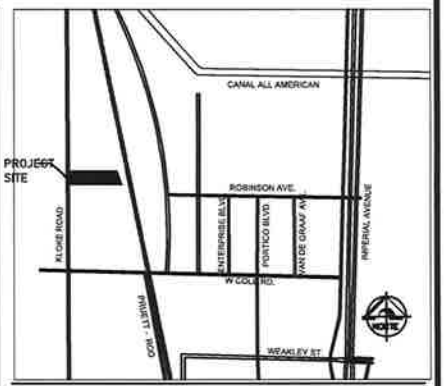
SETBACKS

NORTH SETBACK	5' FT
SOUTH SETBACK	5' FT
EAST SETBACK	0' FT
STREET SETBACK	15' FT

NOTES:
1. THIS PROJECT SHALL COMPLY WITH 2019 CALIFORNIA BUILDING CODE (CBC)
2. 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE (CalGreen)
3. 2019 CALIFORNIA ELECTRICAL CODE (CEC)
4. 2019 CALIFORNIA MECHANICAL CODE (CMC)
5. 2019 CALIFORNIA PLUMBING CODE (CPC)
6. 2019 CALIFORNIA FIRE CODE (CFC)
7. 2019 CALIFORNIA BUILDING ENERGY STANDARDS (CBEES)

GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2016 CALIFORNIA BUILDING CODE, AND THE LATEST EDITION OF THE UNIFORM PLUMBING, MECHANICAL AND FIRE CODES AND/OR LOCAL CODES AND ORDINANCES.
2. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, PRODUCES OR FOR SAFETY PRECAUTIONS AND PROGRAMS OR FOR THE CONTRACTOR'S FAILURE TO PERFORM THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
3. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACTS OF OMISSIONS THE CONTRACTOR OR ANY SUBCONTRACTOR OR FOR ANY OF THE WORK AGENTS OR EMPLOYEES OR ANY OTHER PERSON PERFORMING ANY WORK.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADEQUATELY SUPPORT ALL WALLS, TRUSSES, ETC. DURING CONSTRUCTION. THE CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING AND BRACING AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.
5. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, AND SITE CONDITIONS BEFORE STARTING WORK, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
6. NOTES AND DETAILS ON THE DRAWINGS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES, IN CASE OF CONFLICT.
7. WHERE NO CONSTRUCTION DETAILS ARE SHOWN OR NOTED FOR ANY PART OF THE WORK, SUCH DETAILS SHALL BE THE SAME AS FOR SIMILAR WORK SHOWN ON THE DRAWINGS.
8. SHOULD DISCREPANCIES OCCUR ON THESE PLANS, THE CONTRACTOR SHALL NOT NOTIFY THE ENGINEER IMMEDIATELY.
9. THESE DRAWINGS ARE NOT TO BE SCALED FOR DIMENSIONAL INFORMATION. ACTUAL DIMENSION NUMBERS SHOWN ON THE PLANS ARE TO BE USED. IF DIMENSIONAL CONFLICT EXIST, NOTIFY THE ENGINEER IMMEDIATELY. ANY CONTRACTOR SCALING DRAWINGS FOR ANY PURPOSE DOES SO AT HIS OWN RISK AND IS RESPONSIBLE FOR ANY ERRORS AND MISTAKES WHICH MAY RESULT



VICINITY MAP NTS

PROJECT:
TRUCKING TERMINAL
PONCE BERTHA E. PROJECT
ADDRESS: 660 KLOKE RD.
CITY: CALEXICO, CA. 92231

CALL BEFORE YOU DIG
UNDERGROUND SERVICE ALERT CALL: TOLL FREE 1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

APPROVED BY CITY ENGINEER CITY OF CALEXICO, CA.
DRAWING STATUS
PRELIMINARY (NOT FOR CONSTRUCTION) FOR CONSTRUCTION PERMIT
FOR APPROVAL (NOT FOR CONSTRUCTION) FOR ERECTION/INSTALLATION

PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE

NO.	DESCRIPTION	DATE
1	REVISED	6-26-2020

SITE PLAN

SHEET: T.1

COUNTY OF IMPERIAL, CA

DATE: April-15-2021 BY: E.R.

RECORDING REQUESTED BY:
And Return To:
SOUTH VALLEY ENGINEERING, INC.
1030 BROADWAY, SUITE 100
EL CENTRO, CA 92243

BOOK_____ PAGE_____

AGREEMENT BETWEEN

PARCEL MAP NUMBER 2067 LAND OWNER'S ASSOCIATION

SECTION 1. THE PRINCIPAL PLACE OF BUSINESS OF THIS ASSOCIATION IS TO BE THE FLOYD McCOLLOGH'S RESIDENCE LOCATED AT 360 W. PICO ROAD, EL CENTRO, CALIFORNIA 92243. THIS ASSOCIATION CONSISTS OF THE FOLLOWING PROPERTIES OF MAP No. 2067.

PARCELS No. 1, 2 AND 3 IN THE UNINCORPORATED AREA OF THE COUNTY OF IMPERIAL, STATE OF CALIFORNIA, ACCORDING TO THE PARCEL MAP THEREOF No. 2067 AS RECORDED IN BOOK _____ PAGE _____ OF PARCEL MAPS ON FILE IN THE IMPERIAL COUNTY RECORDER'S OFFICE.

SECTION 2. THIS ASSOCIATION OF PROPERTY OWNER'S IS FORMED FOR THE PURPOSE OF FORMING A NON-PROFIT, LEGAL ENTITY TO BE KNOWN AS PARCEL MAP No. 2067 LAND OWNER'S ASSOCIATION FOR THE MAINTENANCE OF A PRIVATE WATER PIPE LINE EASEMENT DESCRIBED AS FOLLOWS:

PRIVATE WATER PIPE LINE EASEMENT

THE WEST 10.00 FEET OF PARCEL 1, AND A 10.00 FEET WIDE STRIP OF LAND WITH A CENTERLINE DESCRIBED AS FOLLOWS:
STARTING AT A POINT ON THE NORTH PROPERTY LINE OF PARCEL 1 AND 2.0' EAST OF THE NORTHWEST CORNER OF SAID PARCEL;
THENCE, NORTH 00°36'23" WEST, A DISTANCE OF 146.85';
THENCE, NORTH 10°29'36" WEST, A DISTANCE OF 202.04' TO THE TERMINATION OF THIS EASEMENT, THE PURPOSE OF THIS EASEMENT IS TO PROVIDE WATER TO PARCELS 1, 2 AND 3 AS SHOWN ON PARCEL MAP 2067, FILED IN BOOK _____, PAGE _____ OF PARCEL MAPS AT THE OFFICE OF THE COUNTY OF IMPERIAL RECORDER'S OFFICE.

THIS LEGAL ENTITY SHALL ALSO PROVIDE FOR THE MAINTENANCE OF A PRIVATE RETENTION BASIN AGAINST THE BREEDING OF MOSQUITOES BY VIRTUE OF CONTACTING THE COUNTY HEALTH DEPARTMENT FOR PROPER INSTRUCTIONS ON THE CONTROL OF MOSQUITOES. THIS ABATEMENT WILL OCCUR AT SUCH TIME THAT WATER IN THE RETENTION BASIN IS PRESENT FOR MORE THAN 72 HOURS AFTER A RAIN EVENT. THE GOAL IS TO PREVENT THE BREEDING OF MOSQUITOES BY OBLITERATING THEM DURING THE LARVAL STAGE.

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RECORDING REQUESTED BY: BOOK_____ PAGE_____

SOUTH VALLEY ENGINGEERING, INC.
1030 BROADWAY, SUITE 100
EL CENTRO, CA 92243

SECTION 3. THAT THIS ASSOCIATION SHALL CONSIST OF AND OPERATE THROUGH REGULARLY ELECTED OFFICERS CONSISTING OF A PRESIDENT AND SECRETARY-TREASURER, WHO SHALL BE ELECTED TO SERVE FOR A PERIOD OF ONE YEAR FROM APRIL 1, 1994.

SECTION 4. THAT THE SECRETARY-TREASURER SHALL RECEIVE AND MAINTAIN CUSTODY OF ALL FUNDS COLLECTED FOR OPERATION AND MAINTENANCE AND SHALL KEEP APPROPRIATE BOOKS FOR THAT PURPOSE AND SHALL ESTABLISH A BANK ACCOUNT.

SECTION 5. THAT THE SECRETARY-TREASURER SHALL BE AND HE IS EMPOWERED TO COLLECT AND PAY SUCH SUMS AS SET FORTH BY THE BYLAWS.

SECTION 6. THE PRESIDENT SHALL CALL AND PRESIDE AT REGULARLY CALLED MEETINGS AS MAY BE REQUIRED FOR THE TRANSACTION OF BUSINESS OF THIS ASSOCIATION AND THAT A MAJORITY OF THE MEMBERS TO BE PRESENT.

SECTION 7. THIS ORGANIZATION IS HEREBY EMPOWERED TO LEVY AND COLLECT, ANNUALLY, OR UPON BILLING, SUCH ASSESSMENTS AS ARE REQUIRED FOR PAYMENT FOR PROPER MAINTENANCE OF RETENTION BASINS. IN THE EVENT ANY OWNER FAILS TO PAY SUCH ASSESSMENTS, THE OFFICERS OF THIS ASSOCIATION MAY TAKE REASONABLE ACTION TO COLLECT SUCH FUNDS.

SECTION 8. THAT ONLY OWNERS OF PARCELS OF RECORD HEREINABOVE DESCRIBED SHALL HAVE VOTE IN THE ASSOCIATION.

SECTION 9. THAT IN THE EVENT OF SALE OR DIVISION OF ANY OF THE PROPERTIES TO BE SERVED BY THIS ASSOCIATION, SELLER OF SUCH PROPERTY TO BE SOLD MUST REQUIRE OF THE BUYER THAT HE SUBSCRIBES FULLY TO THESE BYLAWS AND BE BOUND BY THEM. THIS AGREEMENT IS BINDING TO ALL FEE HOLDERS, THEIR AGENTS, SUCCESSORS AND ASSIGNS.

SECTION 10. THAT EACH PARTY TO THE ASSOCIATION NOW OR AFTERWARD TO BECOME A MEMBER SHALL BE FULLY ADVISED THAT THE ORIGINAL COVENANT DULY RECORDED IN IMPERIAL COUNTY RECORDS, PROVIDES THAT EACH OWNER DID GRANT AND HAS GRANTED TO EACH OTHER A CONTINUOUS RIGHT-OF-WAY FOR RETENTION BASIN ACCESS.

C:\WP\CC&RS\GRIFFITH.AGR

RECORDING REQUESTED BY: BOOK_____ PAGE_____

SOUTH VALLEY ENGINEERING, INC.
1030 BROADWAY, SUITE 100
EL CENTRO, CA 92243

SECTION 11. THAT THIS ASSOCIATION SHALL BE CHARGED WITH THE RESPONSIBILITY OF:

A. CONTRACTING FOR OR PROVIDING SERVICES REQUIRED TO MAINTAIN THE RETENTION BASIN IN GOOD USABLE CONDITION AT ALL TIMES;

B. TO DETERMINE THE CONDITIONS UPON WHICH ANY MAY CONTINUE USAGE OF RETENTION BASIN, PROVIDING A DELINQUENCY OCCURS;

C. TO DETERMINE A FAIR AMOUNT TO BE COLLECTED FROM EACH OWNER; THESE ASSESSMENTS TO BECOME DUE AND PAYABLE WITHIN THIRTY (30) DAYS PRIOR TO THE DATE FOR PAYMENT TO THE CONTRACTOR OR SUPPLIERS OF PIPE MATERIALS OR SERVICES;

D. TO GRANT TO EACH OWNER AND ASSIGN THE FULL RIGHT TO USAGE OF RETENTION BASIN AT ALL TIMES, EXCEPT UPON NON-COMPLIANCE WITH THE RULES AND REGULATIONS HEREIN SET;

E. TO COLLECT TEN ($10.00) DOLLARS PER MONTH, AS NECESSARY TO PROVIDE AND MAINTAIN A MAINTENANCE RESERVE FUND TO A TOTAL AMOUNT OF TWO-HUNDRED ($200.00) DOLLARS PER LAND OWNER;

F. TO GRANT TO EACH ADDITIONAL PROPERTY OWNER HEREAFTER JOINING THIS ASSOCIATION THE SAME RIGHTS AND PRIVILEGES OF EACH OWNER, PROVIDING HE OR SHE SHALL AGREE TO COMPLY WITH THE TERMS AND CONDITIONS HEREIN PROVIDED.

SECTION 12. THAT IN THE EVENT IT BECOMES NECESSARY TO ALTER OR CHANGE THESE BYLAWS, THE SAME SHALL REQUIRE A MAJORITY OF THE OWNER-MEMBERSHIP.

RECORDING REQUESTED BY: BOOK_____ PAGE_____

SOUTH VALLEY ENGINEERING, INC.
1030 BROADWAY, SUITE 100
EL CENTRO, CA 92243

SECTION 13. THAT A MINIMUM TWO THIRDS (2/3) MAJORITY MEMBERSHIP SHALL BE REQUIRED TO MAKE ANY ADDITIONS OR IMPROVEMENTS TO THE SYSTEM HEREIN INVOLVED.

SECTION 14. IT SHALL BE THE RESPONSIBILITY OF EACH MEMBER TO MAINTAIN AND REPAIR HIS OWN ACCESS TO THE RETENTION BASIN. EACH MEMBER SHALL MAINTAIN THE RETENTION BASIN CLEAR OF ALL DEBRIS, FENCES OR OBSTRUCTIONS TO INSURE ADEQUATE ACCESS.

SECTION 15. IN THE EVENT A SECOND DWELLING IS ERECTED ON ANY PARCEL, THE VENDOR SHALL PAY OR CAUSE THE VENDEE TO PAY THE ASSOCIATION THE SUM OF TWO HUNDRED ($200.00) DOLLARS AS A FAIR PORTION OF MAINTENANCE RESERVE FUND. THE NEW OWNER SHALL BE ASSESSED HIS FAIR SHARE OF MAINTENANCE CHARGES AS REQUIRED OF EACH FEE HOLDER IN THIS AGREEMENT.

SECTION 16. REGULAR SEMI-ANNUAL MEETINGS OF THIS ASSOCIATION SHALL BE HELD ON THE SECOND MONDAY IN JUNE AND THE SECOND MONDAY IN DECEMBER OF EACH YEAR; OTHERWISE NECESSARY MEETINGS SHALL BE ON CALL OF THE PRESIDENT, OR IN THE EVENT OF HIS UNAVAILABILITY, THE SECRETARY-TREASURER.

RECORDING REQUESTED BY: BOOK_____ PAGE_____

SOUTH VALLEY ENGINEERING, INC.
1030 BROADWAY, SUITE 100
EL CENTRO, CA 92243

IN WITNESS WHEREOF, THE MEMBERS OF THIS ASSOCIATION DO HEREBY FIX THEIR SIGNATURES THIS 26th DAY OF January, 1992.

Karl F. McCollough

KARL F. McCOLLOUGH, As Administrator of the Estate of Floyd N. McCollough, Deceased

STATE OF CALIFORNIA)
COUNTY OF IMPERIAL) ss.

ON THIS 26th DAY OF January, 1992, BEFORE ME UNDERSIGNED PERSONALLY APPEARED,
KARL F. McCOLLOUGH

PERSONALLY KNOWN TO ME TO BE THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT THEY EXECUTED THE SAME.

NOTARY ACKNOWLEDGMENT ATTACHED

DAWNNA N. SPINNEY, Notary Public

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California)
County of Imperial)

On January 26, 1994 before me, DAWNNA M. SPINNEY, Notary Public, personally appeared Karl F. McCollough, (X) personally known to me - OR - ( ) proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Dawnna M. Spinney

DAWNNA M. SPINNEY
COMM. # 80333
NOTARY PUBLIC - CALIFORNIA
IMPERIAL COUNTY
My Comm. Expires Jan. 31, 1997

OPTIONAL SECTION:

CAPACITY CLAIMED BY SIGNER

Though statue does not require the Notary to fill in the data below, doing so may prove invaluable to persons relying on the document.

( ) INDIVIDUAL
( ) CORPORATE OFFICER(S) _____ TITLE(S)
( ) PARTNER(S) ( ) LIMITED ( ) GENERAL
( ) ATTORNEY-IN-FACT
( ) TRUSTEE(S)
( ) GUARDIAN/CONSERVATOR
(X) OTHER: Executor of the Estate of Floyd N. McCollough, Deceased

SIGNER IS REPRESENTING:
Name of Person(s) or Entity(ies)

_____

_____

--- OPTIONAL SECTION ---

This certificate must be attached the document described below:

TITLE OR TYPE OF DOCUMENT _____
NUMBER OF PAGES _____ DATE OF DOCUMENT _____
SIGNER(S) OTHER THAN NAMED ABOVE _____

Though the data requested here is not required by law, it could prevent fraudulent reattachment of this form.

94013359

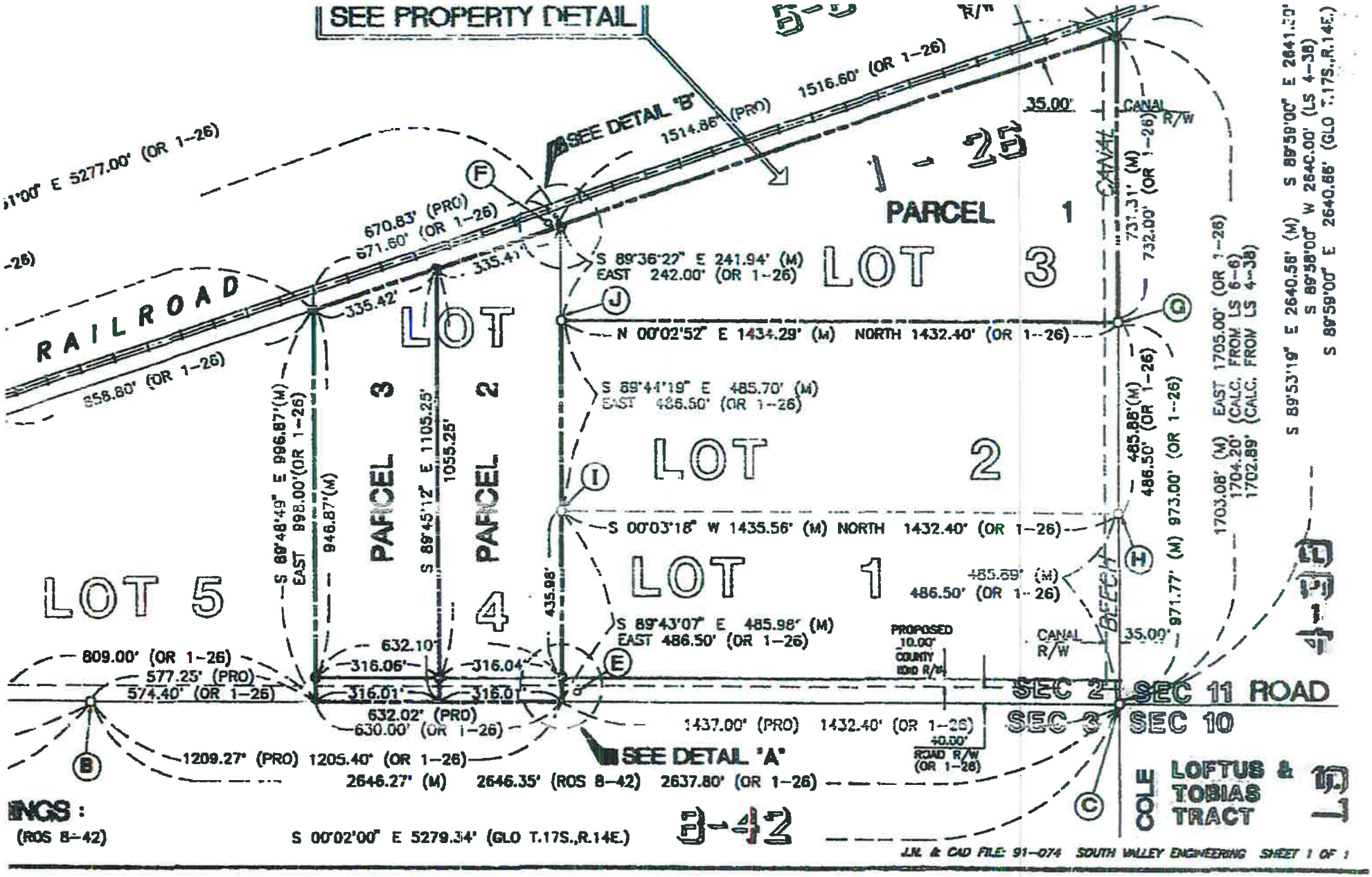
DOLORES PROVENCIO

COUNTY RECORDER
BOOK 1772 PAGE 620
'94 JUN 7 AM 9 02

OFFICIAL RECORDS
IMPERIAL COUNTY, CA

9461

REG	$16
FAF	$ 7
NC	$ 1
TEL	$—
TOTAL	24


SEE PROPERTY DETAIL
SEE DETAIL "B"
SEE DETAIL "A"
1516.60' (OR 1-26)
1514.86' (PRO)
670.83' (PRO)
671.60' (OR 1-26)
335.42'
858.80' (OR 1-26)
RAILROAD
PARCEL 1
LOT 3
LOT 2
LOT 1
LOT 5
PARCEL 3
PARCEL 2
PARCEL 4
S 89°36'27" E 241.94' (M)
EAST 242.00' (OR 1-26)
N 00°02'52" E 1434.29' (M) NORTH 1432.40' (OR 1-26)
S 89°44'19" E 485.70' (M)
EAST 486.50' (OR 1-26)
S 00°03'16" W 1435.56' (M) NORTH 1432.40' (OR 1-26)
S 89°43'07" E 485.98' (M)
EAST 486.50' (OR 1-26)
S 89°48'49" E 996.87'(M)
EAST 998.00'(OR 1-26)
946.87'(M)
S 89°45'12" E 1105.25'
1055.25'
435.98'
485.89' (M)
486.50' (OR 1-26)
35.00'
CANAL R/W
731.31' (M)
732.00' (OR 1-26)
485.88'(M)
486.50' (OR 1-26)
971.77' (M) 973.00' (OR 1-26)
1703.08' (M) EAST 1705.00' (OR 1-26)
1704.20' (CALC. FROM LS 6-6)
1702.89' (CALC. FROM LS 4-38)
S 89°53'19" E 2640.56' (M) S 89°59'00" E 2641.50'
S 89°58'00" W 2640.00' (LS 4-38)
S 89°59'00" E 2640.86' (GLO T.17S.,R.14E.)
809.00' (OR 1-26)
577.25' (PRO)
574.40' (OR 1-26)
632.10'
316.06'
316.04'
316.01'
316.01'
632.02' (PRO)
630.00' (OR 1-26)
1209.27' (PRO) 1205.40' (OR 1-26)
2646.27' (M) 2646.35' (ROS 8-42) 2637.80' (OR 1-26)
1437.00' (PRO) 1432.40' (OR 1-26)
PROPOSED 10.00' COUNTY ROAD R/W
40.00' ROAD R/W (OR 1-26)
SEC 2
SEC 11 ROAD
SEC 3
SEC 10
COLE LOFTUS & TOBIAS TRACT
INGS :
(ROS 8-42)
S 00°02'00" E 5279.34' (GLO T.17S.,R.14E.)
J.N. & CAD FILE: 91-074 SOUTH VALLEY ENGINEERING SHEET 1 OF 1

Recording Requested By

And when Recorded Mail to

Space Above this Line for Recorder's Use

IID-292 (R9 5-73)
New Service Pipe
22-2-07207-06

AGREEMENT FOR PIPE SERVICE

THIS AGREEMENT, made this 1 day of April 19 85,

between Imperial Irrigation District, hereinafter referred to as District, and

Salvador Sanchez Sandoval and Ofelia G. Sandoval, Water User.

WITNESSETH:

THAT WHEREAS, said water user desires to install a pipe 2 inches in diameter to supply water from Beech Canal North Bank 2' West of Gate 16

to East 4 acres of E½ of Lot 2 in PE Carr Subdivision #1 Exc 50 Acres in SE Cor. 17/14 4 Acres

Tract Section, T. 17 S., R. 14 E., S. B. B. M., County of Imperial, State of California.

NOW THEREFORE THIS AGREEMENT WITNESSETH: That said District has, by order of its Board of Directors, authorized said installation upon the following terms and conditions:

1. It is expressly understood and agreed that this installation shall be subject to the inspection and approval by an authorized agent of said District and shall be constructed and maintained at all times without expense to said District; and shall be removed upon demand of the District. Said District shall not be responsible for any damage to such pipe caused by it in cleaning its canals.

2. That at no time will the District be required to deliver water to said pipe when no other water is being delivered through said canal at that time, and that at no time will said District, or any other party, check or allow to be checked the water in said canal for the purpose of delivery through said pipe.

3. The installation of service pipes is permitted only to individuals and single residences and shall be the responsibility of persons receiving approval for pipe service to see that service from pipes is not extended to any person, residence or parcel of land without the approval of the District. It being expressly understood that in case of such extended service being permitted, without such approval, the District is hereby authorized to remove service pipe at the undersigned applicant's expense.

4. It is expressly understood before delivery is made through said pipe that said water user shall pay to said District, at the rate of $ 63.00 per year, or at a rate fixed by the Board of Directors and that thereafter equal payments shall be made in advance semiannually on or before the first day of January and the first day of July of each year, for such pipe. In event water is diverted or allowed to run to other lands than the above set forth, or be taken or used by any other person, without approval of

LANDMARK
Geo-Engineers and Geologists

780 N. 4th Street
El Centro, CA 92243
(760) 370-3000
(760) 337-8900 fax

77-948 Wildcat Drive
Palm Desert, CA 92211
(760) 360-0665
(760) 360-0521 fax

August 20, 2019

Ms. Berta Ponce
c/o ROC Construction
2420 W. Holt Avenue
El Centro, CA 92243

Septic System Percolation Testing Report
Proposed Belen Trucking Office
Kloke Road
Calexico, California
LCI Project No. LE19125

Dear Ms. Ponce:

Landmark Consultants, Inc. has completed the percolation tests for a proposed Belen Trucking Office along the east side of Kloke Road (APN 059-020-017) northwest of Calexico, California. The percolation testing has been requested to determine a percolation rate of the native soils to design a septic system that meets Imperial County Environmental Health Department standards.

Project Area

The parcel (APN 059-020-017), approximately 8.5 acres in size, is located outside of Calexico, California. The property currently vacant land. The percolation test was performed on the north side of the site, see Plate A-2. Properties to the north and south consist of commercial properties with agricultural fields to the west.

Infiltration Testing Procedure

The percolation tests were conducted utilizing the hole preparation, soil saturation and rate measurement procedures outlined in the U.S. Department of Health, Education, and Welfare, Public Health Service Manual of Septic Tank Practice (Robert A. Taft Sanitary Engineering Center Procedure).

Percolation tests were performed on August 14, 2019. The percolation testing sites are shown on the Site and Exploration Plan (Plate A-2).

A staff engineer observed subsurface soils excavated with a back-hoe. Subsurface soils encountered during the field testing generally consisted of sandy silty clays 2 to 2.5 feet below ground surface and loamy sands from 2.5 feet to 10 feet below ground surface. Groundwater was not encountered in the 10 feet excavation.

Percolation Procedure Hole Preparation

The percolation testing at the leach field area consisted of digging four 3-foot by 3-foot by 2-foot deep square holes and one hole to 10 feet with a backhoe. A 12 inch by 12 inch square hole was then hand excavated with a shovel in the center of each of the four larger holes. After logging the soil, a 2 inch layer of 3/8 inch pea gravel was placed in the bottom of each hole and a 1-foot x 1-foot x 1-foot metal perforated cage was centered in the hole.

Percolation Presoaking and Measurement Rate

Each test hole was presoaked with water at 12 inches above the pea gravel and maintained for a minimum of four (4) hours. Presoaking was performed to achieve soil saturation and to allow for swelling of expansive soils.

After the presoaking was complete, sandy soil classification was verified at the four locations by 6-inch water level seeping away in less than 25 minutes. The water level was returned to 6 inches above the pea gravel and measurement readings were then taken at 10 minute intervals. A minimum of six (6) 10 minute readings were conducted with the 6-inch water depth re-established in each hole after each 10-minute reading.

Infiltration Analytical Results

The measured infiltration rates are provided in Appendix B of this report. The project site is divided into United States Soil Conservation Survey (UCSC) soil classifications types. The USCS soil survey map (Plate A-3) shows the extent of the various soil types for this site. Infiltration rates of 5 to 10 minutes per inch were measured in the site soils. The soils are classified as "loamy sands" soils with a suggested long-term application rate of 0.80 gallons/sf/day to be used for leach field designs.

Closure

The opportunity to provide professional services for this project is appreciated. Please contact our office with any questions or comments.

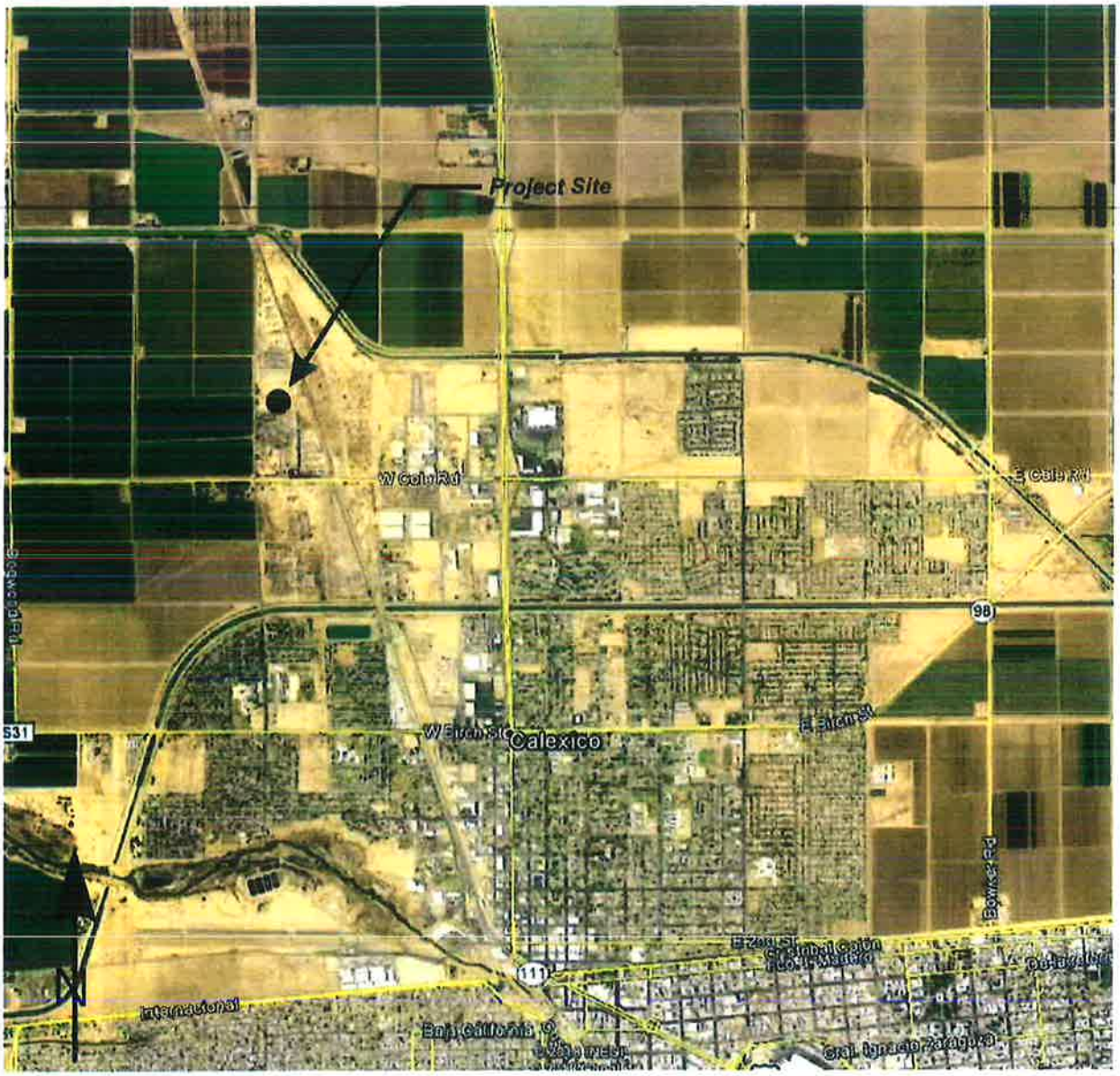
Respectfully Submitted,
Landmark Consultants, Inc.

Peter E. LaBrucherie, PE
Principal Engineer

Appendices

APPENDIX A: Vicinity and Site Maps
APPENDIX B: Field Test Results
APPENDIX C: Soil Log

APPENDIX A

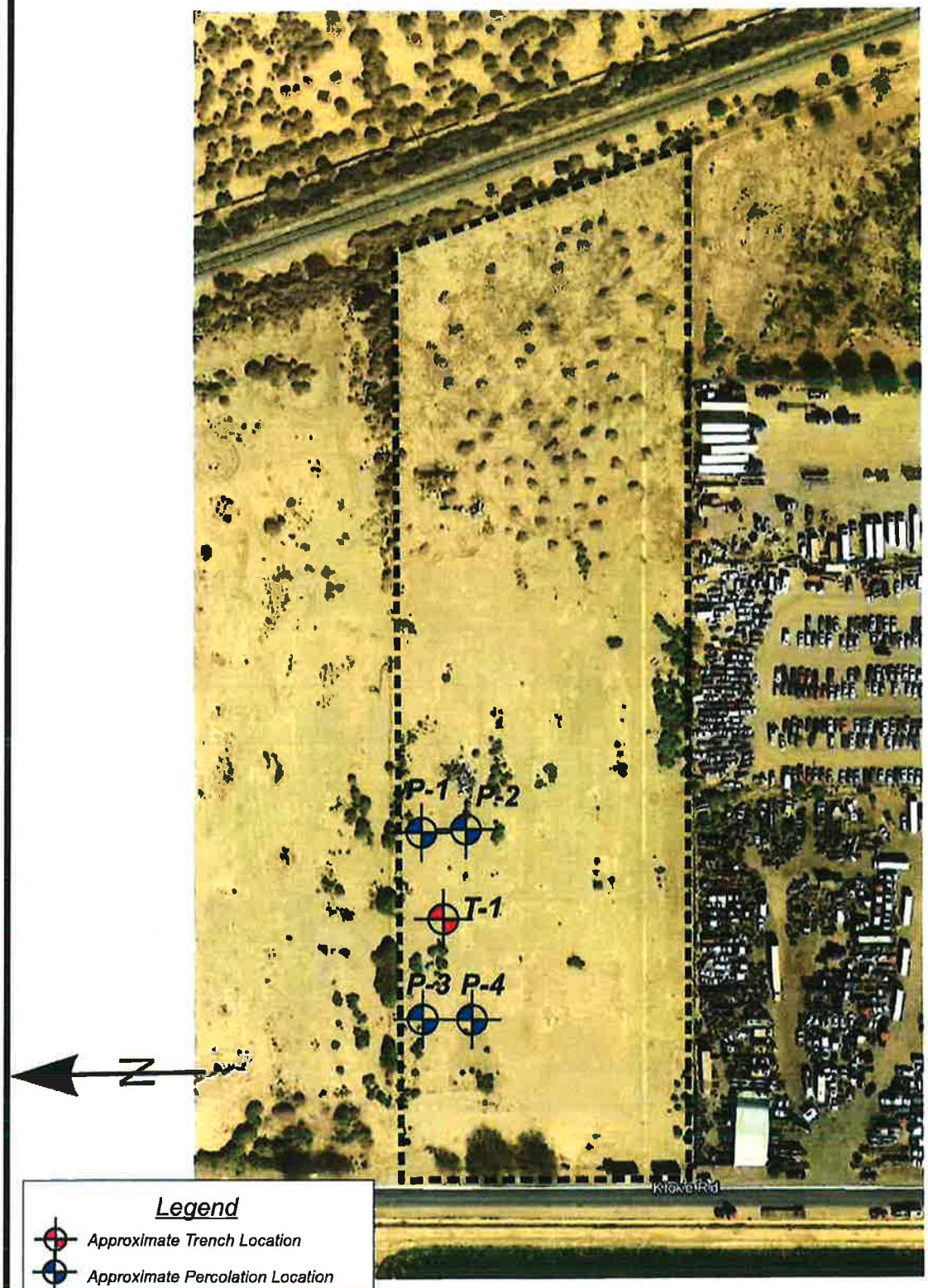


LANDMARK
Geo-Engineers and Geologists

Project No.: LE19125

Vicinity Map

Plate
A-1

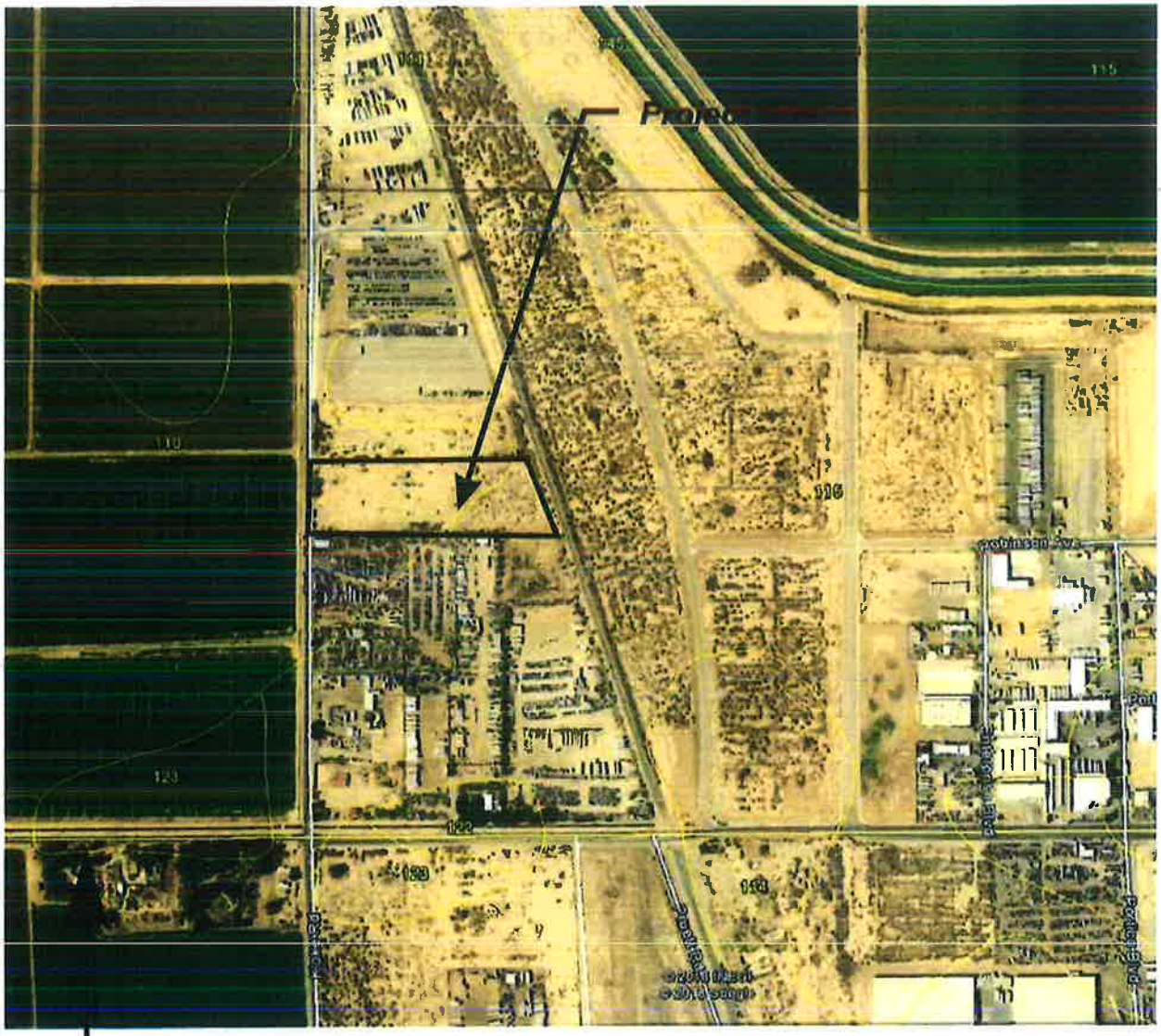


LANDMARK
Geo Engineers and Geologists

Project No.: LE19125

Site and Exploration Plan

Plate A-2



LANDMARK
Geo Engineers and Geologists

Project No.: LE19125

Soil Survey Map

Plate
A-3

APPENDIX B

TABLE 12.--PHYSICAL AND CHEMICAL PROPERTIES OF SOILS

[The symbol < means less than; > means more than. Entries under "Erosion factors--T" apply to the entire profile. Entries under "Wind erodibility group" apply only to the surface layer. Absence of an entry indicates that data were not available or were not estimated]

Soil name and map symbol	Depth	Permeability	Available water capacity	Soil reaction	Salinity	Shrink-swell potential	Erosion factors		Wind erodibility group
							K	T	
	In	In/hr	In/in	pH	Mmhos/cm				
100----------	0-13	2.0-6.0	0.08-0.09	7.9-8.4	<4	Very low	0.17	5	2
Antho	13-60	2.0-6.0	0.08-0.12	7.9-8.4	<4	Low-------	0.32		
101*:									
Antho----------	0-8	2.0-6.0	0.08-0.09	7.9-8.4	<4	Very low	0.17	5	2
	8-60	2.0-6.0	0.08-0.12	7.9-8.4	<4	Low-------	0.32		
Superstition----	0-6	2.0-6.0	0.05-0.11	7.9-8.4	<2	Low-------	0.15	5	2
	6-60	2.0-6.0	0.05-0.11	7.9-8.4	<2	Low-------	0.15		
102*.									
Badland									
103----------	0-10	6.0-20	0.03-0.06	7.4-8.4	<4	Low-------	0.10	5	1
Carsitas	10-60	6.0-20	0.03-0.06	7.4-8.4	<4	Low-------	0.10		
104*.									
Fluvaquents									
105----------	0-13	0.2-0.6	0.19-0.21	7.4-8.4	2-4	Moderate	0.37	5	4L
Glenbar	13-60	0.2-0.6	0.19-0.21	7.4-8.4	2-4	Moderate	0.37		
106----------	0-13	0.2-0.6	0.19-0.21	7.4-8.4	2-8	Moderate	0.37	5	4L
Glenbar	13-60	0.2-0.6	0.19-0.21	7.4-8.4	2-8	Moderate	0.37		
107*----------	0-13	0.6-2.0	0.13-0.15	8.5-9.0	4-8	Low-------	0.43	5	4L
Glenbar	13-60	0.2-0.6	0.16-0.18	8.5-9.0	>4	Moderate	0.43		
108----------	0-14	0.6-2.0	0.15-0.25	7.4-8.4	2-8	Low-------	0.43	5	4L
Holtville	14-22	0.06-0.2	0.17-0.25	7.4-8.4	2-8	High------	0.32		
	22-60	0.6-2.0	0.15-0.25	7.4-8.4	2-8	Low-------	0.43		
109, 110---------	0-17	0.06-0.2	0.17-0.25	7.4-8.4	2-8	High------	0.32	5	4
Holtville	17-24	0.06-0.2	0.17-0.25	7.4-8.4	2-8	High------	0.32		
	24-35	0.6-2.0	0.15-0.25	7.4-8.4	2-8	Low-------	0.43		
	35-60	2.0-6.0	0.08-0.10	7.4-8.4	2-8	Low-------	0.28		
111*:									
Holtville-------	0-10	0.06-0.2	0.17-0.25	7.4-8.4	2-8	High------	0.32	5	4
	10-22	0.06-0.2	0.17-0.25	7.4-8.4	2-8	High------	0.32		
	22-60	0.6-2.0	0.15-0.25	7.4-8.4	2-8	Low-------	0.43		
Imperial--------	0-12	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High------	0.43	5	4
	12-60	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High------	0.43		
112----------	0-12	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High------	0.43	5	4
Imperial	12-60	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High------	0.43		
113----------	0-12	0.06-0.2	0.06-0.17	8.5-9.0	>8	High------	0.43	5	4
Imperial	12-60	0.06-0.2	0.06-0.17	8.5-9.0	>8	High------	0.43		
114----------	0-12	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High------	0.43	5	4
Imperial	12-60	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High------	0.43		
115*:									
Imperial--------	0-12	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High------	0.43	5	4
	12-60	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High------	0.43		
Glenbar----------	0-13	0.2-0.6	0.19-0.21	7.9-8.4	2-8	Moderate	0.37	5	4L
	13-60	0.2-0.6	0.19-0.21	7.9-8.4	2-8	Moderate	0.37		

See footnote at end of table.

TABLE 12.--PHYSICAL AND CHEMICAL PROPERTIES OF SOILS--Continued

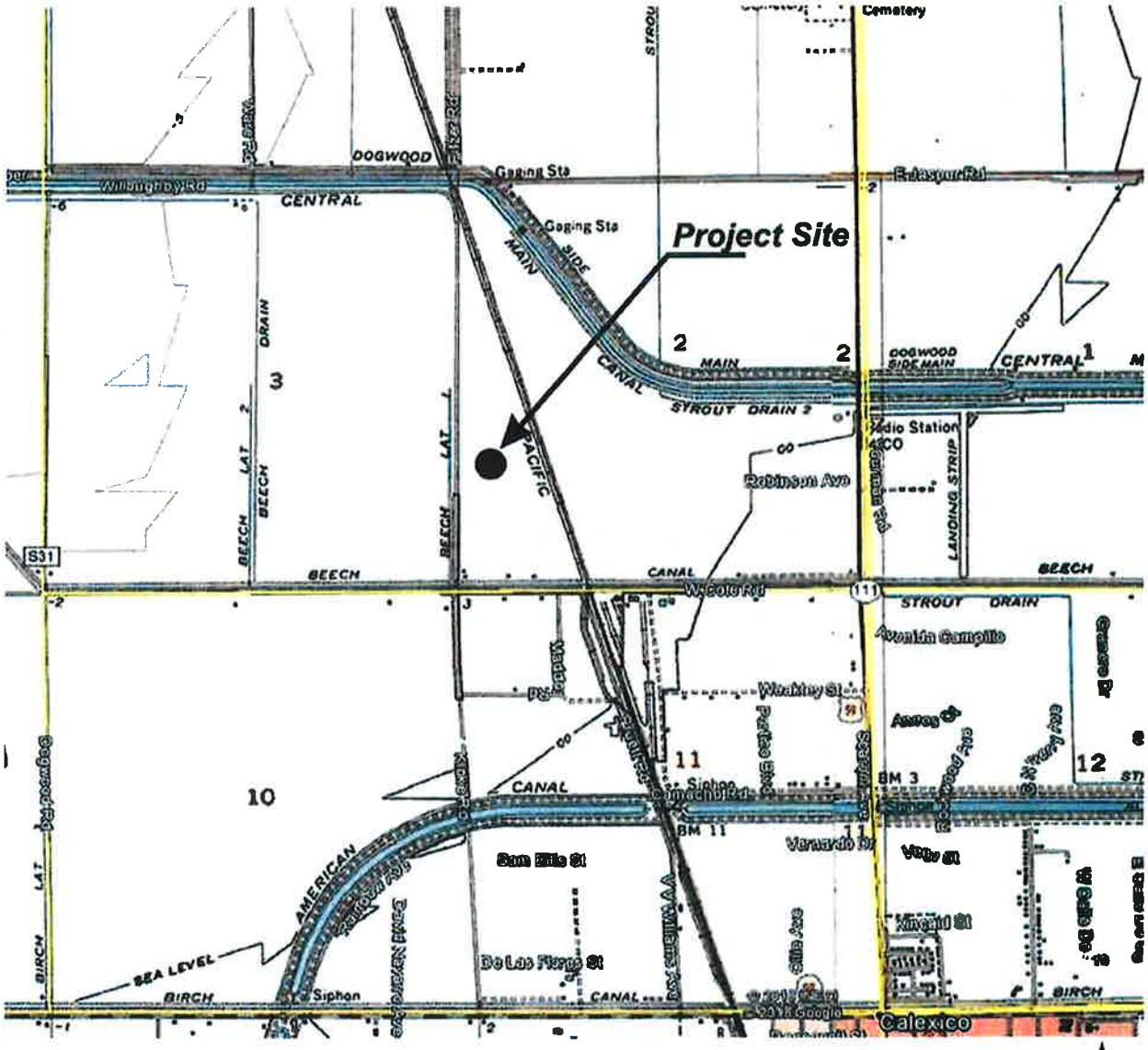
Soil name and map symbol	Depth	Permeability	Available water capacity	Soil reaction	Salinity	Shrink-swell potential	Erosion factors		Wind erodibility group
							K	T	
	In	In/hr	In/In	pH	Mmhos/cm				
116*:									
Imperial	0-13	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High	0.43	5	4
	13-60	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High	0.43		
Glenbar	0-13	0.2-0.6	0.19-0.21	7.9-8.4	2-4	Moderate	0.37	5	4L
	13-60	0.2-0.6	0.19-0.21	7.9-8.4	2-4	Moderate	0.37		
117, 118	0-12	0.6-2.0	0.18-0.20	7.9-8.4	<4	Low	0.55	5	4L
Indio	12-72	0.6-2.0	0.16-0.20	7.9-8.4	<4	Low	0.49		
119*:									
Indio	0-12	0.6-2.0	0.18-0.20	7.9-8.4	<4	Low	0.55	5	4L
	12-72	0.6-2.0	0.16-0.20	7.9-8.4	<4	Low	0.49		
Vint	0-10	2.0-6.0	0.09-0.11	7.9-8.4	2-4	Low	0.24	4	2
	10-60	2.0-6.0	0.09-0.11	7.9-8.4	2-4	Low	0.24		
120*	0-12	0.6-2.0	0.16-0.18	7.9-8.4	<4	Low	0.37	4	4L
Laveen	12-60	0.6-2.0	0.16-0.18	7.9-8.4	<4	Low	0.43		
121	0-12	2.0-6.0	0.08-0.09	7.4-8.4	2-8	Low	0.28	5	1
Meloland	12-26	0.6-2.0	0.08-0.25	7.4-8.4	2-8	Low	0.43		
	26-71	0.06-0.2	0.06-0.15	7.4-8.4	8-16	High	0.32		
122	0-12	0.6-2.0	0.15-0.25	7.4-8.4	2-8	Low	0.43	5	4L
Meloland	12-26	0.6-2.0	0.08-0.25	7.4-8.4	2-8	Low	0.43		
	26-71	0.06-0.2	0.06-0.15	7.4-8.4	8-16	High	0.32		
123*:									
Meloland	0-12	0.6-2.0	0.15-0.25	7.4-8.4	2-8	Low	0.43	5	4L
	12-26	0.6-2.0	0.08-0.25	7.4-8.4	2-8	Low	0.43		
	26-38	0.06-0.2	0.06-0.15	7.4-8.4	8-16	High	0.32		
	38-60	0.6-2.0	0.08-0.25	7.4-8.4	8-16	Low	0.43		
Holtville	0-12	0.6-2.0	0.15-0.25	7.4-8.4	2-8	Low	0.43	5	4L
	12-24	0.06-0.2	0.17-0.25	7.4-8.4	2-8	High	0.32		
	24-36	0.6-2.0	0.15-0.25	7.4-8.4	2-8	Low	0.43		
	36-60	2.0-6.0	0.08-0.10	7.4-8.4	2-8	Low	0.28		
124, 125	0-23	6.0-20	0.04-0.06	7.9-8.4	2-8	Low	0.24	5	1
Niland	23-60	0.06-0.2	0.10-0.16	7.9-8.4	2-16	High	0.32		
126, 127	0-23	6.0-20	0.06-0.08	7.9-8.4	2-8	Low	0.28	5	2
Niland	23-60	0.06-0.2	0.10-0.16	7.9-8.4	2-16	High	0.32		
128*:									
Niland	0-23	6.0-20	0.04-0.06	7.9-8.4	2-8	Low	0.24	5	1
	23-60	0.06-0.2	0.10-0.16	7.9-8.4	2-16	High	0.32		
Imperial	0-12	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High	0.43	5	4
	12-60	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High	0.43		
129*.									
Pits									
130, 131, 132, 133, 134	0-9	6.0-20	0.05-0.07	7.9-8.4	2-4	Low	0.20	5	1
Rositas	9-60	6.0-20	0.05-0.08	7.9-8.4	2-4	Low	0.20		
135	0-9	6.0-20	0.05-0.07	7.9-8.4	2-8	Low	0.20	5	1
Rositas	9-60	6.0-20	0.05-0.08	7.9-8.4	2-8	Low	0.20		
136	0-4	6.0-20	0.06-0.08	7.9-8.4	2-4	Low	0.20	5	2
Rositas	4-60	6.0-20	0.05-0.08	7.9-8.4	2-4	Low	0.20		
137	0-12	0.6-2.0	0.20-0.25	7.9-8.4	2-4	Low	0.49	5	4L
Rositas	12-60	6.0-20	0.05-0.08	7.9-8.4	2-4	Low	0.20		
138*:									
Rositas	0-4	6.0-20	0.06-0.08	7.9-8.4	2-4	Low	0.20	5	2
	4-60	6.0-20	0.05-0.08	7.9-8.4	2-4	Low	0.20		

See footnote at end of table.

TABLE 12.--PHYSICAL AND CHEMICAL PROPERTIES OF SOILS--Continued

Soil name and map symbol	Depth	Permeability	Available water capacity	Soil reaction	Salinity	Shrink-swell potential	Erosion factors		Wind erodibility group
							K	T	
	In	In/hr	In/in	pH	Mmhos/cm				
138*:									
Superstition----	0-6	2.0-6.0	0.05-0.11	7.9-8.4	<2	Low-------	0.15	5	2
	6-60	2.0-6.0	0.05-0.11	7.9-8.4	<2	Low-------	0.15		
139----------	0-6	2.0-6.0	0.05-0.11	7.9-8.4	<2	Low-------	0.15	5	2
Superstition	6-60	2.0-6.0	0.05-0.11	7.9-8.4	<2	Low-------	0.15		
140*:									
Torriorthents									
Rock outcrop									
141*:									
Torriorthents									
Orthids									
142----------	0-10	2.0-6.0	0.10-0.20	7.9-8.4	2-8	Low-------	0.32	5	3
Vint	10-60	2.0-6.0	0.09-0.11	7.9-8.4	2-8	Low-------	0.17		
143----------	0-12	0.6-2.0	0.13-0.15	7.9-8.4	2-4	Low-------	0.37	4	3
Vint	12-60	2.0-6.0	0.09-0.11	7.9-8.4	2-4	Low-------	0.24		
144*:									
Vint----------	0-10	2.0-6.0	0.10-0.20	7.9-8.4	2-8	Low-------	0.32	5	3
	10-40	2.0-6.0	0.09-0.11	7.9-8.4	2-8	Low-------	0.17		
	40-60	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High------	0.43	5	3
Indio----------	0-12	0.6-2.0	0.18-0.20	7.9-8.4	<4	Low-------	0.55	5	4L
	12-40	0.6-2.0	0.16-0.20	7.9-8.4	<4	Low-------	0.49		
	40-70	0.06-0.2	0.17-0.35	7.9-8.4	4-8	High------	0.43		

* See description of the map unit for composition and behavior characteristics of the map unit.



LANDMARK Geo-Engineers and Geologists Project No.: LE19125	Topographic Map	Plate A-4

LANDMARK
Geo-Engineers and Geologists

Leach Line Percolation Data Sheet

Project: Belen Trucking - Calexico, CA
Test Hole No: P-1 NEC
Depth of Test Hole: 3 ft.
Check for Sandy Soil Criteria Tested By: P. LaBrucherie
Actual Percolation Tested By: P. LaBrucherie

Job No: LE19125
Date Excavated: 08/14/19
Soil Classification: Loamy Sands
Date: 08/14/19 Presoak: 4hr.
Date: 08/14/19

Sandy Soil Criteria Test

TRIAL No.	TIME	TIME INTERVAL (MIN.)	INITIAL WATER LEVEL (IN.)	FINAL WATER LEVEL(IN.)	CHANGE WATER LEVEL (IN.)
1	8:30 AM	25	6	0	6.00
2	9:00 AM	25	6	0	6.00

Use Normal/Sandy (CIRCLE ONE) Soil Criteria

TIME	TIME INTERVAL	TOTAL ELAPSED TIME	INITIAL WATER LEVEL	FINAL WATER LEVEL	CHANGE IN WATER LEVEL	PERCOLATION RATE (MIN/INCH)
12:30 PM 12:40 PM	10	10	6	3.5	2.5	4.00
12:40 PM 12:50 PM	10	20	6	3.75	2.25	4.44
12:50 PM 1:00 PM	10	30	6	4	2	5.00
1:00 PM 1:10 PM	10	40	6	4	2	5.00
1:10 PM 1:20 PM	10	50	6	4	2	5.00
1:20 PM 1:30 PM	10	60	6	4	2	5.00
					Stabilized Drop (min/in)	5.00

LANDMARK
Geo-Engineers and Geologists

Leach Line Percolation Data Sheet

Project: Belen Trucking - Calexico, CA
Job No: LE19125
Test Hole No: P-2 SEC
Date Excavated: 08/14/19
Depth of Test Hole: 3 ft.
Soil Classification: Loamy Sands
Check for Sandy Soil Criteria Tested By: P. LaBrucherie
Date: 08/14/19 Presoak: 24hr
Actual Percolation Tested By: P. LaBrucherie
Date: 06/09/17

Sandy Soil Criteria Test

TRIAL No.	TIME	TIME INTERVAL (MIN.)	INITIAL WATER LEVEL (IN.)	FINAL WATER LEVEL(IN.)	CHANGE WATER LEVEL (IN.)
1	8:30 AM	25	6	0	6.00
2	9:00 AM	25	60	0	6.00

Use Normal/Sandy (CIRCLE ONE) Soil Criteria

TIME	TIME INTERVAL	TOTAL ELAPSED TIME	INITIAL WATER LEVEL	FINAL WATER LEVEL	CHANGE IN WATER LEVEL	PERCOLATION RATE (MIN/INCH)
12:32 AM 12:42 AM	10	10	6	4	2	5.00
12:42 AM 12:52 AM	10	20	6	4	2	5.00
12:52 AM 1:02 AM	10	30	6	4	2	5.00
1:02 AM 1:12 AM	10	40	6	4	2	5.00
1:12 AM 1:22 AM	10	50	6	4	2	5.00
1:22 AM 1:32 AM	10	60	6	4	2	5.00
				Stabilized Drop (min/in)		5.00

LANDMARK
Geo-Engineers and Geologists

Leach Line Percolation Data Sheet

Project: Belen Trucking - Calexico, CA
Test Hole No: P-3 NWC
Depth of Test Hole: 3 ft.
Check for Sandy Soil Criteria Tested By: P. LaBrucherie
Actual Percolation Tested By: P. LaBrucherie

Job No: LE19125
Date Excavated: 08/14/19
Soil Classification: Loamy Sand
Date: 08/14/19 Presoak: 24hr
Date: 06/09/17

Sandy Soil Criteria Test

TRIAL No.	TIME	TIME INTERVAL (MIN.)	INITIAL WATER LEVEL (IN.)	FINAL WATER LEVEL(IN.)	CHANGE WATER LEVEL (IN.)
1	8:35 AM	25	6	0	6.00
2	9:05 AM	25	6	0	6.00

Use Normal/Sandy (CIRCLE ONE) Soil Criteria

TIME	TIME INTERVAL	TOTAL ELAPSED TIME	INITIAL WATER LEVEL	FINAL WATER LEVEL	CHANGE IN WATER LEVEL	PERCOLATION RATE (MIN/INCH)
12:35 AM 12:45 AM	10	10	6	4	2	5.00
12:45 AM 12:55 AM	10	20	6	4	2	5.00
12:55 AM 1:05 AM	10	30	6	4.5	1.5	6.67
1:05 AM 1:15 AM	10	40	6	4.75	1.25	8.00
1:15 AM 1:25 AM	10	50	6	4.75	1.25	8.00
1:25 AM 1:35 AM	10	60	6	4.75	1.25	8.00
				Stabilized Drop (min/in)		8.00

LANDMARK
Geo-Engineers and Geologists

Leach Line Percolation Data Sheet

Project: Belen Trucking - Calexico, CA
Job No: LE19125
Test Hole No: P-4 SWC
Date Excavated: 08/14/19
Depth of Test Hole: 3 ft.
Soil Classification: Loamy Sands
Check for Sandy Soil Criteria Tested By: P. LaBrucherie
Date: 08/14/19 Presoak: 4hr
Actual Percolation Tested By: P. LaBrucherie
Date: 08/14/19

Sandy Soil Criteria Test

TRIAL No.	TIME	TIME INTERVAL (MIN.)	INITIAL WATER LEVEL (IN.)	FINAL WATER LEVEL(IN.)	CHANGE WATER LEVEL (IN.)
1	8:35 AM	25	6	0	6.00
2	9:05 AM	25	6	0	6.00

Use Normal/Sandy (CIRCLE ONE) Soil Criteria

TIME	TIME INTERVAL	TOTAL ELAPSED TIME	INITIAL WATER LEVEL	FINAL WATER LEVEL	CHANGE IN WATER LEVEL	PERCOLATION RATE (MIN/INCH)
12:37 AM 12:47 AM	10	10	6	5	1	10.00
12:47 AM 12:57 AM	10	20	6	5	1	10.00
12:57 AM 1:07 AM	10	30	6	5	1	10.00
1:07 AM 1:17 AM	10	40	6	5	1	10.00
1:17 AM 1:27 AM	10	50	6	5	1	10.00
1:27 AM 1:37 AM	10	60	6	5	1	10.00
				Stabilized Drop (min/in)		10.00

APPENDIX C

LOG OF TEST PIT

SHEET 1 OF 1

DEPTH	FIELD: SAMPLE	FIELD: USCS CLASS.	FIELD: BLOW COUNT	FIELD: POCKET PEN. (tsf)	DESCRIPTION OF MATERIAL	LABORATORY: DRY DENSITY (pcf)	LABORATORY: MOISTURE CONTENT (% dry wt.)	LABORATORY: OTHER TESTS
					Sandy Clayey Silts: L. Brown, dry, fine grain sands, hard.			
					Silty Sands: Tan, dry fine grain sands.			
5								
10					Groundwater was not encountered within10 foot excavation depth			
15								
20								
25								
30								

DATE EXCAVATED: 8/14/19 TOTAL DEPTH: 10 Feet DEPTH TO WATER: NA

LOGGED BY: P. LaBrucherie TYPE OF BIT: DIAMETER:

SURFACE ELEVATION: HAMMER WT.: DROP:

PROJECT NO. LE19125

LANDMARK

Soils Engineers and Geologists

PLATE 1

Rincon Consultants, Inc.

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Carlsbad, California 92008

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March 2, 2020
Project No: 20-09289

Bertha E. Ponce
B.E.E. Transport, Inc.
2420 W. Holt Avenue
El Centro, CA 92243

Subject: **B.E.E. Transport, Inc. Trucking Terminal Project, 660 Kloke Road, Calexico, California Operational Air Quality Emissions Memorandum**

Dear Mrs. Ponce:

This operational air quality emissions memorandum analyzes the potential operational criteria pollutant impacts of the proposed B.E.E. Transport, Inc. Trucking Terminal Project (project). The project is located at 660 Kloke Road in Calexico, California. The purpose of this memorandum is to analyze the operational air quality emissions associated with operation of the project in comparison to Imperial County Air Pollution Control District (ICAPCD) thresholds.

Project Description

The trucking terminal project consists of three main areas: an 800-square foot main office, a 4,000-square foot maintenance metal pre-engineered shade, and a 4,218-square foot office parking area. Heavy trucks would typically be parked at the site and would be dispatched to move loads while off site. For example, a truck would be dispatched from the site to pick up a load at Point A, then drop off the load at Point B, and return to the site. The maintenance structure would service trucks when not in use.

Trucks used by the site would be 3-axle trucks when containers are attached. The trucks would be available for operation for 14 hours a day for 4 days a week; it is estimated that the trucks would conduct two loads per day for a project total of 4 round trips per day.

Background

Climatic conditions in the Salton Sea Air Basin (SSAB) are governed by the large-scale sinking and warming of air in the semi-permanent tropical high pressure center of the Pacific Ocean (ICAPCD 2014). The high pressure ridge blocks out most mid-latitude storms except in winter when the high is weakest and farthest south. The coastal mountains prevent the intrusion of any cool, damp air found in California coastal environments. Because of the weakened storms and barrier, the SSAB experiences clear skies, extremely hot summers, mild winters, and little rainfall. The flat terrain of the valley and the strong temperature differentials created by intense solar heating, produce moderate winds and deep thermal convection. Winters are mild and dry with daily average temperature ranges between 65 and 75 degrees Fahrenheit (°F). During winter months it is not uncommon to record maximum temperatures of up to 80°F. Summers are extremely hot with daily average temperature ranges between 104 and 115°F. It is not uncommon, during summer months, to record maximum temperatures of 120°F. The annual rainfall

is just over 3 inches with most of it coming in late summer or midwinter. Humidity is low throughout the year, ranging from 28 percent in summer to 52 percent in winter. The large daily oscillation of temperature produces a corresponding large variation in the relative humidity. Nocturnal humidity rises to 60 percent, but drops to about 10 percent during the day. Summer weather patterns are dominated by intense heat induced by low-pressure areas that form over the interior desert. The wind direction follows two general patterns. The prevailing winds are from the west and northwest seasonally from fall through spring. These originating prevailing winds are from the Los Angeles area. Occasionally the SSAB experiences periods of extremely high wind speeds. Wind speeds can exceed 31 mph occurring most frequently during the months of April and May. However, speeds of less than 7 mph account for more than one-half of the observed wind measurements. Wind statistics indicate prevailing winds are from the west-northwest through southwest; a secondary flow maximum from the southeast is also evident.

Pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road.

Regulatory Framework

Federal Air Quality Regulations

The Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. EPA developed primary and secondary national ambient air quality standards (NAAQS). Six criteria pollutants of primary concern have been designated: ozone, CO, SO_2, NO_2, lead, and PM. The primary NAAQS "...in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health..." and the secondary standards are to "...protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. The U.S. EPA classifies specific geographic areas as either "attainment" or "nonattainment" areas for each pollutant based on the comparison of measured data with the NAAQS. States are required to adopt enforceable plans, known as a State Implementation Plan (SIP), to achieve and maintain air quality meeting the NAAQS. State plans also must control emissions that drift across state lines and harm air quality in downwind states. The SSAB is classified as a nonattainment area for the ozone 8-hour and PM_{10} NAAQS. A portion of the SSAB that includes El Centro, Calexico, and the project site is also classified as a nonattainment area for $PM_{2.5}$ NAAQS.

State Air Quality Regulations

The California Clean Air Act (CCAA) was enacted in 1988 (California Health & Safety Code (H&SC) §39000 et seq.). Under the CCAA the State has developed the California Ambient Air Quality Standards (CAAQS), which are generally more stringent than the NAAQS. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl

chloride. Similar to the federal CAA, the CCAA classifies specific geographic areas as either "attainment" or "nonattainment" areas for each pollutant based on the comparison of measured data with the CAAQS.

California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as a nonattainment area for that pollutant. Under the CAA, once a nonattainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. Areas that have been redesignated to attainment are called maintenance areas. The state does not have the maintenance requirement of the CAA.

Local Air Quality Regulations

The ICAPCD shares responsibility with CARB for ensuring that all state and federal ambient air quality standards are achieved and maintained within the county. The ICAPCD is responsible for monitoring ambient air quality and has authority to regulate stationary sources and some area sources of emissions. The ICAPCD is responsible for developing the overall attainment strategy for Imperial County, and therefore, is responsible for planning activities involving the development of emission inventories, modeling of air pollution, and quantification and comparison of emission reduction strategies. Air districts in state nonattainment areas are also responsible for developing and implementing transportation control measures necessary to locally achieve ambient air quality standards. In doing so, air districts cooperate with local transportation commissions and Regional Transportation Planning Agencies (RTPAs) in the development of the transportation control measures adopted within a SIP. Under the conformity requirements of the CAA (1977, 1990), Imperial County's TPAs cannot approve any Regional Transportation Plan or Transportation Improvement Program that does not conform to the SIP's purpose of expeditiously bringing the area into attainment of the NAAQS.

Methodology

Criteria pollutant emissions for project operation were calculated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model was developed for California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The model calculates emissions of CO, PM_{10}, $PM_{2.5}$, SO_2 and the ozone precursors ROG and NO_X. CalEEMod output files for the project are included in Attachment A to this report.

Operational Emissions

The land uses inputted into CalEEMod include an 800-square foot general office building, a 4,200-square foot parking lot, and a 4,000-square foot automobile care center. The automobile care center was used for the 4,000-square foot maintenance area with metal shade; this likely overestimates water, energy, and area use from this project use as the automobile care center in CalEEMod assumes a building use.

In CalEEMod, operational sources of criteria pollutant emissions include area, energy, and mobile sources. Emissions from mobile sources would occur from heavy trucks sent out for jobs and worker commute trips. According to the project applicant, the heavy trucks would conduct four round trips per day at an approximate length of 400 miles per trip. Therefore, for the automobile care center inputs, all vehicle trips were assigned to heavy trucks with a 400-mile round trip. CalEEMod defaults for worker commute trips were used for the office land use.

For projects within the ICAPCD, the default paved road dust percentage is 50 percent. A model run was conducted at this default rate. However, due to the nature of the project involving heavy trucks transporting large loads, these types of vehicles would be expected to stay on paved roads for the far majority of their travel time during a 400-mile round trip. To represent a scenario with a more accurate road dust percentage, a model run was conducted with the paved road dust percentage at 95 percent; i.e., approximately 1 out of 20 miles would occur on unpaved roads. This would be considered a more realistic scenario to represent actual conditions.

Emissions from energy use include natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42 (*Compilation of Air Pollutant Emissions Factors*) and CCAR General Reporting Protocol.

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, U.S. EPA, and emission factor values provided by the local air district (CAPCOA 2017).

Thresholds

ICAPCD provides quantitative criteria in the form of thresholds to help in the assessment of project impacts. These thresholds are split into two tiers and are included in Table 1.

Table 1 Thresholds of Significance for Project Operations

Pollutant	Pounds Per Day	
	Tier I	Tier II
Oxides of Nitrogen (NO_X)	<137	>=137
Volatile Organic Compounds (VOCs)	<137	>=137
Respirable Particulate Matter (PM_{10})	<150	>=150
Oxides of Sulfur (SO_X)	<150	>=150
Fine Particulate Matter ($PM_{2.5}$)	<550	>=550
Carbon Monoxide (CO)	<550	>=550

Source: ICAPCD 2017a

Any proposed residential, commercial, or industrial development with a potential to emit emissions within Tier I emission levels may potentially have an adverse impact on local air quality. These projects are required to implement the feasible standard mitigation measures listed in the following section. In addition, commercial projects in Tier I are required to abide by off-site mitigation requirements listed under *Off-site Mitigation for Commercial Projects*.

Any proposed residential, commercial, or industrial development with a potential to meet or exceed Tier II emission levels is considered to have a significant impact on regional and local air quality. Therefore, projects exceeding Tier I emission levels are required to implement feasible standard mitigation measures as well as feasible discretionary mitigation measures. Standard and discretionary mitigation measures are listed in the following sections. In addition, all commercial projects in Tier II are required to abide by off-site mitigation requirements listed under *Off-site Mitigation for Commercial Projects*.

Standard Mitigation Measures for Project Operations

ICAPCD standard mitigation measures for commercial projects include the following site design and energy efficiency standards (ICAPCD 2017a):

Standard Site Design Measures

- Provide on-site bicycle lockers and/or racks
- Provide on-site eating, refrigeration and food vending facilities to reduce lunchtime trips
- Provide shower and locker facilities to encourage employees to bike and/or walk to work
- Provide for paving a minimum of 100 feet from the property line for commercial driveways that access County paved roads as per County Standard Commercial Driveway Detail 410B (formerly SW-131A)

Standard Energy Efficiency Measures

- Measures which meet mandatory, prescriptive and/or performance measures as required by Title 24.

Discretionary Mitigation Measures for Project Operations

ICAPCD Discretionary mitigation measures for commercial projects include the following site design and energy efficiency standards (ICAPCD 2017a):

Discretionary Site Design Measures

- Increase street tree planting
- Shade tree planting in parking lots to reduce evaporative emissions from parked vehicles
- Increase number of bicycle routes/lanes
- If the project is located on an established transit route, improve public transit accessibility by providing transit turnouts with direct pedestrian access to protect or improve transit stop amenities
- For bus service within a ¼ mile of the project provide bus stop improvements such as shelters, route information, benches and lighting

- Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment
- Provide pedestrian signalization and signage to improve pedestrian safety
- Synchronize traffic lights on streets impacted by development

Discretionary Energy Efficiency Measures

- Use roof material with a solar reflectance value meeting the EPA/DOE Energy Star rating to reduce summer cooling needs
- Use built-in energy efficient appliances, where applicable
- Use double-paned windows
- Use low energy parking lot and streetlights (i.e., sodium)
- Use energy efficient interior lighting
- Use low energy traffic signals (i.e., light emitting diode)
- Install door sweeps and weather stripping if more efficient doors and windows are not available
- Install high efficiency gas/electric space heating

Off-site Mitigation for Commercial Projects

Off-site mitigation measures are designed to offset emissions from residential and commercial projects that cannot be fully mitigated with on-site measures (ICAPCD 2017a). Typically, offsite reductions can occur as a result from either stationary or mobile sources. For example, NO_X emissions from increased vehicle trips from a residential development could be reduced by funding the expansion of existing transit services. Rule 310, *Operational Development Fee*, has been adopted by the ICAPCD as a method for mitigating the emissions produced from the operations of new development projects throughout the County of Imperial. All project proponents have the option of either providing off-site mitigation or paying an Operational Development Fee. The evaluation process in providing this fee is found within the applicability and administrative requirements of Rule 310.

ICAPCD Rule 310

Project proponents have three options to meet Rule 310 (ICAPCD 2017b). The first option is for a residential, commercial, and warehouse projects to pay a predetermined project mitigation fee. The second option is for the project proponent to develop and implement an Alternative Emission Reduction Plan that reduces calculated emissions associated with the operations of the project. The applicable fee shall be reduced in proportion to either the partial or full mitigation of emissions as demonstrated by the approved Plan. The third option is for the project proponent to request a project specific operational emissions analysis to help reduce the mitigation fee.

Impact Analysis

The project would generate criteria pollutants during operation. To determine whether a project would result in emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, a project's emissions are evaluated based on the quantitative emission thresholds established by the ICAPCD (shown in Table 1).

Table 2 summarizes the project's operational emissions by emission source (area, energy, and mobile). Detailed model output is included in Appendix A. As shown below, the emissions generated by operation of the proposed project would exceed the ICAPCD's threshold for PM_{10} due to mobile emissions. This is substantially due to the CalEEMod default assumption for ICAPCD that 50 percent of the roads driven would be unpaved. Therefore, under this assumption, the project would result in Tier II emissions.

Table 2 Project Operational Emissions – 50 Percent Paved Road

	Maximum Daily Emissions (lbs/day)					
Emission Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	13	2	<1	763	76
Project Emissions	<1	13	2	<1	763	76
ICAPCD Thresholds	137	137	550	150	150	550
Threshold Exceeded?	No	No	No	No	**Yes**	No

Source: Appendix A

Table 2 summarizes the project's operational emissions with mobile emissions occurring over 95 percent paved roads, which is considered more realistic for project operations. Detailed model output is included in Appendix A. Under this scenario, the emissions generated by operation of the proposed project would not exceed the ICAPCD thresholds for Tier II emissions. Therefore, under this scenario, the project would result in Tier I emissions.

Table 3 Project Operational Emissions – 95 Percent Paved Road

	Maximum Daily Emissions (lbs/day)					
Emission Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	13	2	<1	78	8
Project Emissions	<1	13	2	<1	78	8
ICAPCD Thresholds	137	137	550	150	150	550
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix A

Mitigation Measures

Per the ICAPCD CEQA Air Quality Handbook (ICAPCD 2017a), projects that result in Tier I emissions are required to implement feasible standard mitigation measures and off-site mitigation requirements. Project that result in Tier II emissions are required to implement feasible standard mitigation measures as well as feasible discretionary mitigation measures and off-site mitigation requirements. These are described earlier in this memorandum and in Sections 7.2 through 7.4 of the ICAPCD CEQA Air Quality Handbook. The project would implement mitigation in accordance with the appropriate tier, as applicable.

Conclusion

Under the CalEEMod default scenario with project mobile trips occurring over 50 percent paved roads, emissions for PM_{10} would exceed the ICAPCD threshold and result in Tier II emissions. With a CalEEMod scenario with project mobile trips occurring over 95 percent paved roads, which is considered realistic for the project's trucking operations, the project's emissions would not exceed ICAPCD thresholds, and would result in Tier I emissions. The project would implement mitigation in accordance with the appropriate tier as described in Sections 7.2 through 7.4 of the ICAPCD CEQA Air Quality Handbook (ICAPCD 2017a).

Sincerely,
Rincon Consultants, Inc.

Bill Vosti
Senior Environmental Planner

William A. Maddux
Senior Environmental Scientist

Attachments

Appendix A CalEEMod Outputs

References

California Air Pollution Control Officers Association (CAPCOA). 1997. Gasoline Service Station Industrywide Risk Assessment Guidelines. https://www.arb.ca.gov/ab2588/rrap-iwra/GasIWRA.pdf

Imperial County Air Pollution Control District (ICAPCD). 2014. Imperial County 2013 State Implementation Plan for the 2006 24-hour $PM_{2.5}$ Moderate Nonattainment Area. December 2.

_____. 2017a. CEQA Air Quality Handbook. December 12.

_____. 2017b. Rule 310, Operational Development Fee. Last revised December 12.

Appendix A

CalEEMod Outputs

B.E.E. Transport, Inc. Trucking Terminal Project

Imperial County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.80	1000sqft	0.02	800.00	0
Parking Lot	4.20	1000sqft	0.10	4,200.00	0
Automobile Care Center	4.00	1000sqft	0.09	4,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	12
Climate Zone	15			**Operational Year**	2020
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	1270.9	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - ICAPCD does not have quanitative construction emission thresholds; construction not analyzed.

Vehicle Trips - In operation four days a week; average trip length (exit site, pick up load, drop off load, return to site) estimated at 100 miles

Road Dust -

Fleet Mix - All truck trips assumed to be HHD

B.E.E. Transport, Inc. Trucking Terminal Project - Imperial County APCD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.12	1.00
tblFleetMix	LDA	0.50	0.00
tblFleetMix	LDT1	0.03	0.00
tblFleetMix	LDT2	0.16	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.3180e-003	0.00
tblFleetMix	MCY	5.2140e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	7.3800e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	3.2390e-003	0.00
tblFleetMix	SBUS	7.4500e-004	0.00
tblFleetMix	UBUS	1.1680e-003	0.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	CC_TL	9.50	490.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CNW_TL	11.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.40	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	51.00	0.00
tblVehicleTrips	PB_TP	28.00	0.00
tblVehicleTrips	PR_TP	21.00	100.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	WD_TR	23.72	1.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	13.9485	9.0009	8.1056	0.0126	135.1791	0.5234	135.5750	13.5034	0.4816	13.8711	0.0000	1,212.7540	1,212.7540	0.3603	0.0000	1,218.3044
Maximum	**13.9485**	**9.0009**	**8.1056**	**0.0126**	**135.1791**	**0.5234**	**135.5750**	**13.5034**	**0.4816**	**13.8711**	**0.0000**	**1,212.7540**	**1,212.7540**	**0.3603**	**0.0000**	**1,218.3044**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	13.9485	9.0009	8.1056	0.0126	0.7966	0.5234	1.2643	0.4261	0.4816	0.8722	0.0000	1,212.7540	1,212.7540	0.3603	0.0000	1,218.3044
Maximum	**13.9485**	**9.0009**	**8.1056**	**0.0126**	**0.7966**	**0.5234**	**1.2643**	**0.4261**	**0.4816**	**0.8722**	**0.0000**	**1,212.7540**	**1,212.7540**	**0.3603**	**0.0000**	**1,218.3044**

B.E.E. Transport, Inc. Trucking Terminal Project - Imperial County APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	99.41	0.00	99.07	96.84	0.00	93.71	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1231	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Energy	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7836	42.7836	8.2000e-004	7.8000e-004	43.0378
Mobile	0.3089	12.7754	2.1949	0.0609	763.3382	0.0698	763.4080	76.2253	0.0667	76.2921		6,385.5874	6,385.5874	0.0446		6,386.7033
Total	**0.4359**	**12.8111**	**2.2258**	**0.0611**	**763.3382**	**0.0725**	**763.4107**	**76.2253**	**0.0695**	**76.2948**		**6,428.3730**	**6,428.3730**	**0.0455**	**7.8000e-004**	**6,429.7432**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1231	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Energy	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7836	42.7836	8.2000e-004	7.8000e-004	43.0378
Mobile	0.3089	12.7754	2.1949	0.0609	763.3382	0.0698	763.4080	76.2253	0.0667	76.2921		6,385.5874	6,385.5874	0.0446		6,386.7033
Total	**0.4359**	**12.8111**	**2.2258**	**0.0611**	**763.3382**	**0.0725**	**763.4107**	**76.2253**	**0.0695**	**76.2948**		**6,428.3730**	**6,428.3730**	**0.0455**	**7.8000e-004**	**6,429.7432**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2020	5/14/2020	5	10	
2	Site Preparation	Site Preparation	5/15/2020	5/15/2020	5	1	
3	Grading	Grading	5/16/2020	5/19/2020	5	2	
4	Building Construction	Building Construction	5/20/2020	10/6/2020	5	100	
5	Paving	Paving	10/7/2020	10/13/2020	5	5	
6	Architectural Coating	Architectural Coating	10/14/2020	10/20/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.1

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,200; Non-Residential Outdoor: 2,400; Striped Parking Area: 252 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**		**0.4672**	**0.4672**		**0.4457**	**0.4457**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0707	0.0603	0.4830	6.6000e-004	75.0995	5.0000e-004	75.1000	7.5019	4.6000e-004	7.5024		65.5188	65.5188	5.1100e-003		65.6466
Total	**0.0707**	**0.0603**	**0.4830**	**6.6000e-004**	**75.0995**	**5.0000e-004**	**75.1000**	**7.5019**	**4.6000e-004**	**7.5024**		**65.5188**	**65.5188**	**5.1100e-003**		**65.6466**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**		**0.4672**	**0.4672**		**0.4457**	**0.4457**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0707	0.0603	0.4830	6.6000e-004	0.0439	5.0000e-004	0.0444	0.0123	4.6000e-004	0.0128		65.5188	65.5188	5.1100e-003		65.6466
Total	**0.0707**	**0.0603**	**0.4830**	**6.6000e-004**	**0.0439**	**5.0000e-004**	**0.0444**	**0.0123**	**4.6000e-004**	**0.0128**		**65.5188**	**65.5188**	**5.1100e-003**		**65.6466**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.5303**	**0.3353**	**0.8656**	**0.0573**	**0.3085**	**0.3658**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0301	0.2415	3.3000e-004	37.5497	2.5000e-004	37.5500	3.7510	2.3000e-004	3.7512		32.7594	32.7594	2.5600e-003		32.8233
Total	**0.0353**	**0.0301**	**0.2415**	**3.3000e-004**	**37.5497**	**2.5000e-004**	**37.5500**	**3.7510**	**2.3000e-004**	**3.7512**		**32.7594**	**32.7594**	**2.5600e-003**		**32.8233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.5303**	**0.3353**	**0.8656**	**0.0573**	**0.3085**	**0.3658**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0301	0.2415	3.3000e-004	0.0219	2.5000e-004	0.0222	6.1500e-003	2.3000e-004	6.3800e-003		32.7594	32.7594	2.5600e-003		32.8233
Total	**0.0353**	**0.0301**	**0.2415**	**3.3000e-004**	**0.0219**	**2.5000e-004**	**0.0222**	**6.1500e-003**	**2.3000e-004**	**6.3800e-003**		**32.7594**	**32.7594**	**2.5600e-003**		**32.8233**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.7528**	**0.4672**	**1.2200**	**0.4138**	**0.4457**	**0.8595**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0707	0.0603	0.4830	6.6000e-004	75.0995	5.0000e-004	75.1000	7.5019	4.6000e-004	7.5024		65.5188	65.5188	5.1100e-003		65.6466
Total	**0.0707**	**0.0603**	**0.4830**	**6.6000e-004**	**75.0995**	**5.0000e-004**	**75.1000**	**7.5019**	**4.6000e-004**	**7.5024**		**65.5188**	**65.5188**	**5.1100e-003**		**65.6466**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.7528**	**0.4672**	**1.2200**	**0.4138**	**0.4457**	**0.8595**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0707	0.0603	0.4830	6.6000e-004	0.0439	5.0000e-004	0.0444	0.0123	4.6000e-004	0.0128		65.5188	65.5188	5.1100e-003		65.6466
Total	**0.0707**	**0.0603**	**0.4830**	**6.6000e-004**	**0.0439**	**5.0000e-004**	**0.0444**	**0.0123**	**4.6000e-004**	**0.0128**		**65.5188**	**65.5188**	**5.1100e-003**		**65.6466**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.3600e-003	0.1305	0.0397	3.9000e-004	8.7636	9.2000e-004	8.7645	0.8760	8.8000e-004	0.8769		41.0313	41.0313	2.0300e-003		41.0820
Worker	0.0212	0.0181	0.1449	2.0000e-004	22.5298	1.5000e-004	22.5300	2.2506	1.4000e-004	2.2507		19.6556	19.6556	1.5300e-003		19.6940
Total	**0.0266**	**0.1486**	**0.1846**	**5.9000e-004**	**31.2934**	**1.0700e-003**	**31.2945**	**3.1266**	**1.0200e-003**	**3.1276**		**60.6869**	**60.6869**	**3.5600e-003**		**60.7759**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.3600e-003	0.1305	0.0397	3.9000e-004	7.1000e-003	9.2000e-004	8.0300e-003	2.2100e-003	8.8000e-004	3.0900e-003		41.0313	41.0313	2.0300e-003		41.0820
Worker	0.0212	0.0181	0.1449	2.0000e-004	0.0132	1.5000e-004	0.0133	3.6900e-003	1.4000e-004	3.8300e-003		19.6556	19.6556	1.5300e-003		19.6940
Total	**0.0266**	**0.1486**	**0.1846**	**5.9000e-004**	**0.0203**	**1.0700e-003**	**0.0213**	**5.9000e-003**	**1.0200e-003**	**6.9200e-003**		**60.6869**	**60.6869**	**3.5600e-003**		**60.7759**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669		1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0524					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8240**	**7.2266**	**7.1128**	**0.0113**		**0.3950**	**0.3950**		**0.3669**	**0.3669**		**1,035.3926**	**1,035.3926**	**0.3016**		**1,042.9323**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1272	0.1085	0.8694	1.1900e-003	135.1791	9.0000e-004	135.1800	13.5034	8.3000e-004	13.5043		117.9338	117.9338	9.2000e-003		118.1638
Total	**0.1272**	**0.1085**	**0.8694**	**1.1900e-003**	**135.1791**	**9.0000e-004**	**135.1800**	**13.5034**	**8.3000e-004**	**13.5043**		**117.9338**	**117.9338**	**9.2000e-003**		**118.1638**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0524					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8240**	**7.2266**	**7.1128**	**0.0113**		**0.3950**	**0.3950**		**0.3669**	**0.3669**	**0.0000**	**1,035.3926**	**1,035.3926**	**0.3016**		**1,042.9323**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1272	0.1085	0.8694	1.1900e-003	0.0790	9.0000e-004	0.0799	0.0222	8.3000e-004	0.0230		117.9338	117.9338	9.2000e-003		118.1638
Total	**0.1272**	**0.1085**	**0.8694**	**1.1900e-003**	**0.0790**	**9.0000e-004**	**0.0799**	**0.0222**	**8.3000e-004**	**0.0230**		**117.9338**	**117.9338**	**9.2000e-003**		**118.1638**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.6992					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**13.9414**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	7.0700e-003	6.0300e-003	0.0483	7.0000e-005	7.5100	5.0000e-005	7.5100	0.7502	5.0000e-005	0.7502		6.5519	6.5519	5.1000e-004		6.5647
Total	**7.0700e-003**	**6.0300e-003**	**0.0483**	**7.0000e-005**	**7.5100**	**5.0000e-005**	**7.5100**	**0.7502**	**5.0000e-005**	**0.7502**		**6.5519**	**6.5519**	**5.1000e-004**		**6.5647**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.6992					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**13.9414**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	7.0700e-003	6.0300e-003	0.0483	7.0000e-005	4.3900e-003	5.0000e-005	4.4400e-003	1.2300e-003	5.0000e-005	1.2800e-003		6.5519	6.5519	5.1000e-004		6.5647
Total	**7.0700e-003**	**6.0300e-003**	**0.0483**	**7.0000e-005**	**4.3900e-003**	**5.0000e-005**	**4.4400e-003**	**1.2300e-003**	**5.0000e-005**	**1.2800e-003**		**6.5519**	**6.5519**	**5.1000e-004**		**6.5647**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3089	12.7754	2.1949	0.0609	763.3382	0.0698	763.4080	76.2253	0.0667	76.2921		6,385.5874	6,385.5874	0.0446		6,386.7033
Unmitigated	0.3089	12.7754	2.1949	0.0609	763.3382	0.0698	763.4080	76.2253	0.0667	76.2921		6,385.5874	6,385.5874	0.0446		6,386.7033

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	4.00	0.00	0.00	509,600	509,600
General Office Building	8.82	1.97	0.84	24,413	24,413
Parking Lot	0.00	0.00	0.00		
Total	12.82	1.97	0.84	534,013	534,013

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	0.00	490.00	0.00	0.00	100.00	0.00	100	0	0
General Office Building	16.40	9.50	11.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.40	9.50	11.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000
General Office Building	0.503420	0.033264	0.160883	0.129541	0.018929	0.005318	0.019165	0.118376	0.003239	0.001168	0.005214	0.000745	0.000738
Parking Lot	0.503420	0.033264	0.160883	0.129541	0.018929	0.005318	0.019165	0.118376	0.003239	0.001168	0.005214	0.000745	0.000738

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7836	42.7836	8.2000e-004	7.8000e-004	43.0378
NaturalGas Unmitigated	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7836	42.7836	8.2000e-004	7.8000e-004	43.0378

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	356.055	3.8400e-003	0.0349	0.0293	2.1000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003		41.8888	41.8888	8.0000e-004	7.7000e-004	42.1377
General Office Building	7.60548	8.0000e-005	7.5000e-004	6.3000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.8948	0.8948	2.0000e-005	2.0000e-005	0.9001
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.9200e-003**	**0.0357**	**0.0300**	**2.1000e-004**		**2.7100e-003**	**2.7100e-003**		**2.7100e-003**	**2.7100e-003**		**42.7836**	**42.7836**	**8.2000e-004**	**7.9000e-004**	**43.0378**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.356055	3.8400e-003	0.0349	0.0293	2.1000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003		41.8888	41.8888	8.0000e-004	7.7000e-004	42.1377
General Office Building	0.00760548	8.0000e-005	7.5000e-004	6.3000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.8948	0.8948	2.0000e-005	2.0000e-005	0.9001
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.9200e-003**	**0.0357**	**0.0300**	**2.1000e-004**		**2.7100e-003**	**2.7100e-003**		**2.7100e-003**	**2.7100e-003**		**42.7836**	**42.7836**	**8.2000e-004**	**7.9000e-004**	**43.0378**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1231	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Unmitigated	0.1231	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0188					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1042					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Total	**0.1231**	**1.0000e-005**	**9.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**		**2.1000e-003**

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Architectural Coating	0.0188					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1042					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Total	**0.1231**	**1.0000e-005**	**9.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**		**2.1000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

B.E.E. Transport, Inc. Trucking Terminal Project

Imperial County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.80	1000sqft	0.02	800.00	0
Parking Lot	4.20	1000sqft	0.10	4,200.00	0
Automobile Care Center	4.00	1000sqft	0.09	4,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	12
Climate Zone	15			**Operational Year**	2020
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	1270.9	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - ICAPCD does not have quanitative construction emission thresholds; construction not analyzed.

Vehicle Trips - In operation four days a week; average trip length (exit site, pick up load, drop off load, return to site) estimated at 100 miles

Road Dust - Due to the nature of heavy trucks transporting large loads, these vehicles would be expected to stay on paved roads for the majority of their travel. Therefore, the paved road dust percentage was set at 95 percent.

Fleet Mix - All truck trips assumed to be HHD

B.E.E. Transport, Inc. Trucking Terminal Project - Imperial County APCD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.12	1.00
tblFleetMix	LDA	0.50	0.00
tblFleetMix	LDT1	0.03	0.00
tblFleetMix	LDT2	0.16	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.3180e-003	0.00
tblFleetMix	MCY	5.2140e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	7.3800e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	3.2390e-003	0.00
tblFleetMix	SBUS	7.4500e-004	0.00
tblFleetMix	UBUS	1.1680e-003	0.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblRoadDust	RoadPercentPave	50	95
tblVehicleTrips	CC_TL	9.50	490.00
tblVehicleTrips	CC_TTP	48.00	100.00
tblVehicleTrips	CNW_TL	11.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.40	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	DV_TP	51.00	0.00
tblVehicleTrips	PB_TP	28.00	0.00
tblVehicleTrips	PR_TP	21.00	100.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	SU_TR	11.88	0.00

tblVehicleTrips	WD_TR	23.72	1.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	13.9485	9.0009	8.1056	0.0126	135.1791	0.5234	135.5750	13.5034	0.4816	13.8711	0.0000	1,212.7540	1,212.7540	0.3603	0.0000	1,218.3044
Maximum	**13.9485**	**9.0009**	**8.1056**	**0.0126**	**135.1791**	**0.5234**	**135.5750**	**13.5034**	**0.4816**	**13.8711**	**0.0000**	**1,212.7540**	**1,212.7540**	**0.3603**	**0.0000**	**1,218.3044**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	13.9485	9.0009	8.1056	0.0126	0.7966	0.5234	1.2643	0.4261	0.4816	0.8722	0.0000	1,212.7540	1,212.7540	0.3603	0.0000	1,218.3044
Maximum	**13.9485**	**9.0009**	**8.1056**	**0.0126**	**0.7966**	**0.5234**	**1.2643**	**0.4261**	**0.4816**	**0.8722**	**0.0000**	**1,212.7540**	**1,212.7540**	**0.3603**	**0.0000**	**1,218.3044**

B.E.E. Transport, Inc. Trucking Terminal Project - Imperial County APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	99.41	0.00	99.07	96.84	0.00	93.71	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1231	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Energy	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7836	42.7836	8.2000e-004	7.8000e-004	43.0378
Mobile	0.3089	12.7754	2.1949	0.0609	77.9403	0.0698	78.0101	8.0627	0.0667	8.1294		6,385.5874	6,385.5874	0.0446		6,386.7033
Total	**0.4359**	**12.8111**	**2.2258**	**0.0611**	**77.9403**	**0.0725**	**78.0128**	**8.0627**	**0.0695**	**8.1321**		**6,428.3730**	**6,428.3730**	**0.0455**	**7.8000e-004**	**6,429.7432**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1231	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Energy	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7836	42.7836	8.2000e-004	7.8000e-004	43.0378
Mobile	0.3089	12.7754	2.1949	0.0609	77.9403	0.0698	78.0101	8.0627	0.0667	8.1294		6,385.5874	6,385.5874	0.0446		6,386.7033
Total	**0.4359**	**12.8111**	**2.2258**	**0.0611**	**77.9403**	**0.0725**	**78.0128**	**8.0627**	**0.0695**	**8.1321**		**6,428.3730**	**6,428.3730**	**0.0455**	**7.8000e-004**	**6,429.7432**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2020	5/14/2020	5	10	
2	Site Preparation	Site Preparation	5/15/2020	5/15/2020	5	1	
3	Grading	Grading	5/16/2020	5/19/2020	5	2	
4	Building Construction	Building Construction	5/20/2020	10/6/2020	5	100	
5	Paving	Paving	10/7/2020	10/13/2020	5	5	
6	Architectural Coating	Architectural Coating	10/14/2020	10/20/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.1

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,200; Non-Residential Outdoor: 2,400; Striped Parking Area: 252 (Architectural Coating – sqft)

OffRoad Equipment

B.E.E. Transport, Inc. Trucking Terminal Project - Imperial County APCD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.20	11.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**		**0.4672**	**0.4672**		**0.4457**	**0.4457**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0707	0.0603	0.4830	6.6000e-004	75.0995	5.0000e-004	75.1000	7.5019	4.6000e-004	7.5024		65.5188	65.5188	5.1100e-003		65.6466
Total	**0.0707**	**0.0603**	**0.4830**	**6.6000e-004**	**75.0995**	**5.0000e-004**	**75.1000**	**7.5019**	**4.6000e-004**	**7.5024**		**65.5188**	**65.5188**	**5.1100e-003**		**65.6466**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**		**0.4672**	**0.4672**		**0.4457**	**0.4457**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0707	0.0603	0.4830	6.6000e-004	0.0439	5.0000e-004	0.0444	0.0123	4.6000e-004	0.0128		65.5188	65.5188	5.1100e-003		65.6466
Total	**0.0707**	**0.0603**	**0.4830**	**6.6000e-004**	**0.0439**	**5.0000e-004**	**0.0444**	**0.0123**	**4.6000e-004**	**0.0128**		**65.5188**	**65.5188**	**5.1100e-003**		**65.6466**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1153
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.5303**	**0.3353**	**0.8656**	**0.0573**	**0.3085**	**0.3658**		**943.4872**	**943.4872**	**0.3051**		**951.1153**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0301	0.2415	3.3000e-004	37.5497	2.5000e-004	37.5500	3.7510	2.3000e-004	3.7512		32.7594	32.7594	2.5600e-003		32.8233
Total	**0.0353**	**0.0301**	**0.2415**	**3.3000e-004**	**37.5497**	**2.5000e-004**	**37.5500**	**3.7510**	**2.3000e-004**	**3.7512**		**32.7594**	**32.7594**	**2.5600e-003**		**32.8233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.5303**	**0.3353**	**0.8656**	**0.0573**	**0.3085**	**0.3658**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0301	0.2415	3.3000e-004	0.0219	2.5000e-004	0.0222	6.1500e-003	2.3000e-004	6.3800e-003		32.7594	32.7594	2.5600e-003		32.8233
Total	**0.0353**	**0.0301**	**0.2415**	**3.3000e-004**	**0.0219**	**2.5000e-004**	**0.0222**	**6.1500e-003**	**2.3000e-004**	**6.3800e-003**		**32.7594**	**32.7594**	**2.5600e-003**		**32.8233**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.7528**	**0.4672**	**1.2200**	**0.4138**	**0.4457**	**0.8595**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0707	0.0603	0.4830	6.6000e-004	75.0995	5.0000e-004	75.1000	7.5019	4.6000e-004	7.5024		65.5188	65.5188	5.1100e-003		65.6466
Total	**0.0707**	**0.0603**	**0.4830**	**6.6000e-004**	**75.0995**	**5.0000e-004**	**75.1000**	**7.5019**	**4.6000e-004**	**7.5024**		**65.5188**	**65.5188**	**5.1100e-003**		**65.6466**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.7528**	**0.4672**	**1.2200**	**0.4138**	**0.4457**	**0.8595**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0707	0.0603	0.4830	6.6000e-004	0.0439	5.0000e-004	0.0444	0.0123	4.6000e-004	0.0128		65.5188	65.5188	5.1100e-003		65.6466
Total	**0.0707**	**0.0603**	**0.4830**	**6.6000e-004**	**0.0439**	**5.0000e-004**	**0.0444**	**0.0123**	**4.6000e-004**	**0.0128**		**65.5188**	**65.5188**	**5.1100e-003**		**65.6466**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.3600e-003	0.1305	0.0397	3.9000e-004	8.7636	9.2000e-004	8.7645	0.8760	8.8000e-004	0.8769		41.0313	41.0313	2.0300e-003		41.0820
Worker	0.0212	0.0181	0.1449	2.0000e-004	22.5298	1.5000e-004	22.5300	2.2506	1.4000e-004	2.2507		19.6556	19.6556	1.5300e-003		19.6940
Total	**0.0266**	**0.1486**	**0.1846**	**5.9000e-004**	**31.2934**	**1.0700e-003**	**31.2945**	**3.1266**	**1.0200e-003**	**3.1276**		**60.6869**	**60.6869**	**3.5600e-003**		**60.7759**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.3600e-003	0.1305	0.0397	3.9000e-004	7.1000e-003	9.2000e-004	8.0300e-003	2.2100e-003	8.8000e-004	3.0900e-003		41.0313	41.0313	2.0300e-003		41.0820
Worker	0.0212	0.0181	0.1449	2.0000e-004	0.0132	1.5000e-004	0.0133	3.6900e-003	1.4000e-004	3.8300e-003		19.6556	19.6556	1.5300e-003		19.6940
Total	**0.0266**	**0.1486**	**0.1846**	**5.9000e-004**	**0.0203**	**1.0700e-003**	**0.0213**	**5.9000e-003**	**1.0200e-003**	**6.9200e-003**		**60.6869**	**60.6869**	**3.5600e-003**		60.7759

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669		1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0524					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8240**	**7.2266**	**7.1128**	**0.0113**		**0.3950**	**0.3950**		**0.3669**	**0.3669**		**1,035.3926**	**1,035.3926**	**0.3016**		1,042.9323

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1272	0.1085	0.8694	1.1900e-003	135.1791	9.0000e-004	135.1800	13.5034	8.3000e-004	13.5043		117.9338	117.9338	9.2000e-003		118.1638
Total	**0.1272**	**0.1085**	**0.8694**	**1.1900e-003**	**135.1791**	**9.0000e-004**	**135.1800**	**13.5034**	**8.3000e-004**	**13.5043**		**117.9338**	**117.9338**	**9.2000e-003**		**118.1638**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0524					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8240**	**7.2266**	**7.1128**	**0.0113**		**0.3950**	**0.3950**		**0.3669**	**0.3669**	**0.0000**	**1,035.3926**	**1,035.3926**	**0.3016**		**1,042.9323**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1272	0.1085	0.8694	1.1900e-003	0.0790	9.0000e-004	0.0799	0.0222	8.3000e-004	0.0230		117.9338	117.9338	9.2000e-003		118.1638
Total	**0.1272**	**0.1085**	**0.8694**	**1.1900e-003**	**0.0790**	**9.0000e-004**	**0.0799**	**0.0222**	**8.3000e-004**	**0.0230**		**117.9338**	**117.9338**	**9.2000e-003**		**118.1638**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.6992					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**13.9414**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	7.0700e-003	6.0300e-003	0.0483	7.0000e-005	7.5100	5.0000e-005	7.5100	0.7502	5.0000e-005	0.7502		6.5519	6.5519	5.1000e-004		6.5647
Total	**7.0700e-003**	**6.0300e-003**	**0.0483**	**7.0000e-005**	**7.5100**	**5.0000e-005**	**7.5100**	**0.7502**	**5.0000e-005**	**0.7502**		**6.5519**	**6.5519**	**5.1000e-004**		**6.5647**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.6992					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**13.9414**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	7.0700e-003	6.0300e-003	0.0483	7.0000e-005	4.3900e-003	5.0000e-005	4.4400e-003	1.2300e-003	5.0000e-005	1.2800e-003		6.5519	6.5519	5.1000e-004		6.5647
Total	**7.0700e-003**	**6.0300e-003**	**0.0483**	**7.0000e-005**	**4.3900e-003**	**5.0000e-005**	**4.4400e-003**	**1.2300e-003**	**5.0000e-005**	**1.2800e-003**		**6.5519**	**6.5519**	**5.1000e-004**		**6.5647**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3089	12.7754	2.1949	0.0609	77.9403	0.0698	78.0101	8.0627	0.0667	8.1294		6,385.5874	6,385.5874	0.0446		6,386.7033
Unmitigated	0.3089	12.7754	2.1949	0.0609	77.9403	0.0698	78.0101	8.0627	0.0667	8.1294		6,385.5874	6,385.5874	0.0446		6,386.7033

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	4.00	0.00	0.00	509,600	509,600
General Office Building	8.82	1.97	0.84	24,413	24,413
Parking Lot	0.00	0.00	0.00		
Total	12.82	1.97	0.84	534,013	534,013

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	0.00	490.00	0.00	0.00	100.00	0.00	100	0	0
General Office Building	16.40	9.50	11.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.40	9.50	11.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000
General Office Building	0.503420	0.033264	0.160883	0.129541	0.018929	0.005318	0.019165	0.118376	0.003239	0.001168	0.005214	0.000745	0.000738
Parking Lot	0.503420	0.033264	0.160883	0.129541	0.018929	0.005318	0.019165	0.118376	0.003239	0.001168	0.005214	0.000745	0.000738

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7836	42.7836	8.2000e-004	7.8000e-004	43.0378
NaturalGas Unmitigated	3.9200e-003	0.0357	0.0300	2.1000e-004		2.7100e-003	2.7100e-003		2.7100e-003	2.7100e-003		42.7836	42.7836	8.2000e-004	7.8000e-004	43.0378

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	356.055	3.8400e-003	0.0349	0.0293	2.1000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003		41.8888	41.8888	8.0000e-004	7.7000e-004	42.1377
General Office Building	7.60548	8.0000e-005	7.5000e-004	6.3000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.8948	0.8948	2.0000e-005	2.0000e-005	0.9001
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.9200e-003**	**0.0357**	**0.0300**	**2.1000e-004**		**2.7100e-003**	**2.7100e-003**		**2.7100e-003**	**2.7100e-003**		**42.7836**	**42.7836**	**8.2000e-004**	**7.9000e-004**	**43.0378**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.356055	3.8400e-003	0.0349	0.0293	2.1000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003		41.8888	41.8888	8.0000e-004	7.7000e-004	42.1377
General Office Building	0.0076054 8	8.0000e-005	7.5000e-004	6.3000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.8948	0.8948	2.0000e-005	2.0000e-005	0.9001
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.9200e-003**	**0.0357**	**0.0300**	**2.1000e-004**		**2.7100e-003**	**2.7100e-003**		**2.7100e-003**	**2.7100e-003**		**42.7836**	**42.7836**	**8.2000e-004**	**7.9000e-004**	**43.0378**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1231	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Unmitigated	0.1231	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0188					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1042					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Total	**0.1231**	**1.0000e-005**	**9.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**		**2.1000e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0188					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1042					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.0000e-005	1.0000e-005	9.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.9700e-003	1.9700e-003	1.0000e-005		2.1000e-003
Total	**0.1231**	**1.0000e-005**	**9.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.9700e-003**	**1.9700e-003**	**1.0000e-005**		**2.1000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Traffic Letter Report

Subject: B.E.E Transport Inc Trucking Terminal Project Calexico, California

Date: April 21, 2021

To: John A. Gay, P.E.
Director of Public Works, Imperial County

From: Jason Stack TE, PTOE

STC Traffic (STC) has prepared this assessment of traffic for the proposed B.E.E. Transport, Inc. Trucking Terminal Project (project) located at 660 Kloke Road in Calexico, California. This traffic report addresses County of Imperial Department of Public Works review of CUP 19-0023 and the Conditions of Approval letter (May 11, 2020) item 11. A copy is provided in **Attachment A**:

11. *The project documents includes very limited information related to traffic. The Developer shall complete a Traffic Report and submit it to this Department for review and approval. The Traffic Report will be used to determine whether a complete Traffic Impact Study is deemed necessary.*
    a. *The Traffic Report shall be prepared using existing traffic counts along Kloke Road north and south of Cole Road, Cole Road east and west of Kloke Road, and Willoughby Road west of Kloke Road, and the existing traffic counts shall be current within one (1) year of the traffic report. The Traffic Report shall also indicate the total vehicle trips to be generated by the project at full project build-out (passenger trips for employees, clients, visitors, etc., and truck trips for project operation, deliveries, etc.).*
    b. *If it is determined that a complete Traffic Impact Study is required as per the comments on this correspondence, it shall be prepared and submitted to this Department for review and approval. The Developer will be responsible for any traffic impact study mitigation measures within the Traffic Impact Study, including but not limited to, road improvements and fair share costs. The traffic impact study shall also evaluate the need for the installation of turn lanes for site access and egress.*

The purpose of this traffic report is to provide the County with sufficient information to determine whether a complete Traffic Impact Study is necessary. This report includes a project description, existing traffic counts, trip generation analysis, and supporting documentation in the Attachments.

PROJECT DESCRIPTION

The propsed project includes development of 2.3 acres consisting of three main areas: an 800-square foot main office, a 4,000-square foot open bay for truck maintenance, and a parking area with 4 office parking spaces including one ADA parking space. Heavy trucks would park on-site and be dispatched off-site to move loads. For example, a truck would be dispatched from the site to pick up a load at Point A, then drop off the load at Point B, and return to the site. Trucks would be 3-axle when containers are attached and available for operation for 14 hours a day, 4 days a week. The maintenance structure would service trucks when not in use. A project site plan and proposed floor plan are included in **Attachment B**. The intended use for the area enclosed by the new perimeter fence will be 65,550 square feet of ground cover. There will be no vehicle parking on the ground cover area.

EXISTING TRAFFIC COUNT DATA

STC commissioned 24-hour traffic counts at the following locations on Wednesday July 15, 2020:

- Cole Road east of Kloke Road
- Cole Road west of Kloke Road
- Kloke Road north of Cole Road
- Kloke Road south of Cole Road
- Willoughby Road west of Kloke Road

The 2020 Average Daily Traffic (ADT) volumes are shown in **Figure 1** on the following page. The raw traffic count data is provided in **Attachment C**.

TRIP GENERATION

County staff recommended the use of trip generation rates from the ITE Trip Generation Manual and SANDAG. The truck terminal and office land use trip generation rates from the SANDAG Not So Brief Guide of Vehicular Trip Generation Rates for the San Diego Region (2002) were considered the most applicable when compared to possible land uses in the ITE Trip Generation Manual (10th Edition). The project trip generation is shown on **Table 1** below. For the trip generation analysis, the Truck Terminal area consists of the 4,000-square foot maintenance metal pre-engineered shade and the office area consists of the 800-square foot main office. The SANDAG trip generation rates are provided in included in **Attachment D**.

Table 1 Project Trip Generation

Land Use	Descriptor	Daily	AM Avg Rate	AM Peak Hour		PM Avg Rate	PM Peak Hour	
				In	Out		In	Out
SANDAG (Not So) Brief Guide to Vehicle Trip Generation for the San Diego Region (2002)								
Truck Terminal	1000 sq ft	10	0.9	0.36	0.54	0.8	0.4	0.4
	4000 sq ft	40	4	1	2	3	1	1
Office	1000 sq ft	20	2.8	2.52	0.28	2.6	0.52	2.08
	800 sq ft	16	2	2	0	2	0	2
Total		**56**	**6**	**3**	**2**	**5**	**2**	**3**

Table 1 shows that the project will generate 56 average daily trips of which 40 will be truck trips. The trip generation will result in 5 trips in the AM peak hour (3 of which are trucks) and 5 trips in the PM peak hour (2 of which are trucks).

Based on the County of Imperial Traffic Study and Report Policy (2007) the level of project trip generation will not trigger the need for a Complete Traffic Impact Study for the following reasons:

- The project will add a maximum of 1.8% of the total existing vehicle trips on the adjacent road system.
- The project will generate less than 800 commercial or industrial trip ends and less than 200 peak hour trip ends.

Calexico Trucking Terminal

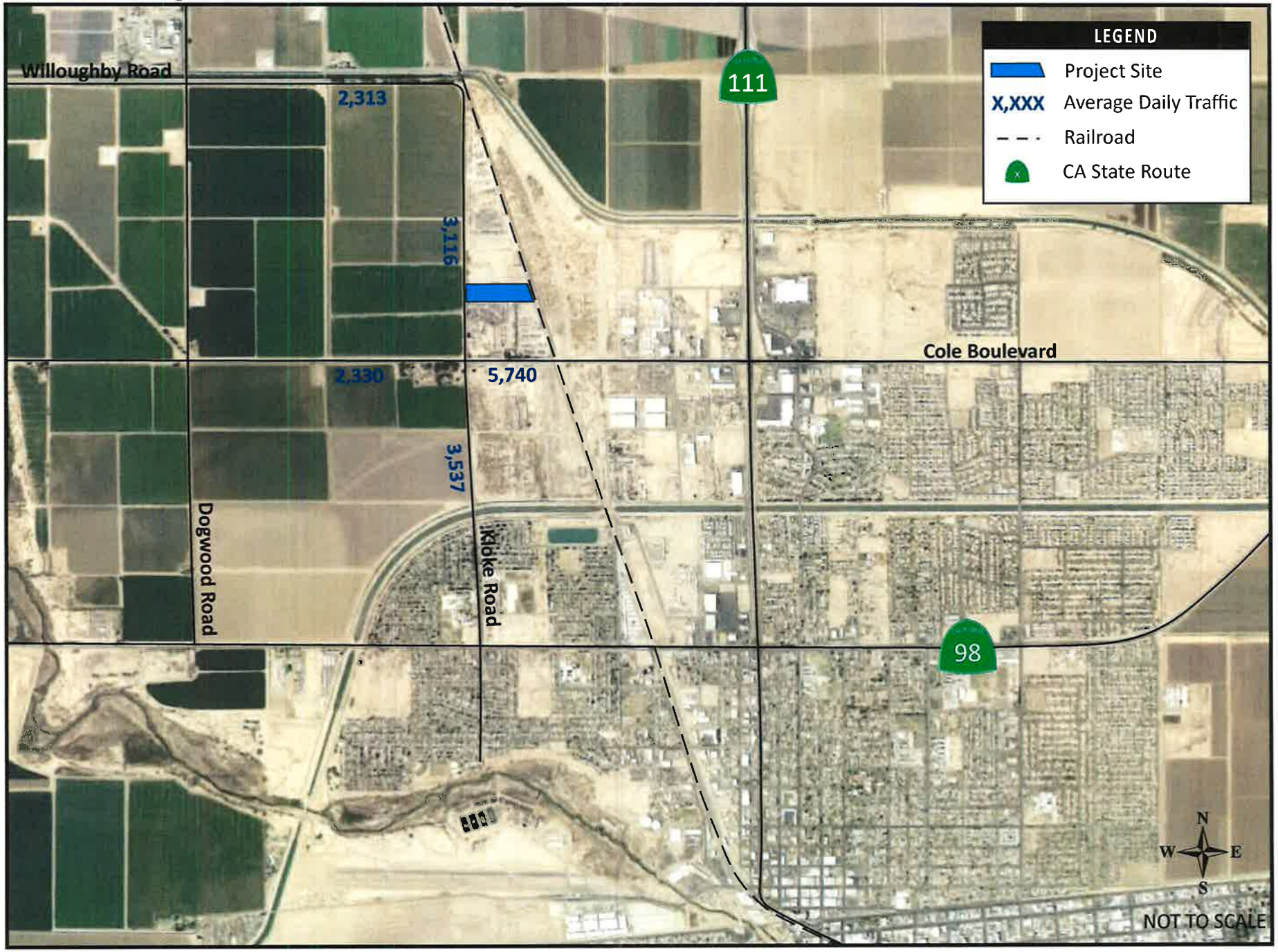


Figure 1
2020 Average Daily Traffic Counts

Please contact me if you have any questions.

Sincerely,
STC **Traffic**

Jason Stack, TE, PTOE

Attachment A – County of Imperial Conditions of Approval Letter
Attachment B – Project Site Plan and Building Floor Plan
Attachment C - Raw Average Daily Traffic Count Data
Attachment D – Extract from SANDAG Not So Brief Guide of Vehicular Trip Generation Rates for the San Diego Region (2002)

Attachment A – County of Imperial Conditions of Approval Letter

land surveyor or licensed civil engineer legally authorized to practice land surveying, prior to the time when any streets, highways, other rights-of-way, or easements are improved, constructed, reconstructed, maintained, resurfaced, or relocated, and a corner record or record of survey of the references shall be filed with the county surveyor.

10. A second corner record is required to be filed with the county surveyor for monuments:

    8771. (c) A permanent monument shall be reset in the surface of the new construction or a witness monument or monuments set to perpetuate the location if any monument could be destroyed, damaged, covered, disturbed, or otherwise obliterated, and a corner record or record of survey shall be filed with the county surveyor prior to the recording of a certificate of completion for the project. Sufficient controlling monuments shall be retained or replaced in their original positions to enable property, right-of-way and easement lines, property corners, and subdivision and tract boundaries to be reestablished without devious surveys necessarily originating on monuments differing from those that currently control the area.

11. The project documents includes very limited information related to traffic. The Developer shall complete a Traffic Report and submit it to this Department for review and approval. The Traffic Report will be used to determine whether a complete Traffic Impact Study is deemed necessary. 2-4 camiones

    a. The Traffic Report shall be prepared using existing traffic counts along Kloke Road north and south of Cole Road, Cole Road east and west of Kloke Road, and Willoughby Road west of Kloke Road, and the existing traffic counts shall be current within one (1) year of the traffic report. The Traffic Report shall also indicate the total vehicle trips to be generated by the project at full project build-out (passenger trips for employees, clients, visitors, etc., and truck trips for project operation, deliveries, etc.).

    b. If it is determined that a complete Traffic Impact Study is required as per the comments on this correspondence, it shall be prepared and submitted to this Department for review and approval. The Developer will be responsible for any traffic impact study mitigation measures within the Traffic Impact Study, including but not limited to, road improvements and fair share costs. The traffic impact study shall also evaluate the need for the installation of turn lanes for site access and egress.

12. The site plan submitted with the project documents illustrates Lot 4 (east portion of the property) as future parking area.

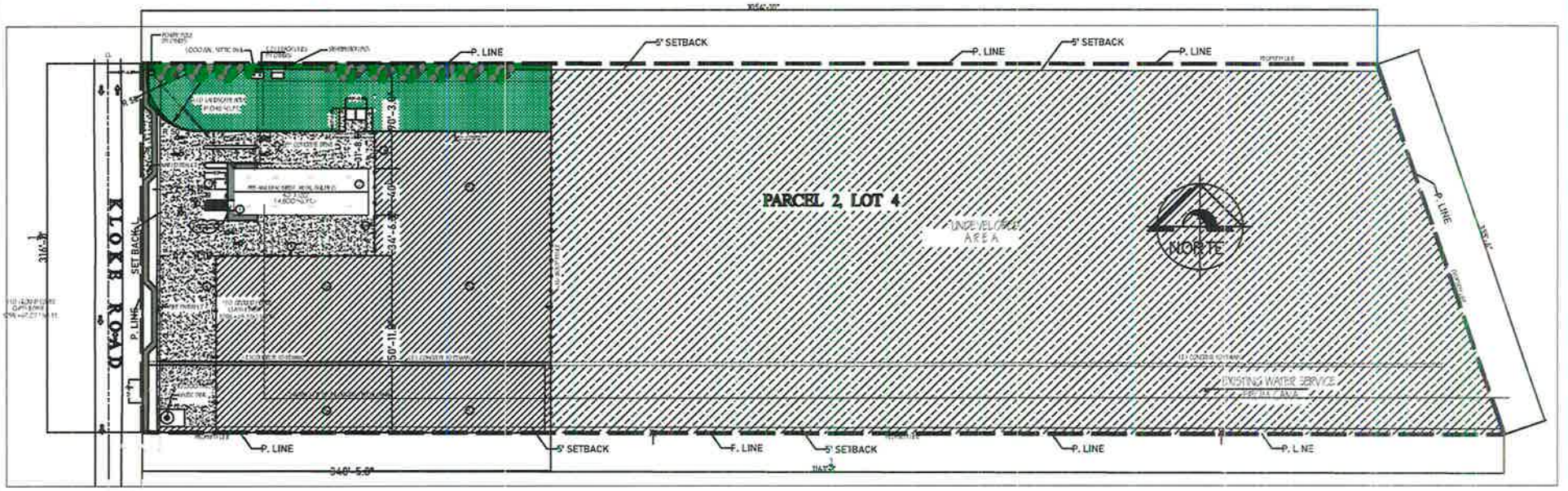
    a. Lot 4 shall not be developed as a parking area or for any other use under this CUP.
    b. Lot 4 shall not be used as a parking area at any time under this CUP.

INFORMATIVE:

The following items are for informational purposes only. The Developer is responsible to determine if the enclosed items affect the subject project.

Attachment B – Project Site Plan and Building Floor Plan

NOTE: SITE PLAN CUP #19-0023



SITE PLAN

SCALE: 1" = 40'

PROJECT INFORMATION

LEGAL OWNER	PONCE BERTHA E.
ADDRESS	660 KLOKE RD. CALEXICO, CA, 92231
APN	059-020-017-000
PARCEL 2 LOT 4 NET AREA	8.42 AC.
ZONING	M1NGU

BUILDING AND PARKING AREA DATA

1. MAIN OFFICE/SHADE BUILDING
   PEMB (PRE-ENGINEERED METAL BUILDING WITH TYPE V-A (WOOD FRAME + TYPE "X" DRYWALL WITH FIRE RESISTANCE RATING AT LEAST 1 HR)
2. TRUCK PARKING AREA
3. OFFICE PARKING AREA
4. PERIMETER FENCE
   NEW GROUND COVER CLASS II
5. BASE. NO VEHICLES PARKED.

NOTE:
CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO STARTING WORK. IF ANY DISCREPANCY IS FOUND OR INFORMATION IS MISSING IN THE APPROVED SET OF CONTRACT DWGS., THE GENERAL CONTRACTOR SHALL NOTIFY THE ENGINEER OR RECORD IMMEDIATELY.

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PERIMETER FENCE
- GROUND COVER
- UNDEVELOPED AREA
- CONCRETE SIDEWALK
- 6" CONCRETE PAVEMENT
- LANDSCAPE AREA
- (N) NEW
- (E) EXISTING

NOTE:
SURFACE WATER WILL DRAIN AWAY FROM BUILDINGS TO EXISTING DETENTION BASIN

SQUARE FOOTAGE

NET PARCEL AREA	8.42 AC.	
PROJECT AREA	110,193.66	SQ.FT.
TRUCK TERMINAL	4,000	SQ.FT.
OFFICE	900	SQ.FT.
OFFICE PARKING AREA	568	SQ.FT.
GROUND COVER AREA	65,550	SQ.FT.
LANDSCAPE AREA	20,438	SQ.FT.
FUTURE PARK AREA	259,953.89	SQ.FT.

SETBACKS

NORTH SETBACK	5' FT
SOUTH SETBACK	5' FT
EAST SETBACK	0' FT
STREET SETBACK	15' FT

NOTES:

1. THIS PROJECT SHALL COMPLY WITH 2019 CALIFORNIA BUILDING CODE (CBC)
2. 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE (CalGreen)
3. 2019 CALIFORNIA ELECTRICAL CODE (CEC)
4. 2019 CALIFORNIA MECHANICAL CODE (CMC)
5. 2019 CALIFORNIA PLUMBING CODE (CPC)
6. 2019 CALIFORNIA FIRE CODE (CFC)
7. 2019 CALIFORNIA BUILDING ENERGY STANDARDS (CBEES)

GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2016 CALIFORNIA BUILDING CODE, AND THE LATEST EDITION OF THE UNIFORM PLUMBING, MECHANICAL AND FIRE CODES AND/OR LOCAL CODES AND ORDINANCES.
2. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, PRODUCES OR FOR SAFETY PRECAUTIONS AND PROGRAMS OR FOR THE CONTRACTOR'S FAILURE TO PERFORM THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
3. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACTS OF OMISSIONS THE CONTRACTOR OR ANY SUBCONTRACTOR OR FOR ANY OF THE WORK AGENTS OR EMPLOYEES OR ANY OTHER PERSON PERFORMING ANY WORK.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADEQUATELY SUPPORT ALL WALLS, TRUSSES, ETC. DURING CONSTRUCTION. THE CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING AND BRACING AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.
5. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, AND SITE CONDITIONS BEFORE STARTING WORK, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
6. NOTES AND DETAILS ON THE DRAWINGS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES, IN CASE OF CONFLICT.
7. WHERE NO CONSTRUCTION DETAILS ARE SHOWN OR NOTED FOR ANY PART OF THE WORK, SUCH DETAILS SHALL BE THE SAME AS FOR SIMILAR WORK SHOWN ON THE DRAWINGS.
8. SHOULD DISCREPANCIES OCCUR ON THESE PLANS, THE CONTRACTOR SHALL NOT NOTIFY THE ENGINEER IMMEDIATELY.
9. THESE DRAWINGS ARE NOT TO BE SCALED FOR DIMENSIONAL INFORMATION. ACTUAL DIMENSION NUMBERS SHOWN ON THE PLANS ARE TO BE USED. IF DIMENSIONAL CONFLICT EXIST, NOTIFY THE ENGINEER IMMEDIATELY. ANY CONTRACTOR SCALING DRAWINGS FOR ANY PURPOSE DOES SO AT HIS OWN RISK AND IS RESPONSIBLE FOR ANY ERRORS AND MISTAKES WHICH MAY RESULT

VICINITY MAP NTS.

PROJECT:

TRUCKING TERMINAL
PONCE BERTHA E. PROJECT

ADDRESS: 660 KLOKE RD.
CITY: CALEXICO, CA, 92231

CALL BEFORE YOU DIG
UNDERGROUND SERVICE ALERT
CALL: TOLL FREE
1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

DRAWING STATUS
PRELIMINARY NOT FOR CONSTRUCTION — FOR CONSTRUCTION PERMIT
FOR APPROVAL NOT FOR CONSTRUCTION — FOR AS-BUILT

PREPARED UNDER THE DIRECT SUPERVISION OF:

DATE

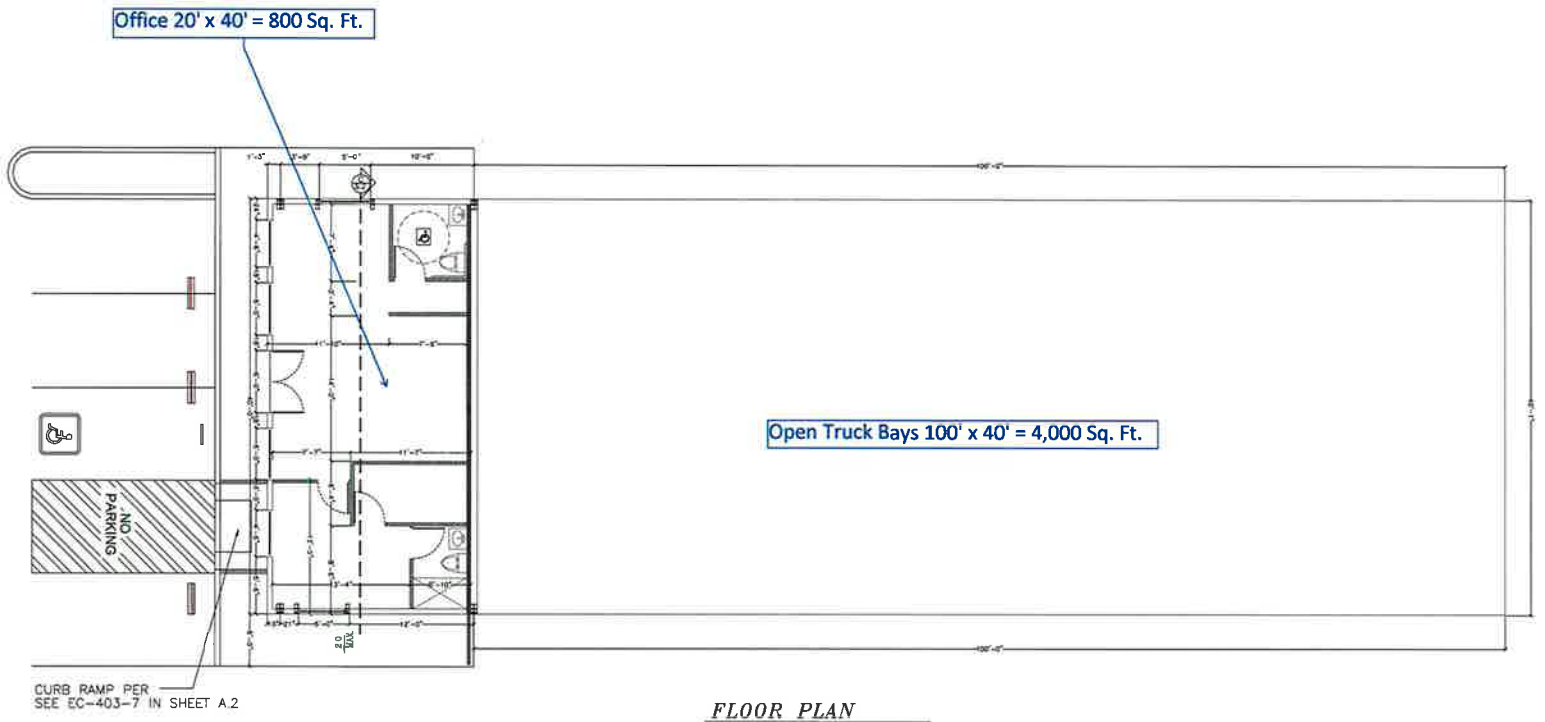
NO.	DESCRIPTION	DATE
1	REVISED	6-29-2020

SHEET: T.1

SITE PLAN

COUNTY OF IMPERIAL, CA

DATE: April-15-2021 BY: E.R.



FLOOR PLAN

SCALE:3/16"=1'-0"

WALL LEGEND

DOOR NOTES

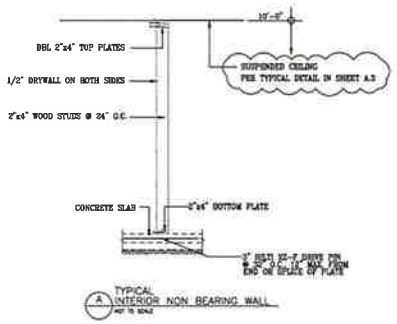
DOOR SCHEDULE

SYMBOL	SIZE WIDTH	SIZE HEIGHT	NOTES

WINDOW SCHEDULE

SYMBOL	SIZE WIDTH	SIZE HEIGHT	NOTES

WINDOW NOTES



No.	REVISIONS	DATE

ENGINEER:

EFRAIN RAYGOZA
233 PAULIN AVE
CALEXICO, CA 92231

SEAL:

FOR PLAN CHECK

PROJECT DESCRIPTION:

NEW PRE-MANUFACTURED COMMERCIAL BUILDING

PROJECT ADDRESS:

660 KLOKE RD
CALEXICO, CA 92231

PROJECT #:

DATE: 02/12/2021

SCALE: AS NOTED

SHEET:

A.1

Attachment C - Raw Average Daily Traffic Count Data

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92787
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Calexico
Cole Boulevard
E/ Kloke Road
24 Hour Directional Volume Count

CLX004
Site Code: 999-20258

Start	15-Jul-20	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	56			7	32				
12:15		4	60			4	49				
12:30		7	68			2	40				
12:45		1	48	14	232	4	29	17	150	31	382
01:00		5	73			6	34				
01:15		8	65			4	47				
01:30		1	61			0	43				
01:45		7	49	21	248	4	52	14	176	35	424
02:00		7	58			2	35				
02:15		9	49			9	56				
02:30		2	58			2	34				
02:45		5	58	23	223	3	40	16	165	39	388
03:00		7	52			11	46				
03:15		8	40			2	**63**				
03:30		2	64			4	**36**				
03:45		6	46	23	202	8	**56**	25	201	48	403
04:00		8	56			3	**58**				
04:15		9	67			10	44				
04:30		9	**58**			6	53				
04:45		21	**64**	47	245	14	28	33	183	80	428
05:00		13	**83**			12	61				
05:15		20	**68**			12	32				
05:30		16	58			15	55				
05:45		13	61	62	270	21	39	60	187	122	457
06:00		24	44			18	32				
06:15		27	34			17	33				
06:30		19	52			23	44				
06:45		26	40	96	170	23	30	81	139	177	309
07:00		29	42			19	32				
07:15		23	51			27	30				
07:30		40	27			42	30				
07:45		43	34	135	154	27	54	115	146	250	300
08:00		36	22			34	29				
08:15		38	32			23	23				
08:30		33	18			25	29				
08:45		46	26	153	98	19	11	101	92	254	190
09:00		39	31			38	23				
09:15		37	19			35	10				
09:30		72	14			41	16				
09:45		42	11	190	75	41	13	155	62	345	137
10:00		48	24			41	9				
10:15		55	19			24	11				
10:30		40	13			**48**	11				
10:45		47	14	190	70	**55**	8	168	39	358	109
11:00		**53**	10			**42**	10				
11:15		**69**	15			**30**	6				
11:30		**59**	12			46	10				
11:45		**48**	5	229	42	51	8	169	34	398	76
Total		1183	2029	1183	2029	954	1574	954	1574	2137	3603
Combined Total		3212		3212		2528		2528		5740	
AM Peak	-	11:00	-	-	-	10:30	-	-	-	-	-
Vol.	-	229	-	-	-	175	-	-	-	-	-
P.H.F.		0.830				0.795					
PM Peak	-	-	04:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	273	-	-	-	213	-	-	-	-
P.H.F.			0.822				0.845				
Percentage		36.8%	63.2%			37.7%	62.3%				
ADT/AADT		ADT 5,740		AADT 5,740							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92787
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Calexico
Cole Boulevard
W/ Kloke Road
24 Hour Directional Volume Count

CLX005
Site Code: 999-20258

Start Time	15-Jul-20 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	21			4	15				
12:15		1	31			1	23				
12:30		0	20			1	15				
12:45		1	27	4	99	2	10	8	63	12	162
01:00		1	22			1	7				
01:15		3	26			2	13				
01:30		0	37			0	14				
01:45		0	24	4	109	1	22	4	56	8	165
02:00		2	33			0	7				
02:15		2	19			5	17				
02:30		2	26			0	14				
02:45		2	26	8	104	0	12	5	50	13	154
03:00		3	25			2	12				
03:15		1	26			1	14				
03:30		0	26			4	11				
03:45		1	24	5	101	3	**18**	10	55	15	156
04:00		0	24			4	**17**				
04:15		0	32			5	**13**				
04:30		2	32			5	**21**				
04:45		3	**27**	5	115	11	9	25	60	30	175
05:00		2	**38**			9	23				
05:15		2	**33**			14	10				
05:30		5	**34**			5	19				
05:45		5	20	14	125	17	14	45	66	59	191
06:00		7	20			8	10				
06:15		8	18			8	13				
06:30		10	24			11	9				
06:45		3	23	28	85	12	8	39	40	67	125
07:00		5	19			13	7				
07:15		11	16			**21**	11				
07:30		7	12			**23**	15				
07:45		15	12	38	59	**15**	15	72	48	110	107
08:00		12	18			**14**	16				
08:15		13	13			11	8				
08:30		11	14			14	13				
08:45		22	14	58	59	11	8	50	45	108	104
09:00		11	12			18	8				
09:15		19	8			12	2				
09:30		18	13			15	8				
09:45		14	5	62	38	16	7	61	25	123	63
10:00		12	15			17	5				
10:15		24	5			10	3				
10:30		**20**	5			24	3				
10:45		**22**	7	78	32	21	5	72	16	150	48
11:00		**33**	6			14	2				
11:15		**25**	5			9	3				
11:30		17	4			20	3				
11:45		20	1	95	16	23	0	66	8	161	24
Total		399	942	399	942	457	532	457	532	856	1474
Combined Total		1341		1341		989		989		2330	
AM Peak	-	10:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	100	-	-	-	73	-	-	-	-	-
P.H.F.		0.758				0.793					
PM Peak	-	-	04:45	-	-	-	03:45	-	-	-	-
Vol.	-	-	132	-	-	-	69	-	-	-	-
P.H.F.			0.868				0.750				
Percentage		29.8%	70.2%			46.2%	53.8%				
ADT/AADT		ADT 2,330		AADT 2,330							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92787
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Calexico
Kloke Road
N/ Cole Boulevard
24 Hour Directional Volume Count

CLX002
Site Code: 999-20258

Start	15-Jul-20	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	14			1	33				
12:15		2	26			1	26				
12:30		0	29			8	38				
12:45		4	18	10	87	2	30	12	127	22	214
01:00		5	**30**			5	42				
01:15		4	**28**			2	31				
01:30		0	**23**			1	27				
01:45		7	**25**	16	106	3	32	11	132	27	238
02:00		1	18			7	36				
02:15		4	21			7	28				
02:30		2	34			1	33				
02:45		3	16	10	89	1	38	16	135	26	224
03:00		4	19			1	33				
03:15		4	27			1	18				
03:30		1	17			1	40				
03:45		3	30	12	93	1	25	4	116	16	209
04:00		5	25			3	40				
04:15		8	22			1	32				
04:30		7	20			2	**25**				
04:45		18	20	38	87	9	**37**	15	134	53	221
05:00		7	35			2	**45**				
05:15		9	21			3	**47**				
05:30		15	23			4	21				
05:45		9	16	40	95	6	35	15	148	55	243
06:00		11	16			6	20				
06:15		15	15			7	22				
06:30		13	15			5	19				
06:45		20	7	59	53	8	17	26	78	85	131
07:00		15	19			13	16				
07:15		15	17			11	25				
07:30		**28**	11			23	15				
07:45		**24**	25	82	72	13	15	60	71	142	143
08:00		**19**	17			31	14				
08:15		**25**	6			20	9				
08:30		19	13			18	18				
08:45		16	6	79	42	30	12	99	53	178	95
09:00		17	11			25	16				
09:15		26	6			20	10				
09:30		19	9			**41**	4				
09:45		25	7	87	33	**28**	5	114	35	201	68
10:00		19	6			**30**	9				
10:15		21	7			**33**	11				
10:30		21	4			23	8				
10:45		32	3	93	20	30	4	116	32	209	52
11:00		19	6			22	5				
11:15		20	6			42	10				
11:30		21	8			34	5				
11:45		26	4	86	24	33	3	131	23	217	47
Total		612	801	612	801	619	1084	619	1084	1231	1885
Combined Total		1413		1413		1703		1703		3116	
AM Peak	-	07:30	-	-	-	09:30	-	-	-	-	-
Vol.	-	96	-	-	-	132	-	-	-	-	-
P.H.F.		0.857				0.805					
PM Peak	-	-	01:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	106	-	-	-	154	-	-	-	-
P.H.F.			0.883				0.819				
Percentage		43.3%	56.7%			36.3%	63.7%				
ADT/AADT		ADT 3,116		AADT 3,116							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92787
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Calexico
Kloke Road
S/ Cole Boulevard
24 Hour Directional Volume Count

CLX003
Site Code: 999-20258

Start Time	15-Jul-20 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	33			3	30				
12:15		2	27			4	28				
12:30		1	**38**			1	24				
12:45		4	**25**	7	123	4	29	12	111	19	234
01:00		4	**37**			4	22				
01:15		5	**33**			3	38				
01:30		1	32			1	32				
01:45		9	26	19	128	3	32	11	124	30	252
02:00		2	23			5	37				
02:15		2	18			4	39				
02:30		3	39			3	19				
02:45		2	23	9	103	3	**43**	15	138	24	241
03:00		4	22			7	**42**				
03:15		9	25			1	**51**				
03:30		4	24			3	**36**				
03:45		8	31	25	102	3	31	14	160	39	262
04:00		12	23			0	46				
04:15		13	34			4	34				
04:30		12	26			2	38				
04:45		23	19	60	102	4	22	10	140	70	242
05:00		19	34			7	28				
05:15		25	32			3	38				
05:30		15	21			5	33				
05:45		10	34	69	121	6	37	21	136	90	257
06:00		14	18			6	22				
06:15		18	20			3	34				
06:30		18	27			10	39				
06:45		22	19	72	84	9	24	28	119	100	203
07:00		18	33			4	28				
07:15		16	27			13	29				
07:30		**32**	15			16	26				
07:45		**37**	21	103	96	16	30	49	113	152	209
08:00		**18**	20			22	23				
08:15		**31**	15			13	21				
08:30		23	9			10	18				
08:45		16	13	88	57	15	9	60	71	148	128
09:00		19	16			22	26				
09:15		24	14			21	16				
09:30		36	8			29	13				
09:45		23	10	102	48	30	9	102	64	204	112
10:00		31	13			23	11				
10:15		25	6			21	13				
10:30		28	8			23	10				
10:45		25	10	109	37	**37**	10	104	44	213	81
11:00		16	4			**25**	9				
11:15		25	5			**23**	4				
11:30		27	5			**27**	3				
11:45		20	3	88	17	26	5	101	21	189	38
Total		751	1018	751	1018	527	1241	527	1241	1278	2259
Combined Total		1769		1769		1768		1768		3537	
AM Peak	-	07:30	-	-	-	10:45	-	-	-	-	-
Vol.	-	118	-	-	-	112	-	-	-	-	-
P.H.F.		0.797				0.757					
PM Peak	-	-	00:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	133	-	-	-	172	-	-	-	-
P.H.F.			0.875				0.843				
Percentage		42.5%	57.5%			29.8%	70.2%				
ADT/AADT		ADT 3,537		AADT 3,537							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92787
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Calexico
Willoughby Road
W/ Kloke Road
24 Hour Directional Volume Count

CLX001
Site Code: 999-20258

Start	15-Jul-20	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	22			4	15				
12:15		0	17			2	15				
12:30		3	30			0	13				
12:45		2	22	6	91	1	13	7	56	13	147
01:00		2	28			0	12				
01:15		0	23			2	27				
01:30		1	20			3	17				
01:45		4	21	7	92	6	22	11	78	18	170
02:00		3	**33**			2	12				
02:15		2	**25**			4	15				
02:30		1	**27**			2	25				
02:45		3	**35**	9	120	2	19	10	71	19	191
03:00		1	22			2	10				
03:15		0	20			3	18				
03:30		1	31			1	11				
03:45		1	16	3	89	3	22	9	61	12	150
04:00		1	27			5	20				
04:15		0	29			5	16				
04:30		2	18			7	12				
04:45		5	23	8	97	15	12	32	60	40	157
05:00		2	41			6	**27**				
05:15		3	31			7	**24**				
05:30		3	19			16	**20**				
05:45		6	27	14	118	6	**13**	35	84	49	202
06:00		4	18			12	16				
06:15		4	21			9	12				
06:30		7	18			9	11				
06:45		12	15	27	72	13	10	43	49	70	121
07:00		6	14			9	17				
07:15		13	17			13	17				
07:30		15	15			**13**	7				
07:45		14	14	48	60	**19**	12	54	53	102	113
08:00		17	16			**13**	16				
08:15		17	8			**26**	6				
08:30		11	10			9	6				
08:45		23	12	68	46	10	8	58	36	126	82
09:00		21	7			11	6				
09:15		13	8			14	6				
09:30		**24**	4			18	6				
09:45		**20**	3	78	22	11	5	54	23	132	45
10:00		**22**	7			11	4				
10:15		**29**	12			17	5				
10:30		14	5			18	3				
10:45		22	3	87	27	15	1	61	13	148	40
11:00		14	4			14	4				
11:15		28	3			13	6				
11:30		19	2			12	1				
11:45		29	2	90	11	13	2	52	13	142	24
Total		445	845	445	845	426	597	426	597	871	1442
Combined Total		1290		1290		1023		1023		2313	
AM Peak	-	09:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	95	-	-	-	71	-	-	-	-	-
P.H.F.		0.819				0.683					
PM Peak	-	-	02:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	120	-	-	-	84	-	-	-	-
P.H.F.			0.857				0.778				
Percentage		34.5%	65.5%			41.6%	58.4%				
ADT/AADT		ADT 2,313		AADT 2,313							

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

W Cole Blvd Bet. Dogwood Rd & Kloke Rd

Day: Thursday
Date: 2/8/2018

City: Calexico
Project #: Historicale

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,780	1,367	3,147

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	1		4		5		12:00	0	0	28		26		54	
00:15	0	0	4		1		5		12:15	0	0	19		24		43	
00:30	0	0	3		0		3		12:30	0	0	29		35		64	
00:45	0	0	3	11	4	9	7	20	12:45	0	0	30	106	22	107	52	213
01:00	0	0	2		0		2		13:00	0	0	32		21		53	
01:15	0	0	1		5		6		13:15	0	0	23		24		47	
01:30	0	0	0		3		3		13:30	0	0	25		21		46	
01:45	0	0	2	5	2	10	4	15	13:45	0	0	31	111	22	88	53	199
02:00	0	0	1		5		6		14:00	0	0	31		16		47	
02:15	0	0	0		7		7		14:15	0	0	30		22		52	
02:30	0	0	1		0		1		14:30	0	0	30		24		54	
02:45	0	0	1	3	2	14	3	17	14:45	0	0	40	131	14	76	54	207
03:00	0	0	1		1		2		15:00	0	0	40		25		65	
03:15	0	0	5		1		6		15:15	0	0	30		27		57	
03:30	0	0	2		3		5		15:30	0	0	28		24		52	
03:45	0	0	3	11	1	6	4	17	15:45	0	0	33	131	25	101	58	232
04:00	0	0	3		1		4		16:00	0	0	46		28		74	
04:15	0	0	5		2		7		16:15	0	0	46		28		74	
04:30	0	0	2		5		7		16:30	0	0	58		21		79	
04:45	0	0	2	12	4	12	6	24	16:45	0	0	58	208	21	98	79	306
05:00	0	0	2		6		8		17:00	0	0	44		13		57	
05:15	0	0	3		8		11		17:15	0	0	55		23		78	
05:30	0	0	2		13		15		17:30	0	0	56		21		77	
05:45	0	0	4	11	18	45	22	56	17:45	0	0	38	193	20	77	58	270
06:00	0	0	6		10		16		18:00	0	0	37		18		55	
06:15	0	0	2		21		23		18:15	0	0	33		20		53	
06:30	0	0	8		17		25		18:30	0	0	31		18		49	
06:45	0	0	9	25	21	69	30	94	18:45	0	0	34	135	12	68	46	203
07:00	0	0	9		22		31		19:00	0	0	27		10		37	
07:15	0	0	20		34		54		19:15	0	0	22		13		35	
07:30	0	0	27		39		66		19:30	0	0	18		13		31	
07:45	0	0	42	98	38	133	80	231	19:45	0	0	26	93	8	44	34	137
08:00	0	0	31		28		59		20:00	0	0	14		5		19	
08:15	0	0	21		14		35		20:15	0	0	16		11		27	
08:30	0	0	20		18		38		20:30	0	0	12		3		15	
08:45	0	0	23	95	12	72	35	167	20:45	0	0	17	59	9	28	26	87
09:00	0	0	18		22		40		21:00	0	0	13		11		24	
09:15	0	0	15		14		29		21:15	0	0	20		11		31	
09:30	0	0	23		20		43		21:30	0	0	14		3		17	
09:45	0	0	20	76	17	73	37	149	21:45	0	0	9	56	6	31	15	87
10:00	0	0	22		19		41		22:00	0	0	11		7		18	
10:15	0	0	27		15		42		22:15	0	0	9		6		15	
10:30	0	0	15		23		38		22:30	0	0	10		7		17	
10:45	0	0	20	84	17	74	37	158	22:45	0	0	4	34	5	25	9	59
11:00	0	0	18		22		40		23:00	0	0	6		4		10	
11:15	0	0	18		18		36		23:15	0	0	2		4		6	
11:30	0	0	26		25		51		23:30	0	0	1		2		3	
11:45	0	0	19	81	27	92	46	173	23:45	0	0	2	11	5	15	7	26
TOTALS				512		609		1121	TOTALS				1268		758		2026
SPLIT %				45.7%		54.3%		35.6%	SPLIT %				62.6%		37.4%		64.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,780	1,367	3,147

AM Peak Hour	07:30	07:15	07:15	PM Peak Hour	16:30	12:00	16:00
AM Pk Volume	121	139	259	PM Pk Volume	215	107	306
Pk Hr Factor	0.720	0.891	0.809	Pk Hr Factor	0.927	0.764	0.968
7 - 9 Volume	193	205	398	4 - 6 Volume	401	175	576
7 - 9 Peak Hour	07:30	07:15	07:15	4 - 6 Peak Hour	16:30	16:00	16:00
7 - 9 Pk Volume	121	139	259	4 - 6 Pk Volume	215	98	306
Pk Hr Factor	0.720	0.891	0.809	Pk Hr Factor	0.927	0.875	0.968

Attachment D – Extract from SANDAG Not So Brief Guide of Vehicular Trip Generation Rates for the San Diego Region (2002)

LAND USE	TRIP CATEGORIES (PRIMARY:DIVERTED:PASS-BY)[P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre***	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	8%	(6:4)	8%	(6:4)	
Motel		6/occupied room, 200/acre*	6%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room***	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office (less than 100,000 sq. ft.)	[77:19:4]	20/1000 sq. ft.,[O] 300/acre*	14%	(9:1)	13%	(2:8)	8.8
Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 6+ stories)	[82:15:3]	17/1000 sq. ft.,[O] 000/acre*	13%	(9:1)	14%	(2:8)	10.0
Office Park (400,000+ sq. ft.)		12/1000 sq.ft., 200/acre**	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000 sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]		4%		8%		5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13%	(5:5)	9%	(5:5)	
Regional (developed)		20/acre*					
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site**					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane**	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course**	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre**	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		8%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.5 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural (average 1-2 DU/acre)		12/dwelling unit*[R]	8%	(3:7)	10%	(7:3)	
Single Family Detached (average 3-6 DU/acre)		10/dwelling unit*[R]	8%	(3:7)	10%	(7:3)	
Condominium (or any multi-family 6-20 DU/acre)		8/dwelling unit*[R]	8%	(2:8)	10%	(7:3)	
Apartment (or any multi-family units more than 20 DU/acre)		6/dwelling unit*[R]	8%	(2:8)	9%	(7:3)	
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	5%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT[S]	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre***	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre***	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre***	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, $2^{1/2}$/parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)***	14%	(7:3)	15%	(3:7)	

* Primary source: San Diego Traffic Generators.

** Other sources: ITE Trip Generation Report (6th Edition), Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

[P] Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG Analysis of Trip Diversion, revised November, 1990):
PRIMARY - one trip directly between origin and primary destination.
DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.
PASS-BY - undiverted or diverted < 1 mile.

[L] Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

[C] Fitted curve equation: $Ln(T) = 0.502\ Ln(x) + 6.945$ } T = total trips, x = 1,000 sq. ft.

[O] Fitted curve equation: $Ln(T) = 0.756\ Ln(x) + 3.950$ }

[R] Fitted curve equation: $t = -2.169\ Ln(d) + 12.85$ t = trips/DU, d = density (DU/acre), DU = dwelling unit

[S] Suggested PASS-BY (undiverted or diverted < 1 mile) percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

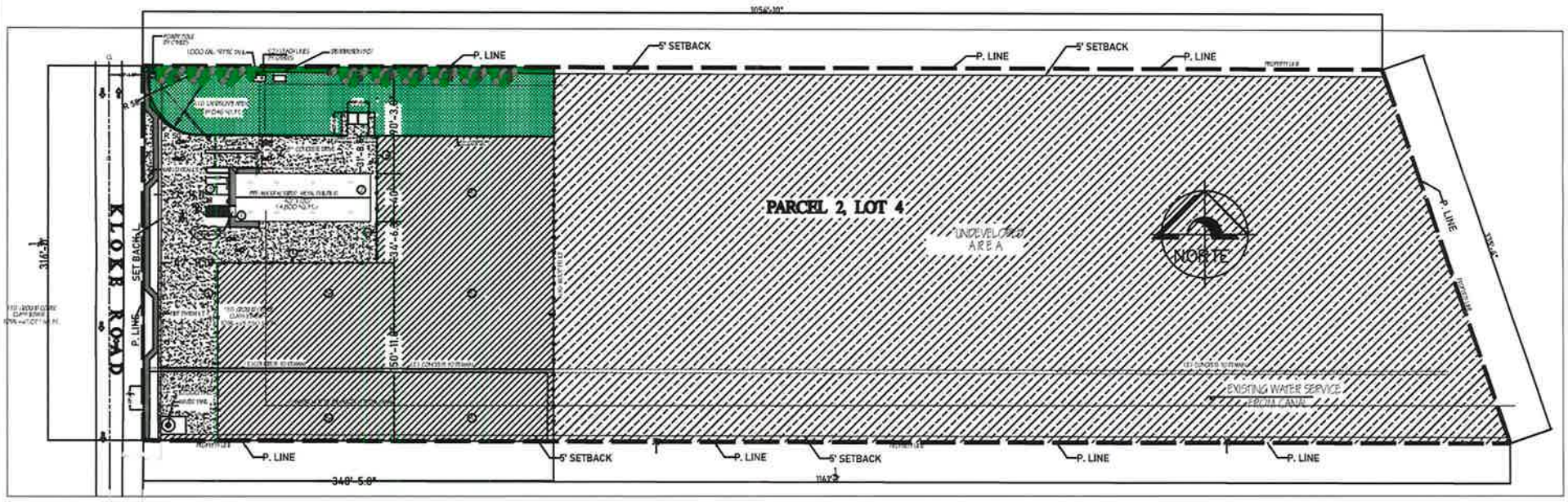
COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

[T] Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

NOTE: SITE PLAN CUP #19-0023



SITE PLAN

SCALE: 1" = 40'

PROJECT INFORMATION	
LEGAL OWNER	PONCE BERTHA E.
ADDRESS	660 KLOKE RD. CALEXICO, CA., 92231
APN	059–020–017–000
PARCEL 2 LOT 4 NET AREA	8.42 AC.
ZONING	M1NGU

BUILDING AND PARKING AREA DATA

1. MAIN OFFICE/SHADE BUILDING
   PEMB (PRE-ENGINEERED METAL BUILDING WITH TYPE V-A (WOOD FRAME + TYPE "X" DRYWALL WITH FIRE RESISTANCE RATING AT LEAST 1 HR)
2. TRUCK PARKING AREA
3. OFFICE PARKING AREA
4. PERIMETER FENCE
5. NEW GROUND COVER CLASS II BASE, NO VEHICLES PARKED.

NOTE:
CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO STARTING WORK. IF ANY DISCREPANCY IS FOUND OR INFORMATION IS MISSING IN THE APPROVED SET OF CONTRACT DWGS., THE GENERAL CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD IMMEDIATELY.

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PERIMETER FENCE
- GROUND COVER
- UNDEVELOPED AREA
- CONCRETE SIDEWALK
- 6" CONCRETE PAVEMENT
- LANDSCAPE AREA
- (N) NEW
- (E) EXISTING

NOTE:
SURFACE WATER WILL DRAIN AWAY FROM BUILDINGS TO EXISTING DETENTION BASIN

SQUARE FOOTAGE

NET PARCEL AREA	8.42 AC.	
PROJECT AREA	110,193.66	SQ.FT.
TRUCK TERMINAL	4,000	SQ.FT.
OFFICE	800	SQ.FT.
OFFICE PARKING AREA	868	SQ.FT.
GROUND COVER AREA	65,550	SQ.FT.
LANDSCAPE AREA	20,438	SQ.FT.
FUTURE PARK AREA	236,953.89	SQ.FT.

SETBACKS

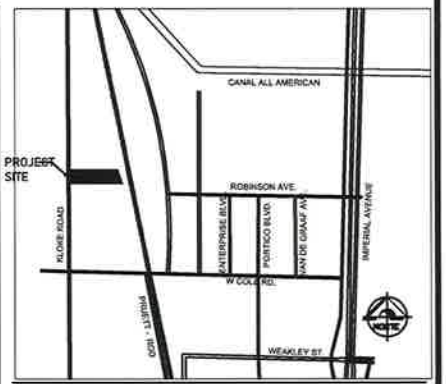
NORTH SETBACK	5' FT
SOUTH SETBACK	5' FT
EAST SETBACK	0' FT
STREET SETBACK	15' FT

NOTES:

1. THIS PROJECT SHALL COMPLY WITH 2019 CALIFORNIA BUILDING CODE (CBC)
2. 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE (CalGreen)
3. 2019 CALIFORNIA ELECTRICAL CODE (CEC)
4. 2019 CALIFORNIA MECHANICAL CODE (CMC)
5. 2019 CALIFORNIA PLUMBING CODE (CPC)
6. 2019 CALIFORNIA FIRE CODE (CFC)
7. 2019 CALIFORNIA BUILDING ENERGY STANDARDS (CBEES)

GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE 2016 CALIFORNIA BUILDING CODE, AND THE LATEST EDITION OF THE UNIFORM PLUMBING, MECHANICAL AND FIRE CODES AND/OR LOCAL CODES AND ORDINANCES.
2. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, PRODUCES OR FOR SAFETY PRECAUTIONS AND PROGRAMS OR FOR THE CONTRACTOR'S FAILURE TO PERFORM THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
3. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACTS OF OMISSIONS THE CONTRACTOR OR ANY SUBCONTRACTOR OR FOR ANY OF THE WORK AGENTS OR EMPLOYEES OR ANY OTHER PERSON PERFORMING ANY WORK.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADEQUATELY SUPPORT ALL WALLS, TRUSSES, ETC. DURING CONSTRUCTION. THE CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING AND BRACING AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.
5. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, AND SITE CONDITIONS BEFORE STARTING WORK, AND SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
6. NOTES AND DETAILS ON THE DRAWINGS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES, IN CASE OF CONFLICT.
7. WHERE NO CONSTRUCTION DETAILS ARE SHOWN OR NOTED FOR ANY PART OF THE WORK, SUCH DETAILS SHALL BE THE SAME AS FOR SIMILAR WORK SHOWN ON THE DRAWINGS.
8. SHOULD DISCREPANCIES OCCUR ON THESE PLANS, THE CONTRACTOR SHALL NOT NOTIFY THE ENGINEER IMMEDIATELY.
9. THESE DRAWINGS ARE NOT TO BE SCALED FOR DIMENSIONAL INFORMATION. ACTUAL DIMENSION NUMBERS SHOWN ON THE PLANS ARE TO BE USED. IF DIMENSIONAL CONFLICT EXIST, NOTIFY THE ENGINEER IMMEDIATELY. ANY CONTRACTOR SCALING DRAWINGS FOR ANY PURPOSE DOES SO AT HIS OWN RISK AND IS RESPONSIBLE FOR ANY ERRORS AND MISTAKES WHICH MAY RESULT



VICINITY MAP NTS

PROJECT:
TRUCKING TERMINAL
PONCE BERTHA E. PROJECT
ADDRESS: 660 KLOKE RD.
CITY: CALEXICO, CA, 92231

CALL BEFORE YOU DIG
UNDERGROUND SERVICE ALERT
CALL: TOLL FREE
1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

APPROVED BY CITY ENGINEER, CITY OF CALEXICO, CA

DRAWING STATUS
PRELIMINARY (NOT FOR CONSTRUCTION) FOR CONSTRUCTION PERMIT

PREPARED UNDER THE DIRECT SUPERVISION OF:
DATE

NO.	DESCRIPTION	DATE
1	REVISED	6-26-2020

SHEET: T.1

SITE PLAN

COUNTY OF IMPERIAL, CA

DATE: April-15-2021 BY: E.R.