

PROJECT REPORT

TO: ENVIRONMENTAL EVALUATION
COMMITTEE

AGENDA DATE: November 17, 2022

FROM: PLANNING & DEVELOPMENT SERVICES

AGENDA TIME 1:30 PM/ No. 3

PROJECT TYPE: DACSA Trucking, LLC
Conditional Use Permit #22-0006 SUPERVISORY DISTRICT #5
044-460-032-000 &
LOCATION: 2095 Old Highway 111, APN: 044-460-042-000

El Centro, CA 92243 PARCEL SIZE: +/- 23.67 & 4.53 Acres

GENERAL PLAN (existing) Urban (El Centro) GENERAL PLAN (proposed) NA

ZONE (existing) M-2-U (Medium Industrial with Urban Overlay) 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

ENVIRONMENTAL EVALUATION COMMITTEE DECISION: HEARING DATE: 11/17/2022

INITIAL STUDY: #2 2008

☐ NEGATIVE DECLARATION ☐ MITIGATED NEG. DECLARATION ☐ EIR

DEPARTMENTAL REPORTS / APPROVALS:

PUBLIC WORKS	<input type="checkbox"/> NONE	<input checked="" type="checkbox"/> ATTACHED
AG	<input checked="" type="checkbox"/> NONE	<input checked="" type="checkbox"/> ATTACHED
APCD	<input type="checkbox"/> NONE	<input checked="" type="checkbox"/> ATTACHED
E.H.S.	<input checked="" type="checkbox"/> NONE	<input type="checkbox"/> ATTACHED
FIRE / OES	<input type="checkbox"/> NONE	<input checked="" type="checkbox"/> ATTACHED
SHERIFF.	<input type="checkbox"/> NONE	<input type="checkbox"/> ATTACHED
OTHER	<u>IID, Caltrans, CEO</u>	

REQUESTED ACTION:

(See Attached)

- ☐ **NEGATIVE DECLARATION**
☐ **MITIGATED NEGATIVE DECLARATION**

*Initial Study & Environmental Analysis
For:*

**Conditional Use Permit #22-0006
Initial Study #22-0008
DACSA Trucking, LLC**



Prepared By:

COUNTY OF IMPERIAL
Planning & Development Services Department
801 Main Street
El Centro, CA 92243
(442) 265-1736
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November 2022

EEC ORIGINAL PKG

TABLE OF CONTENTS

	<u>PAGE</u>
<u>SECTION 1</u>	
I. INTRODUCTION	3
<u>SECTION 2</u>	
II. ENVIRONMENTAL CHECKLIST	8
PROJECT SUMMARY	10
ENVIRONMENTAL ANALYSIS	14
I. AESTHETICS.....	15
II. AGRICULTURE AND FOREST RESOURCES.....	15
III. AIR QUALITY	16
IV. BIOLOGICAL RESOURCES	16
V. CULTURAL RESOURCES.....	17
VI. ENERGY	17
VII. GEOLOGY AND SOILS	18
VIII. GREENHOUSE GAS EMISSION.....	19
IX. HAZARDS AND HAZARDOUS MATERIALS.....	19
X. HYDROLOGY AND WATER QUALITY	20
XI. LAND USE AND PLANNING	21
XII. MINERAL RESOURCES	21
XIII. NOISE	22
XIV. POPULATION AND HOUSING	22
XV. PUBLIC SERVICES	23
XVI. RECREATION.....	24
XVII. TRANSPORTATION	24
XVIII. TRIBAL CULTURAL RESOURCES.....	24
XIX. UTILITIES AND SERVICE SYSTEMS	25
XX. WILDFIRE	26
<u>SECTION 3</u>	
III. MANDATORY FINDINGS OF SIGNIFICANCE	27
IV. PERSONS AND ORGANIZATIONS CONSULTED	28
V. REFERENCES	29
VI. NEGATIVE DECLARATION - COUNTY OF IMPERIAL	30
VII. FINDINGS	31
<u>SECTION 4</u>	
VIII. RESPONSE TO COMMENTS (IF ANY)	32
IX. MITIGATION MONITORING & REPORTING PROGRAM (MMRP) (IF ANY)	33

EEC ORIGINAL PKG

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 #22-0006, where the intent of the project is to operate a trucking facility that transports goods in and out of the Imperial Valley. (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 ENVIRONMENTAL 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:** Conditional Use Permit #22-0006 / Initial Study #22-0008 DACSA Trucking, LLC
2. **Lead Agency:** Imperial County Planning & Development Services Department
3. **Contact person and phone number:** Diana Robinson, Planning Division Manager, (442) 265-1736
4. **Address:** 801 Main Street, El Centro CA, 92243
5. **E-mail:** dianarobinson@co.imperial.ca.us
6. **Project location:** The project site is located at 2095 Old Highway 111, El Centro CA 92243. The parcel is identified as Assessor's Parcel Numbers (APN) 044-460-042-000 and -032-000 and is legally described as Portion of Parcel 80-A of Lot Line Adjustment 80 of Parcel 1 of Parcel Map 1312 of Tract 40, Township 15 South, Range 14 East, and a Portion of Parcel 80-A of Lot Line Adjustment 80 of Parcel 3 of Parcel Map 1312 of Tract 40, Township 15 South, Range 14 East, S.B.B.M., in an unincorporated area of the County of Imperial.
7. **Project sponsor's name and address:** DACSA Trucking, LLC, 2095 Old Highway 111, El Centro CA 92243
8. **General Plan designation:** Urban
9. **Zoning:** M-2-U (Medium Industrial with Urban Overlay)
10. **Description of project:** The project consists of a trucking facility that transports goods in and out of the Imperial Valley to over 11 western states, such as Nevada, Utah, and California, with primary focus being Oregon and Washington. The applicant has been operating within the El Centro City limits and is looking to relocate to the project site.

There are 27 employees and 22 semi-trucks. The applicant intends to have a fleet of 25 semi-trucks within the next 5 years. Trucks are proposed to leave the facility on Sunday afternoons or Monday mornings, return on Friday or Saturday afternoons for maintenance and to park within the designated parking yard as depicted on the application site plan, thru an existing paved road.

Project site has three existing buildings as depicted in the application site plan:

- Building #1 has an existing retail space operation for truck and trailer parts retail space. It also provides administrative offices for DACSA Trucking, LLC.
- Buildings #2 and #3 are used for an existing business that provides truck maintenance and repairs and will also provide service to the proposed project trucks. Maintenance includes oil changes, tire rotations, and routine inspections.

The following product is brought back down to the Imperial Valley: lumber, grass seed, onions, potatoes, and plastic packaging material, among other commodities.

11. **Surrounding land uses and setting:** The project site is bounded at North and West by agricultural fields with A-2 (General Agricultural) zones; M-2 (Medium Industrial) and A-1 (Limited Agricultural) zoned parcels are located South of the project site. To the East the parcel abuts Old Highway 111, and State Highway 111 is located approximately 250 feet to the East of the project.
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 confidentiality, etc.?**

Pursuant to AB52, a consultation request letter was sent out to the Quechan Indian Tribe for a 30 day consultation period for review and comment. No 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.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> 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

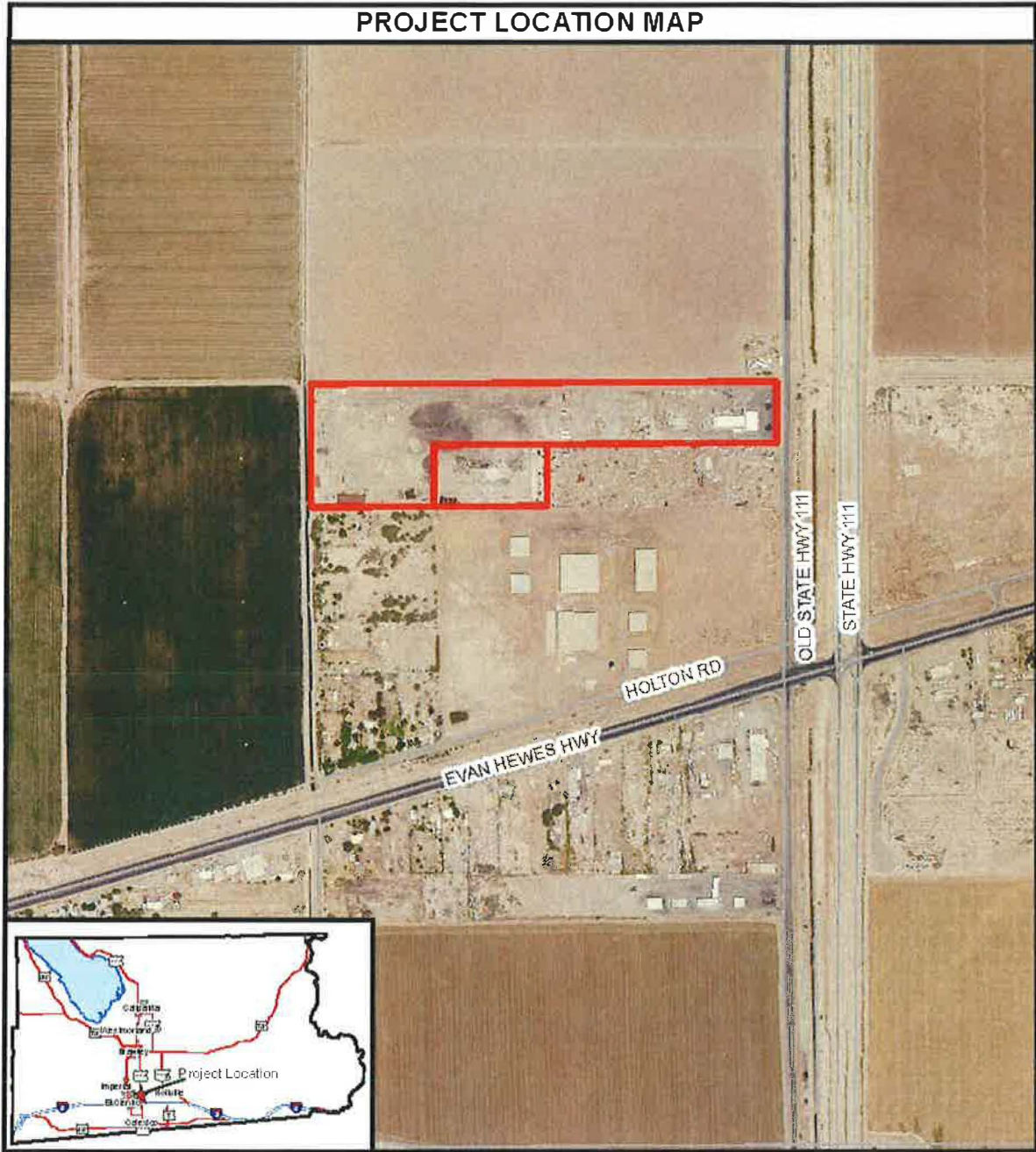
EEC VOTES	YES	NO	ABSENT
PUBLIC WORKS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ENVIRONMENTAL HEALTH SVCS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OFFICE EMERGENCY SERVICES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
APCD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
AG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SHERIFF DEPARTMENT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ICPDS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11/17/22

PROJECT SUMMARY

- A. **Project Location:** The project site is located at 2095 Old Highway 111, El Centro CA 92243. The parcel is identified as Assessor's Parcel Numbers (APN) 044-460-042 and -32-000 and is legally described as Portion of Parcel 80-A of Lot Line Adjustment 80 of Parcel 1 of Parcel Map 1312 of Tract 40, Township 15 South, Range 14 East; and a Portion of Parcel 80-A of Lot Line Adjustment 80 of Parcel 3 of Parcel Map 1312 of Tract 40, Township 15 South, Range 14 East, S.B.B.M., in an unincorporated area of the County of Imperial.
- B. **Project Summary:** Applicant proposes to relocate and continue the operations of a trucking facility that transports goods in and out of the Imperial Valley to over 11 western states, such as Nevada, Utah, and California, with primary focus being Oregon and Washington. The project proposes to continue the 27 employees and a fleet of 22 semi-trucks.
- The site has three existing buildings:
- Building #1 (frontage of property) has an existing retail space operation for truck and trailer parts retail space and it also provides administrative offices for DACSA Trucking, LLC.
 - Buildings #2 and #3 are located rear of Building #1 and are used for trucking repair and services.
- C. **Environmental Setting:** The project site was previously used for a construction company office and storage yard. The area is bounded by agricultural fields to North and West, and by parcels with industrial uses to the south of the parcel. To the East the parcel abuts Old Highway 111, and State Highway 111 is located approximately 250 feet east of the project.
- The City of El Centro boundary is located approximately 3,400 feet southwest of the proposed project parcel
- D. **Analysis:** The project site is designated Urban under the Land Use Element of the Imperial County General Plan. The site is zoned "M-2-U" (Medium Industrial with an Urban Overlay) per Zoning Map #1 under Title 9 Land Use Ordinance. The proposed use is allowed pursuant to the Imperial County's Title 9 Ordinance, Chapter 15, Section 90516.02 (bb), which allows for a trucking services and terminals; trucking firms with a Conditional Use Permit.
- E. **General Plan Consistency:** The County's General Plan land use designation of the project site is "Urban", and it is zoned M-2-U (Medium Industrial with Urban Overlay). The proposed project could be considered consistent with the General Plan and the County Land Use Ordinance Section 90516.00 upon the approval of the proposed CUP. No changes are being proposed to the existing "Urban" land use designation.

Exhibit "A" Vicinity Map



■ ACSA TRUCKING, LLC
CUP# 22-0006
APN# 044-460-032 & 044-460-042



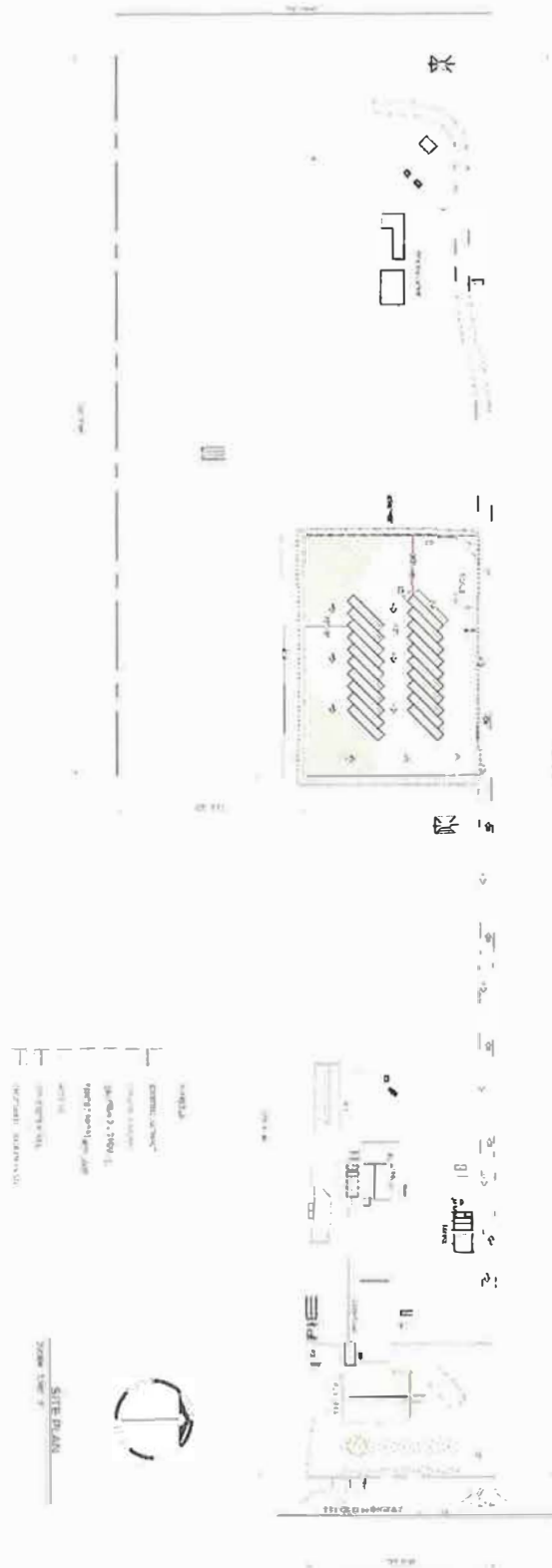
 Project Parcels
 Centerline



Exhibit "B" Site Plan



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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | a) According to the Imperial County General Plan Circulation and Scenic Highways Element, State Highway 111 is not considered a "scenic" highway. In addition, the applicant plans on using the existing buildings and therefore, not impacting with new structures. The project describes that the trucks will be parked from 1 to 2 days, so less than significant impacts are expected. | | | | |
| b) | Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | c) The proposed project does not conflict with the current zoning and the applicant proposes to reuse the existing buildings. The parking lot will be located behind the buildings and will be in use 5 out of 7 days, leaving them at the facility for maintenance purposes from 1 to 2 days only; therefore, less than significant impacts are expected regarding visual character. | | | | |
| d) | Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | d) The proposed project may create an additional source of light or glare for security purposes, but all lighting shall be shielded into the property to avoid affecting neighboring parcels. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | a) According to the California Department of Conservation's "Imperial County Important Farmland 2018", the project site is designated as "Urban and Built Up Land". Since it is not farmland and there will be no conversion to non-agricultural use, no impacts are expected. | | | | |
| b) | Conflict with existing zoning for agricultural use, or a Williamson Act Contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | b) The County has cancelled all Williamson Act contracts; 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 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | c) The project is located within M-2 (Medium Industrial) zone and will not conflict with existing zoning or forest land, timberland or timberland zoned Timberland Production. Therefore, no impacts are expected. | | | | |

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
d) Result in the loss of forest land or conversion of forest land to non-forest use? d) The project site is not within or near any forest land; therefore, no impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 nor forest land since it is an industrial use zone and has been used for such; therefore, no impacts are expected to occur.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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) Air Pollution Control District provided a comment requesting compliance with their fugitive dust rules pursuant to Regulation VIII, specifically with Rules 804 and 805. Compliance with said regulation and with their recently approved Operational Dust Control plan will maintain impacts at less than significant levels. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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) Less than significant levels are expected with continued compliance with APCD requirements listed above as well as with all applicable County Development Standards. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutants concentrations?
c) The closest rural residence is located approximately 700 feet southwest of the proposed parking area. Since the trucks are expected to be on the road and away from the facility for 5 days and to be parked for the remaining 2 days for maintenance, less than significant impacts are expected. In addition, implementation of APCD conditions as stated above will lessen potential pollutant exposure. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?
d) Trucks are expected on-site on weekends from 7:00 am to 5:00 pm for maintenance. Trucks are expected to return from deliveries and to park in the facility for maintenance, not causing a substantial release of emissions. The applicant has an approved Operational Dust Control Plan, which will help potential pollution control impacts to less than significant levels. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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 has existing buildings and structures; therefore, it is not likely it would 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
sensitive or riparian habitat, nor within a sensitive natural community; therefore, no impacts are expected.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The proposed project site will not have a substantial adverse effect on state or federally protected wetlands since the project site is not located near a protected wetland. In addition, the project could not interfere with Clean Water Act, Section 404¹, since there is no intention to discharge dredged or fill material into the waters of the United States. No marsh, vernal pool or coastal wetlands are in the area, so no impacts can be 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) The project site is not located near a body of water, so no impacts to fish nor wildlife species are expected.				
e) Conflict with any local policies or ordinance protecting biological resource, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) The proposed project is not expected to conflict with any local policies or ordinances protecting biological resources such as tree preservation policy; therefore, less than significant impacts are expected.				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) There are no habitat conservation plans in the County; therefore, no impacts are expected.				

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

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) According to the Imperial County General Plan's Conservation and Open Space Element, Figure 6², the project is not located within a does not locate the project within a "Known Areas of Native American Cultural Sensitivity". In addition, our office received an email from the Quechan Historic Preservation Officer stating they had no comments on this project; therefore, any impacts are expected to be less than significant. | | | | |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) The project site has already been disturbed and the area is not within a site of significance according to 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) The project site is disturbed and it 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) The proposed project parcel has three existing buildings that are to be used as a commercial trucking facility if the CUP is approved; therefore, no energy consumption is expected for earthmoving or construction activities. It is not expected that | | | | |

¹ Clean Water Act, Section 404 <https://www.epa.gov/cwa-404/clean-water-act-section-404>

² I.C. General Plan Conservation & Open Space Element <https://www.icpds.com/assets/planning/conservation-open-space-element-2016.pdf>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
the further operation of the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) The project description does not include activities that would conflict with or obstruct plans for renewable energy; therefore, less than significant impacts are expected.				

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

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) The existing buildings will be used for offices and a portion of the parcel will be used for parking of trucks. Nothing in the scope of work would appear to cause for adverse effects regarding geology and soils; 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 1) The proposed project is not located within a known fault zone according to the California Department of Conservation Earthquake Zone Map ³ . The Imperial Fault Zone is located approximately 1.75 miles Northeast of the proposed project; however, impacts are expected to be less than significant. | | | | |
| 2) Strong Seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2) Ground shaking is expected to occur since the project site is located in the seismically active Imperial Valley; however, less than significant impacts are expected to occur since the majority of the business will be related to trucks and truck movement. No new buildings are part of the project; therefore, less than significant impacts are anticipated. | | | | |
| 3) Seismic-related ground failure, including liquefaction and seiche/tsunami? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3) The area is not within or near a Tsunami inundation area according to the California Official Tsunami Inundation Map ⁴ ; therefore, no impacts are expected. | | | | |
| 4) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4) Per the Imperial County General Plan Landslide Activity Map, Figure 2 ⁵ , 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) The proposed project is not located within an area of erosion activity per the Imperial County Seismic and Public Safety Element, Figure 3; therefore, potential impact are expected to be less than significant. | | | | |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) The project site is not known to be located on unstable geological units and/or soil that will become unstable or collapse as a result of the trucking terminal. Compliance with California Building Code (CBC) for any future construction would make any impact 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

³ California Department of Conservation Earthquake Zone Map
<https://maps.conservation.ca.gov/cgs/EQZApp/>

⁴ Department of Conservation Tsunami Inundation Map - <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=tsunami>

⁵ I.C. Seismic and Public Safety Element <https://www.icpds.com/assets/planning/seismic-and-public-safety.pdf>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
d) The scope of work does not include new buildings, and no records of expansive soil were found on file for this parcel; therefore, less than significant impacts are expected.				
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) The site is currently developed with existing septic/wastewater system and the proposed project does not seem to affect the existing system since there are no proposed parking areas over any leach fields. For any new wastewater system 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? f) The proposed project does not appear to affect any unique paleontological resources as there are no known unique geologic features or paleontological resources on site and there will be no earthmoving activities. Less than significant impacts are anticipated.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 applicant describes this project as an "over the road transportation company", using 20 long-haul trucks going north to western states and return for a day or two for maintenance. There are five short-range trucks for deliveries that are also expected on the facility for about a day or two for possible repairs or maintenance as needed. No substantial impacts are expected with the use of trucks and the applicant has an approved operational dust control plan with APCD. Continual compliance with APCD and their regulations will keep potential impacts to less than significant levels. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 subject to Regulation VIII and Rules 304 and 305. Continual compliance with said Regulation as well as with the Operational Dust Control Plan will help lower potential impacts to less than significant levels. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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) The proposed project is not expected to create a significant hazard to the public or the environment since it does not include any handling of hazardous materials. Impacts are considered to be less than significant. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 project consists of a trucking facility that transports dry goods out of Imperial Valley and reload to bring products from out of state, such as lumber, grass seed, onions, potatoes and plastic packaging material. Pursuant to the I. C. Fire Department's comment letter dated May 6, 2022, a Hazardous Waste Material Plan (HWMP) shall be submitted to Certified Unified Program Agency (CUP) for their review and approval. All spills shall be documented and reported to I.C. Fire Department and CUPA as required by the HWMP. This request shall be listed as a Condition of Approval of CUP #22-0006. Compliance with an approved HWMP shall lessen impacts to less than significant levels. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
c) The proposed project is located approximately 1.55 miles south of the Imperial Valley College. Compliance with an | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
approved HWMP as stated above will lower potential impacts to less than significant levels.				
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 included on a list of hazardous materials sites according to the Department of Toxic Substances Control (DTSC) the DTSC EnviroStor Database⁶. Also, there are no known hazardous sites within 10,000 feet radius of the site; therefore, no impacts are anticipated.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? e) The project site is located approximately 4.75 miles southeast of the Imperial Airport and not within any of the compatibility zoning areas, according to the Airport Land Use Compatibility Plan (Figure 3E)⁷; therefore, no impacts are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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. Any impacts are expected to be less than significant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? g) According to the Cal Fire Draft Fire Hazard Severity Zones in LRA for Imperial County Map, the proposed project parcel is not located within a Fire Hazard Severity Zone, and the area is not surrounded by wildland; therefore, less than significant levels are expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 project scope of work does not include any changes to the existing buildings regarding water or wastewater; therefore, less than significant impacts are expected regarding impacts to water. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 nor groundwater recharge; therefore, less than significant impacts are expected. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
(i) result in substantial erosion or siltation on- or off-site;
(i) According to the Imperial County General Plan Erosion Activity Map, Figure 3, of the Seismic and Public Safety Element, the area is designated as low activity. There is plenty of undeveloped area to be left undisturbed, so no changes to drainage patterns are expected; 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; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
(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 the site is developed with existing buildings on site and no new buildings are proposed. 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;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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 nor provide substantial additional sources of polluted runoff as no new buildings are proposed. Impacts are expected to be less than significant.				
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) The project site is located on Zone X, per Federal Emergency Management Agency's (FEMA) ⁸ Flood Insurance Rate Map Panel 06025C1725C effective September 26, 2008; therefore, no impacts are expected.				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 ⁹ ; therefore, no impacts are anticipated.				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) The proposed project site has been previously disturbed and no new infrastructure is proposed; therefore, less than significant impacts are expected.				

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

- a) Physically divide an established community? ☐ ☐ ☐ ☒
- a) The proposed project is not expected to 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 consists on a trucking facility, which is a permitted use with a Conditional Use Permit per Imperial County Land Use Ordinance Title 9, Division 5, Section 90516.02, and therefore it is not expected to conflict with the Imperial County's General Plan nor Land Use Ordinance. The applicant is subject to CUP approval and is expected to show continued compliance with the conditions of approval. Compliance with the CUP will maintain the potential impacts to less than significant levels.

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 Classification¹⁰; 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) Although the Imperial County General Plan, Conservation and Open Space Element- Figure 8- Existing Mineral Resources

⁸ FEMA- <https://www.fema.gov/flood-maps/national-flood-hazard-layer>

⁹ <https://www.conservation.ca.gov/cgs/tsunami/maps>

¹⁰ 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)
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Map¹¹ appears to identify the project area as a "Sand and Gravel, Construction" site, no minerals are part of the scope of work; therefore, less than significant 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) The proposed project parcel is located on a property that meets one of the criteria for "Noise Impact Zone" as Indicated in the Imperial County Noise Element¹² on Table 6 "Roadway Noise Impact Zones" since it is within a 1,100 feet distance from an State Highway and within one-quarter mile (1,320 feet) of existing farmland which is in an agricultural zone. The parcel is also zoned M-2 (Medium Industrial), and the proposed trucking firm operation seems to be within the "normally acceptable" noise levels shown in the Noise/Land Use Compatibility Guidelines for Industrial Zones. The industrial zoned parcel has an applicable one-hour average sound level (decibels) limit of 75 decibels. Since the closest rural residence is located 700 feet Southwest from the proposed truck parking yard, the project is not considered to have the potential to cause a significant noise impact to sensitive receptors along those roadways. Additionally, the vicinity area is not highly densely populated. Therefore, it is expected that compliance with the Noise Element would bring any impact to less than significant levels.
- b) Generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ☒ ☐
- b) Since no new development is being proposed, no generation of ground borne vibration is expected. Compliance with the Noise Element of the Imperial County will lessen potential 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 Imperial County Airport per the Imperial County Airport Land Use Compatibility Plan; therefore the project is not expected to expose people 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 consists on a trucking facility that will have the trucks on route out of State for 5 out of 7 days a week. No residential development is anticipated to be impacted as a result of project approval since the project site is not far away from residential zones and because no new employees are anticipated aside from the current 27 employees; therefore, less than significant impacts are expected to regarding population.
- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒
- b) The zone for this parcel is medium industrial, so no houses are on site nor on surrounding parcels. No impacts are expected regarding housing.

XV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically ☐ ☐ ☒ ☐

¹¹ I.C. Conservation and Open Space Element <https://www.icpds.com/assets/planning/conservation-open-space-element-2016.pdf>

¹² I.C. Noise Element <https://www.icpds.com/assets/planning/noise-element-2015.pdf>

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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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 project site was used for an office and construction material yard site, and the proposed project consists of a trucking facility, which would reuse the existing buildings and would use the rear yard as parking. No substantial increase in service ratios is expected from any public services.

1) Fire Protection? ☐ ☐ ☒ ☐
 1) The Imperial County Fire Department has reviewed the proposed project and has provided the following items to be added as Conditions of Approval under CUP #22-0006. Compliance with said requirements shall lessen impacts to less than significant levels.

1. An approved water supply capable of supplying the required fire flow determined by the fire code official, 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.
2. Fire department access roads shall be a width of a least 20 feet and all weather surface capable of supporting fire apparatus. These 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.
3. A Secondary access shall be required and shall be kept clear of vehicle congestion and other factors that could limit access.
4. 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.

As mentioned in the Hazard and Hazardous Materials Category, 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. The HMMP shall be required for all hazardous materials on site.

Finally, the project shall be in compliance at all times with requirements in the California Fire Code and local ordinances and requirements. Imperial County Fire Department shall conduct annual fire and life safety inspections.

2) Police Protection? ☐ ☐ ☒ ☐
 2) Although no comment letters were received from the County Sheriff's office, less than significant impacts are expected since the majority of the staff are expected to be out of State on long-haul routes. Other employees will be on short-haul routes and away from the facility except for maintenance.

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.

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 does not anticipate new development and the site was previously used for a similar industrial use; therefore, an increase in demand for other public facilities services is not expected.

XVI. RECREATION

a) Would the project increase the use of the existing ☐ ☐ ☐ ☒

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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; therefore, no impacts are expected to recreational facilities.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 applicant has provided a Traffic Report as requested by Public Works Department (PWD). According to PWD's November 1, 2022 letter, a traffic analysis to evaluate the need for the installation of turn lanes for site access shall be completed in five (5) year intervals after the CUP recordation date, if approved, or as required by the Director of Public Works. Comments regarding the required traffic analysis shall be included in the Conditions of Approval for CUP #22-0006. Less than significant impacts to program plans, the County's ordinance or policies addressing the circulation system are expected.
- b) Would the project conflict or be inconsistent with the CEQA Guidelines section 15064.3, subdivision (b)? ☐ ☐ ☒ ☐
- b) The applicant's traffic report appears to cover all of the aspects that PWD requested information on, so less than significant impacts are expected regarding conflicts are expected with CEQA Guidelines 15064.3 regarding vehicle miles travelled (VMT).
- 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 consists on a trucking facility, reusing the existing paved roads and buildings. There are no design features that would increase hazards to traffic; therefore, less than significant impacts are expected.
- d) Result in inadequate emergency access? ☐ ☐ ☒ ☐
- d) The proposed project parcel has an existing access from Old State Highway 111. Compliance with PWD's requirements under the Conditions of Approval will lessen potential impacts 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 but no comments were received 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 Imperial¹³ nor does it appear to be eligible under Public Resources Code Section 21074 or 5020.1 (k); therefore, less than significant impacts are

¹³ 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)
--	---	--	--	-------------------

expected.

- (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 in 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; 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) The project is proposed in a previously developed parcel with three existing buildings with utilities. No new development is anticipated; therefore, the proposed project is not expected to 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.

Additionally, Imperial Irrigation District is requesting an encroachment permit should there be any construction or operation on IID property. No foundations or buildings will be allowed within IID's right of way.

No new, relocated, modified or reconstructed IID facilities appear to be required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, water deliveries, canals, drains, etc.). IID should be consulted prior to the installation of any facilities adjacent to IID's facilities. Certain conditions may be placed on adjacent facilities to mitigate or avoid impacts to IID's facilities.

Applicant compliance with IID requirements is expected to bring any impacts to less than significant levels.

- 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 regarding water services are considered to be less than 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 has an existing septic system and no additional buildings are proposed; therefore, 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 consists on a trucking facility that will take product in and out of Imperial Valley and will not use the parcel as storage. No solid waste in excess of the capacity of local infrastructure is expected; therefore, less than significant impact are 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 statutes

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

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | a) Compliance with Fire Department's requirement for access roads with approved turns and a secondary access shall lessen any potential impacts to less than significant levels. | | | | |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | 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 May 6, 2022; 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | c) The project will not be required to install any infrastructure that may exacerbate fire risks; therefore, no impacts are expected. | | | | |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | d) The proposed project is not expected to expose people or structures to significant risks by flooding or landslides as a result of runoff, post-fire slope instability or drainage changes. The project site is located on a generally flat terrain and is already developed. 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

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
- Diana Robinson, Planning Division Manager
- 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. Clean Water Act, Section 404 <https://www.epa.gov/cwa-404/clean-water-act-section-404>
2. I.C. General Plan Conservation & Open Space Element
<https://www.icpds.com/assets/planning/conservation-open-space-element-2016.pdf>
3. California Department of Conservation Earthquake Zone Map
4. <https://maps.conservation.ca.gov/cgs/EQZApp/>
5. Department of Conservation Tsunami Inundation Map -
<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=tsunami>
6. I.C. Seismic and Public Safety Element <https://www.icpds.com/assets/planning/seismic-and-public-safety.pdf>
7. EnviroStor Database <http://www.envirostor.dtsc.ca.gov/public/>
8. Airport Land Use Compatibility Plan <http://www.icpds.com/CMS/Media/Airport-Locations.pdf>
9. FEMA- <https://www.fema.gov/flood-maps/national-flood-hazard-layer>
10. Department of Conservation Tsunami Inundation Maps <https://www.conservation.ca.gov/cgs/tsunami/maps>
11. California Department of Conservation -
<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>
12. I.C. Conservation and Open Space Element <https://www.icpds.com/assets/planning/conservation-open-space-element-2016.pdf>
13. I.C. Noise Element <https://www.icpds.com/assets/planning/noise-element-2015.pdf>
14. Office of Historic Preservation <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=13>
15. "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.
16. Airport Land Use Compatibility Plan <http://www.icpds.com/CMS/Media/Airport-Locations.pdf>

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 #22-0006 DACSA Trucking/ Initial Study #22-0008

Project Applicant: DACSA Trucking LLC

Project Location: The project site is located at 2095 Old Highway 111, El Centro CA 92243. The parcel is identified as Assessor's Parcel Numbers (APN) 044-460-042-000 and -032-000 and is legally described as Portion of Parcel 80-A of Lot Line Adjustment 80 of Parcel 1 of Parcel Map 1312 of Tract 40, Township 15 South, Range 14 East, and a Portion of Parcel 80-A of Lot Line Adjustment 80 of Parcel 3 of Parcel Map 1312 of Tract 40, Township 15 South, Range 14 East, S.B.B.M., in an unincorporated area of the County of Imperial.

Description of Project: The project consists of a trucking facility that transports goods in and out of the Imperial Valley to over 11 western states, such as Nevada, Utah, and California, with primary focus being Oregon and Washington. The applicant has been operating within the El Centro City limits and is looking to relocate to the project site.

There are 27 employees and 22 semi-trucks. The applicant intends to have a fleet of 25 semi-trucks within the next 5 years. Trucks are proposed to leave the facility on Sunday afternoons or Monday mornings, return on Friday or Saturday afternoons for maintenance and to park within the designated parking yard as depicted on the application site plan, thru an existing paved road.

Project site has three existing buildings as depicted in the application site plan:

- Building #1 has an existing retail space operation for truck and trailer parts retail space. It also provides administrative offices for DACSA Trucking, LLC.
- Buildings #2 and #3 are used for an existing business that provides truck maintenance and repairs and will also provide service to the proposed project trucks. Maintenance includes oil changes, tire rotations, and routine inspections.

The following product is brought back down to the Imperial Valley: lumber, grass seed, onions, potatoes, and plastic packaging material, among other commodities.

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.

11/17/22
Date of Determination

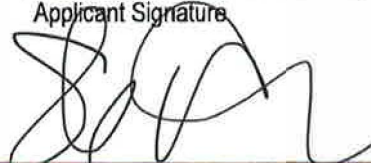

Jim Minnick, Director of Planning & Development Services

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

11/18/2022

Date



VII. FINDINGS

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- (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.
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11/17/22
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\044\460\032\CUP22-0006\EEC\CUP22-0006 INITIAL STUDY.docx

COMMENTS

EEC ORIGINAL PKG



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



November 1, 2022

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

Attention: Diana Robinson, Planning Division Manager

SUBJECT: CUP 22-0006 DASCA Trucking, LLC
Located on 2095 old Highway 111, El Centro, CA.
APN's 044-460-032 & 044-460-042

Dear Mr. Minnick:

This letter is in response to your submittal received by this department on April 19, 2022 for the above mentioned project. The applicant proposes the operation of a Trucking Firm that transports goods in and out of the Imperial Valley.

Department staff has reviewed the package information, including two versions of a document prepared by Intersecting Metrics dated June 22, 2022 and October 24, 2022 related to project trip generation and traffic patterns. The following comments shall be Conditions of Approval:

1. A traffic analysis to evaluate the need for the installation of turn lanes for site access shall be completed in five (5) year intervals after the CUP recordation date or as required by the Director of Public Works.
2. The traffic analysis shall be completed by this Department and financed by the Developer.
3. If the traffic analysis determines that turn lanes are required, the Developer shall either:
 - a. complete off-site improvements along Old Highway 111 to provide for turn lanes
 - b. or provide financial security (in the form of bonds or letter of credit) for 150% of the cost estimate of such improvements.

The development will have 12 months to provide the necessary design plans, bonding and start of construction after determination by the Department that turn lanes are necessary.

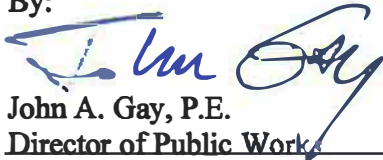
4. The Department will recommend that the CUP be revoked if the Developer fails to meet any of these conditions as specified.
5. Alternatives to asphalt paving for the onsite parking lot may be considered in consultation with the Planning Department. A grading plan (or drainage letter) will be

required that details the type of cover for the parking lot along with grading information to ensure the site controls all storm water runoff per County requirements.

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

GM/gv

EEC ORIGINAL PKG

Mariela Moran

From: Sanchez Rangel, Rogelio@DOT <roger.sanchez-rangel@dot.ca.gov>
Sent: Tuesday, July 12, 2022 10:33 AM
To: Mariela Moran
Subject: DASCA Trucking LLC (Old Highway SR-111)

CAUTION: This email originated outside our organization; please use caution.

Hi Mariela,

After reviewing the documents you provided, Caltrans has not additional comments on this project.

☒ Ag. Commissioner – Margo Sanchez/Ana L Gomez/Jolene Dessert/ Sandra Mendivil/ Carlos Ortiz/ Paul Deol/ David Claverie

☒ Castillo - District #5
☒ IC Fire/OES Office – Andrew Loper/ Alfredo Estrada/Robert Malek

☐ H. Jill McCormick/Jordan D. Joaquin
☐ Torres-Martinez Desert Cahuilla Indians – Thomas Tortez

From: Diana Robinson, Planning Division Manager - (442) 285-1736 or ICPDSCCommentLetters@co.imperial.ca
Project ID: Conditional Use Permit #22-0006
Project Location: 2095 Old Highway 111, El Centro, CA 92243 / APN 044-460-032-000 & 044-460-042-000
Project Description: The applicant proposes the operation of a Trucking Firm that transports goods in and out of the Imperial Valley
Applicants: DASCA Trucking, LLC

Comments due by: May 4th, 2022 at 5:00PM

COMMENTS: (attach a separate sheet if necessary) (if no comments, please state below and mail, fax, or e-mail this sheet to Case Planner)

Name: _____ **Signature:** _____ **Title:** _____
Date: _____ **Telephone No.:** _____ **E-mail:** _____

MA\GIS\AM\Users\APN\044-460-032\CUP22-0006\CUP22-0006 Request for Comments 04 19 22.docx

Thank you

From: Mariela Moran <MarielaMoran@co.imperial.ca.us>
Sent: Tuesday, June 28, 2022 1:32 PM
To: Sanchez Rangel, Rogelio@DOT <roger.sanchez-rangel@dot.ca.gov>
Subject: RE: Test

EXTERNAL EMAIL. Links/attachments may not be safe.

Please also find Traffic Report.

Thank you,

From: Mariela Moran
Sent: Tuesday, June 28, 2022 1:30 PM
To: Roger Sanchez <roger.sanchez-rangel@dot.ca.gov>
Subject: RE: CUP22-0006 Request for comments

Roger,

Per our conversation, please find attached.

From: Sanchez Rangel, Rogelio@DOT <roger.sanchez-rangel@dot.ca.gov>
Sent: Tuesday, June 28, 2022 1:31 PM
To: Mariela Moran <MarielaMoran@co.imperial.ca.us>
Subject: Test

CAUTION: This email originated outside our organization; please use caution.

Rogelio Sanchez
Associate Transportation Planner
California Department of Transportation
roger.sanchez-rangel@dot.ca.gov
Tel (619) 987-1043

June 22, 2022

David Aguilera
Dacsa Trucking LLC
105 W Commercial Ave
El Centro, CA 92243

ICDPW Comments

10/24/22

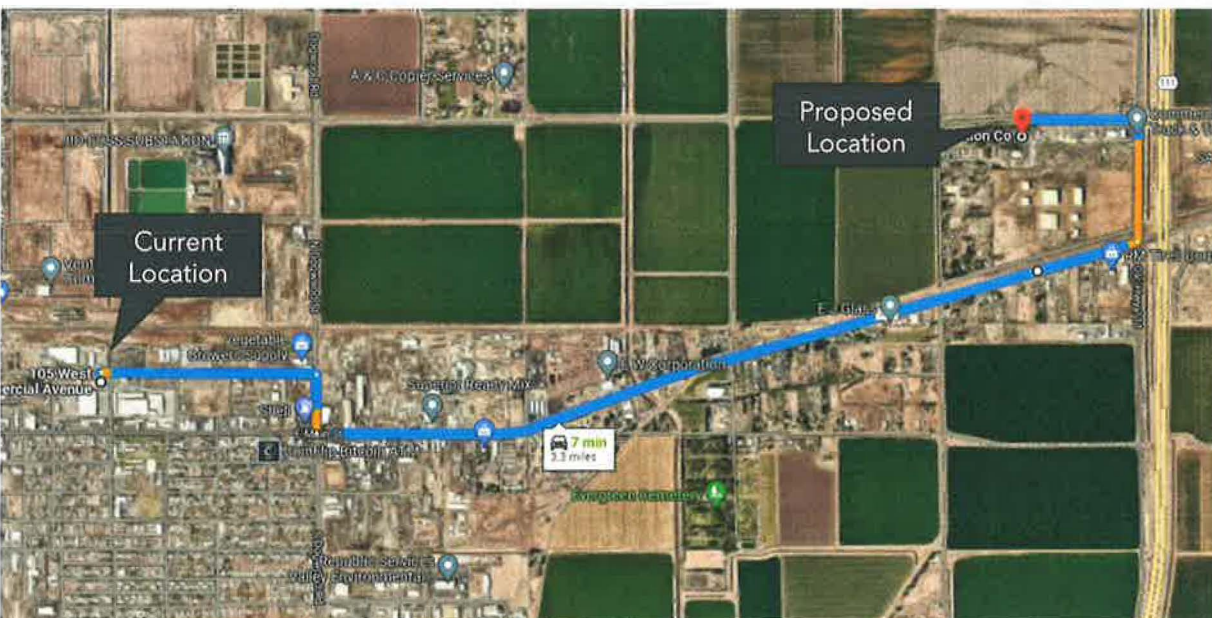
Regarding: Dacsa Trucking Trip Generation

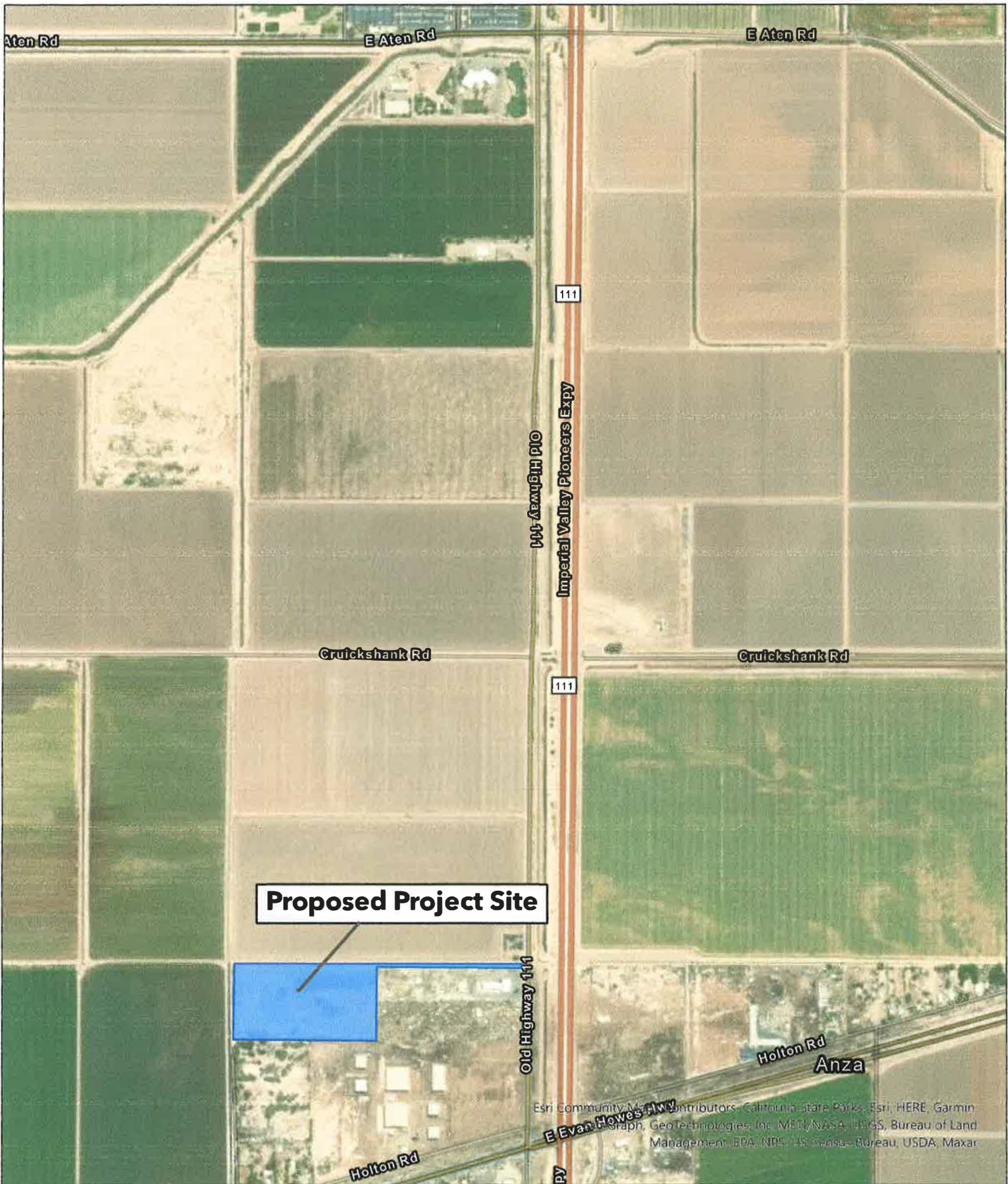
Dear Mr. Aguilera,

The purpose of this letter is to document the anticipated trip generation and traffic patterns that will be associated with proposed Dacsa trucking site (Proposed Project), to be located at 2095 CA-111 in the El Centro community of Imperial County. The Proposed Project will replace a batch asphalt plant, operated by Granite Construction, which previously occupied the site up until approximately a year ago. The Proposed Project location and site plan are displayed in **Figures 1**.

1.0 Day to Day Operations

Dacsa Trucking operates approximately 20 weekly long-haul trucking routes between Calexico, CA and different areas located throughout the Pacific Northwest, as well as five shorter truck routes that travel to the Los Angeles area multiple times a week. The Proposed Project will move Dacsa's current operations approximately three miles east from 105 W Commercial Ave to 2095 CA-111 in the City of El Centro, as shown in the graphic below.







The 20 trucks conducting long-haul routes travel to the Dacsa site approximately once a week for maintenance. The trucks arrive at the Dacsa site at the beginning of their run, after they pick up their load for Calxico. The trucks are generally housed at the site for a day or two and then head out to run their route. The trucks typically arrive at the site on Friday or Saturday and leave the site for their routes on Sunday or Monday. The five trucks that serve the shorter routes typically run several routes without accessing the Dacsa site and generally only access the site twice a week for maintenance.

Dacsa currently has four employees that access the project site every day. Dacsa's hours of operation for the site are 7:00 AM to 5:00 PM; therefore, it is assumed that all employees arrive during the AM peak hour and depart during the PM peak hour.

2.0 Trip Generation

Table 1 displays the anticipated trip generation that would be associated with the Proposed Project site. To be conservative, the following is assumed:

- Trucks would enter the site during the PM peak hour on Friday or Saturday and exit the site during the AM peak hour on Sunday or Monday.
- All five trucks serving the shorter routes would also access the site on the same day.
- Employees will arrive at the site during the AM peak hour and leave during the PM peak hour.
- Vendor trips, such as USPS and other delivery services, are anticipated to occur during the typical workday, thus, they would be outside of the typical peak hours.

Table 1: Proposed Project Trip Generation

Type	Amount	Trip Generation Rate	PCE	ADT	AM Peak Hour		PM Peak Hour	
					In	Out	In	Out
Friday & Saturday								
Long-haul Trucks	10 ¹	1 / Truck	3	30	0	0	30	0
Shorter route Trucks	5	2 / Truck	3	30	0	15	15	0
Employees	4	2 / Employee	1	8	4	0	0	4
Vendors	2	2 / Vendor	1.5	6	0	0	0	0
Total				74	4	15	45	4
Sunday & Monday								
Long-haul Trucks	10 ¹	1 / Truck	3	30	0	30	0	0
Shorter route Trucks	5	2 / Truck	3	30	0	15	15	0
Employees	4	2 / Employee	1	8	4	0	0	4
Vendors	2	2 / Vendor	1.5	6	0	0	0	0
Total				74	4	45	15	4
Tuesday through Thursday								
Long-haul Trucks	0	1 / Truck	3	0	0	0	0	0
Shorter route Trucks	5	2 / Truck	3	30	0	15	15	0
Employees	4	2 / Employee	1	8	4	0	0	4
Vendors	2	2 / Vendor	1.5	6	0	0	0	0
Total				44	4	15	15	4

Notes

PCE: Passenger car equivalent factor

¹ Assumes half the long haul trucks come in on Friday and the other half come in on Saturday, and half the trucks leave on Sunday and the other half leave on Monday.

As shown the Proposed Project is anticipated to generate 74 daily trips Friday through Monday, and 44 daily trips on Tuesday through Thursday.

Per Table 12-7 of the ITE Traffic Engineering Handbook, any rural highways with a speed limit greater than 40 miles per hour require a deceleration lane for left turns when the number of left turns exceeds 10 vehicles per hour.

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The number of left turns created by Long-Haul Trucks entering the project site from the south during Friday and Saturday PM Peak Hours is 30. The project trips exceeds the ITE threshold for a deceleration turn lane; therefore, the project is required to install a northbound left turn lane on Old Highway 111 at the project entrance.



3.0 Trip Distribution

Long-haul truck trips are anticipated to access the Proposed Project site from SR-111 via Evan Hewes Highway and Old Highway 111. Truck trips entering the site will be coming from the south (from Calexico), and trucks exiting the site will head north on SR-111. The shorter truck routes would access the site to/from the north via SR-111.

Employees and vendors coming from Calexico are anticipated to access the Proposed Project site via SR-111, and those coming from El Centro are anticipated to access the site via Evan Hewes Highway.

4.0 Current Traffic Patterns

Table 2 displays the current average daily traffic volumes (ADT) and roadway segment level of service (LOS) for the roadway segments adjacent to the Proposed Project site.

Table 2: Current Roadway Operations Around the Project Site

Roadway	Segment	Roadway Classification ¹	LOS C Capacity ¹	ADT ²	LOS
Aten Road	West of Old Highway 111	Secondary Arterial	27,400	8,009	A
	Old Highway 111 to SR-111	Secondary Arterial	27,400	7,522	A
Evan Hewes Highway	West of Old Highway 111	Secondary Arterial	27,400	9,619	A
	Old Highway 111 to SR-111	Secondary Arterial	27,400	10,135	A
Old Highway 111	North of Evan Hewes Highway	Collector	7,100	1,238	A
	South of Evan Hewes Highway	Collector	7,100	989	A

Notes:

¹ Roadway classification and capacities are based on the standards set by the County's General Plan. Relevant excerpts from the plan are provided in **Attachment 1**.

² Daily roadway segment counts were conducted in June 2022. Count worksheets are provided in **Attachment 2**.

898, per traffic counts

As shown, all roadway segments adjacent to the Proposed Project site currently operate at acceptable LOS A. All of the roadway segments have a substantial surplus of capacity, which should be sufficient to accommodate the additional traffic associated with the Proposed Project. Therefore, the implementation of the Proposed Project will not substantially degrade or impact roadway operations within the area.

5.0 Vehicle Miles Traveled Analysis

As shown in Table 1, the Proposed Project is anticipated to generate 74 daily trips. This is below the "Small Project Criteria" outlined in the *California Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018*¹ of 110 daily trips. As such, the Proposed Project would be considered to have a less than significant Vehicle Miles Traveled (VMT) related impact. Additionally, as described in Section 1.0, the Proposed Project already operates in a different adjacent location and will be moved to a new location; thus, it is not anticipated to generate any additional VMT than current conditions. The Proposed Project will actually be located within a closer proximity to the current truck routes on SR-111 (approximately three miles); therefore, the Proposed Project may actually reduce the overall VMT generated within the area since trucks will not longer need to detour from their route to get to the site. Consequently, the implementation of the Proposed Project will not result in a significant VMT related impact, under section 15064.3(b) of the CEQA Guidelines.

¹https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf



6.0 Conclusions

The Proposed Project is anticipated to generate a total of 74 trips on a daily basis (see Table 1). There is more than sufficient capacity in the surrounding roadway network to accommodate the traffic generated by the Proposed Project site (see Table 2), thus, no impact to existing traffic operations around the Proposed Project site are anticipated. Furthermore, the Proposed Project site is closer to the existing truck routes in which it serves; therefore, trucks will no longer need to travel three miles out of direction to reach the Dacsa site, which will reduce the overall VMT associated with the Proposed Project. As such, implementation of the Proposed Project would not result in a significant VMT related impact.

Per comments on Page 3, a left turn lane for northbound traffic on Old Highway 111 at the project entrance is required.

Sincerely

A handwritten signature in black ink, appearing to read 'Stephen Cook', is written over a light blue horizontal line.

Stephen Cook, TE
California TR: 2528
Steve@IntersectingMetrics.com



Attachment 1 – General Plan Exerpts

TABLE 2 PROPOSED IMPERIAL COUNTY STANDARD STREET CLASSIFICATION AVERAGE DAILY VEHICLE TRIPS						
Road		Level of Service				
Class	X-Section	A	B	C	D	E
Prime Arterial	106/126	22,200	37,000	44,600	50,000	57,000
Major Arterial	82/102	14,800	24,700	29,600	33,400	37,000
Secondary Arterial	64/84	13,700	22,800	27,400	30,800	34,200
Collector	40/70	1,900	4,100	7,100	10,900	16,200
Residential Street	36/60	*	*	1,500	*	*
Residential Cul-de-Sac or Loop Street	32/60	*	*	200	*	*

* Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

CORRIDOR CLASSIFICATION	MEDIAN	TRAVELED WAY	SHOULDER	PARKWAY STRIP	ROADBED	R/W
PRIME ARTERIAL	18	36	8	10	106	126
MAJOR ARTERIAL	18	24	8	10	82	102
SECONDARY ARTERIAL	0	24	8	10	64	84
COLLECTOR	0	12	8	10	40	70
RESIDENTIAL STREET	0	12	6	10	36	60
RESIDENTIAL CUL-DE-SAC OR LOOP STREET	0	12	4	10	32	60



Attachment 2 – Daily Traffic Count Worksheets

Counts Unlimited, Inc.

Page 1

City of El Centro
Aten Road
W/ Old Highway 111
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO003
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	52			9	74				
12:15		6	66			4	56				
12:30		5	57			8	62				
12:45		9	71	23	246	5	81	26	273	49	519
01:00		3	85			5	56				
01:15		1	72			6	50				
01:30		4	70			10	60				
01:45		4	75	12	302	1	84	22	250	34	552
02:00		6	54			3	67				
02:15		10	79			7	55				
02:30		5	56			8	70				
02:45		4	65	25	254	3	67	21	259	46	513
03:00		12	55			13	62				
03:15		8	50			11	77				
03:30		15	65			11	69				
03:45		10	68	45	238	13	76	48	284	93	522
04:00		10	71			16	72				
04:15		11	67			14	75				
04:30		16	63			33	60				
04:45		19	54	56	255	43	54	106	261	162	516
05:00		26	101			24	56				
05:15		36	80			35	91				
05:30		65	60			43	65				
05:45		39	63	166	304	63	66	165	278	331	582
06:00		27	54			33	53				
06:15		36	65			40	55				
06:30		56	51			43	61				
06:45		38	32	157	202	65	38	181	207	338	409
07:00		47	37			45	46				
07:15		62	45			55	38				
07:30		77	29			83	42				
07:45		76	24	262	135	103	30	286	156	548	291
08:00		59	24			58	34				
08:15		52	43			75	34				
08:30		41	30			46	26				
08:45		56	32	208	129	75	25	254	119	462	248
09:00		34	32			47	42				
09:15		31	38			47	26				
09:30		39	26			56	37				
09:45		48	24	152	120	68	31	218	136	370	256
10:00		44	20			51	35				
10:15		38	12			73	36				
10:30		52	16			50	28				
10:45		48	22	182	70	48	21	222	120	404	190
11:00		60	13			50	18				
11:15		47	14			64	19				
11:30		67	14			69	16				
11:45		42	12	216	53	61	8	244	61	460	114
Total		1504	2308	1504	2308	1793	2404	1793	2404	3297	4712
Combined Total		3812		3812		4197		4197		8009	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	274	-	-	-	319	-	-	-	-	-
P.H.F.	-	0.890	-	-	-	0.774	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	304	-	-	-	294	-	-	-	-
P.H.F.	-	-	0.752	-	-	-	0.955	-	-	-	-
Percentage		39.5%	60.5%			42.7%	57.3%				
ADT/AADT		ADT 8,009	AADT 8,009								

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Counts Unlimited, Inc.

Page 1

City of El Centro
Aten Road
B/ Old Highway 111 - State Route 111
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO004
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	48			8	54				
12:15		7	62			4	58				
12:30		5	56			9	65				
12:45		8	63	22	229	7	84	28	261	50	490
01:00		3	83			5	55				
01:15		2	69			6	51				
01:30		6	61			10	64				
01:45		5	82	16	295	1	84	22	254	38	549
02:00		6	57			4	60				
02:15		11	64			6	53				
02:30		5	56			7	63				
02:45		4	53	26	230	3	63	20	239	46	469
03:00		11	53			12	53				
03:15		8	46			11	72				
03:30		12	59			10	65				
03:45		12	63	43	221	14	65	47	255	90	476
04:00		9	67			14	67				
04:15		10	59			14	76				
04:30		18	63			33	55				
04:45		14	50	51	239	48	58	109	256	160	495
05:00		26	86			28	50				
05:15		32	77			30	92				
05:30		51	55			45	62				
05:45		36	50	145	268	57	62	160	266	305	534
06:00		22	47			26	46				
06:15		33	58			34	45				
06:30		52	44			41	51				
06:45		34	38	141	187	60	35	161	177	302	364
07:00		44	39			42	39				
07:15		59	35			57	38				
07:30		69	28			77	37				
07:45		62	22	234	124	98	32	274	146	508	270
08:00		45	23			55	30				
08:15		41	43			81	34				
08:30		41	29			49	26				
08:45		48	30	175	125	74	24	259	114	434	239
09:00		34	29			47	40				
09:15		30	38			47	25				
09:30		34	24			55	37				
09:45		43	23	141	114	66	32	215	134	356	248
10:00		38	18			54	33				
10:15		41	13			68	37				
10:30		41	18			48	26				
10:45		46	19	166	68	39	20	209	116	375	184
11:00		45	13			46	18				
11:15		44	13			61	18				
11:30		62	5			62	13				
11:45		40	14	191	45	73	13	242	62	433	107
Total		1351	2145	1351	2145	1746	2280	1746	2280	3097	4425
Combined Total		3496		3496		4026		4026		7522	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	235	-	-	-	311	-	-	-	-	-
P.H.F.	-	0.851	-	-	-	0.793	-	-	-	-	-
PM Peak	-	-	01:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	295	-	-	-	273	-	-	-	-
P.H.F.	-	-	0.889	-	-	-	0.898	-	-	-	-
Percentage		38.6%	61.4%			43.4%	56.6%				
ADT/AADT		ADT 7,522	AADT 7,522								

EEC ORIGINAL PKG

Counts Unlimited, Inc.

Page 1

City of El Centro
Evan Hewes Highway
W/ Old Highway 111
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO005
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	71			11	83				
12:15		2	74			5	81				
12:30		8	69			9	89				
12:45		7	77	21	291	5	100	30	353	51	644
01:00		5	74			9	78				
01:15		4	74			12	94				
01:30		7	73			6	76				
01:45		3	69	19	290	9	110	36	358	55	648
02:00		5	72			7	87				
02:15		10	87			4	91				
02:30		7	83			7	122				
02:45		6	72	28	314	6	96	24	396	52	710
03:00		7	70			6	84				
03:15		13	88			10	84				
03:30		12	100			18	93				
03:45		13	79	45	337	12	86	46	347	91	684
04:00		22	92			28	99				
04:15		19	90			21	90				
04:30		36	66			29	59				
04:45		37	75	114	323	42	76	120	324	234	647
05:00		47	94			33	63				
05:15		56	87			53	96				
05:30		64	85			32	73				
05:45		34	60	201	326	56	92	174	324	375	650
06:00		22	66			29	47				
06:15		42	54			53	52				
06:30		36	65			54	35				
06:45		40	46	140	231	68	65	204	199	344	430
07:00		58	50			79	46				
07:15		59	34			86	33				
07:30		60	39			99	34				
07:45		79	46	256	169	122	50	386	163	642	332
08:00		49	47			66	28				
08:15		45	40			79	29				
08:30		64	37			114	29				
08:45		47	33	205	157	74	24	333	110	538	267
09:00		44	39			70	32				
09:15		48	38			92	18				
09:30		57	22			108	14				
09:45		47	23	196	122	86	29	356	93	552	215
10:00		57	16			95	29				
10:15		54	18			83	13				
10:30		69	11			91	28				
10:45		59	14	239	59	90	28	359	98	598	157
11:00		83	11			79	12				
11:15		58	12			91	17				
11:30		68	7			77	10				
11:45		70	11	279	41	85	12	332	51	611	92
Total		1743	2660	1743	2660	2400	2816	2400	2816	4143	5476
Combined Total		4403		4403		5216		5216		9619	
AM Peak	-	11:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	279	-	-	-	386	-	-	-	-	-
P.H.F.	-	0.840	-	-	-	0.791	-	-	-	-	-
PM Peak	-	-	03:30	-	-	-	01:45	-	-	-	-
Vol.	-	-	361	-	-	-	410	-	-	-	-
P.H.F.	-	-	0.903	-	-	-	0.840	-	-	-	-
Percentag e		39.6%	60.4%			46.0%	54.0%				
ADT/AADT		ADT 9,619	AADT 9,619								

EEC ORIGINAL PKG

Counts Unlimited, Inc.

Page 1

City of El Centro
Evan Hewes Highway
B/ Old Highway 111 - State Route 111
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO006
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	73			12	91				
12:15		2	82			7	90				
12:30		9	87			8	90				
12:45		6	84	22	326	6	110	33	381	55	707
01:00		8	94			9	79				
01:15		3	82			12	98				
01:30		6	70			8	80				
01:45		4	81	21	327	10	116	39	373	60	700
02:00		6	76			7	89				
02:15		7	97			3	102				
02:30		9	94			10	125				
02:45		7	82	29	349	6	97	26	413	55	762
03:00		7	76			7	88				
03:15		13	94			10	97				
03:30		13	112			18	87				
03:45		15	86	48	368	13	88	48	360	96	728
04:00		19	101			27	104				
04:15		19	86			22	89				
04:30		40	77			27	59				
04:45		43	81	121	345	40	72	116	324	237	669
05:00		49	97			33	61				
05:15		59	96			58	95				
05:30		70	95			34	75				
05:45		37	73	215	361	56	88	181	319	396	680
06:00		20	75			33	46				
06:15		48	54			55	55				
06:30		33	71			56	43				
06:45		51	58	152	258	71	63	215	207	367	465
07:00		51	49			78	46				
07:15		72	41			88	36				
07:30		52	37			120	40				
07:45		83	56	258	183	116	49	402	171	660	354
08:00		50	49			68	30				
08:15		59	46			82	28				
08:30		53	42			111	32				
08:45		47	34	209	171	73	27	334	117	543	288
09:00		44	41			76	31				
09:15		50	40			90	20				
09:30		53	25			107	16				
09:45		58	28	205	134	91	32	364	99	569	233
10:00		59	14			97	33				
10:15		65	21			77	11				
10:30		72	12			96	29				
10:45		63	14	259	61	83	29	353	102	612	163
11:00		86	10			77	13				
11:15		63	13			93	16				
11:30		72	7			78	9				
11:45		87	11	308	41	88	13	336	51	644	92
Total		1847	2924	1847	2924	2447	2917	2447	2917	4294	5841
Combined Total		4771		4771		5364		5364		10135	
AM Peak	-	11:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	308	-	-	-	402	-	-	-	-	-
P.H.F.	-	0.885	-	-	-	0.838	-	-	-	-	-
PM Peak	-	-	03:15	-	-	-	01:45	-	-	-	-
Vol.	-	-	393	-	-	-	432	-	-	-	-
P.H.F.	-	-	0.877	-	-	-	0.864	-	-	-	-
Percentage		38.7%	61.3%			45.6%	54.4%				
ADT/AADT		ADT 10,135	AADT 10,135								

EEC ORIGINAL PKG

Counts Unlimited, Inc.

Page 1

City of El Centro
Old Highway 111
N/ Evan Hewes Highway
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO001
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	7			1	22				
12:15		0	3			0	9				
12:30		0	4			1	8				
12:45		0	6	0	20	0	13	2	52	2	72
01:00		0	3			0	12				
01:15		1	8			0	8				
01:30		0	14			1	25				
01:45		0	12	1	37	1	13	2	58	3	95
02:00		0	7			0	17				
02:15		0	7			0	17				
02:30		0	10			0	19				
02:45		1	8	1	32	0	12	0	65	1	97
03:00		2	9			0	11				
03:15		0	15			0	10				
03:30		1	14			0	26				
03:45		1	10	4	48	1	19	1	66	5	114
04:00		6	13			1	23				
04:15		2	10			0	19				
04:30		7	7			3	14				
04:45		3	6	18	36	6	11	10	67	28	103
05:00		5	4			1	20				
05:15		6	4			5	17				
05:30		7	2			4	11				
05:45		6	2	24	12	8	19	18	67	42	79
06:00		2	5			4	6				
06:15		8	7			4	11				
06:30		8	5			2	13				
06:45		12	4	30	21	8	6	18	36	48	57
07:00		14	3			11	3				
07:15		10	2			14	6				
07:30		14	4			7	4				
07:45		12	2	50	11	15	7	47	20	97	31
08:00		8	2			11	2				
08:15		13	2			14	2				
08:30		14	5			12	8				
08:45		8	7	43	16	7	5	44	17	87	33
09:00		6	1			7	4				
09:15		8	1			5	1				
09:30		11	2			8	3				
09:45		7	0	32	4	5	2	25	10	57	14
10:00		8	2			10	2				
10:15		7	0			17	1				
10:30		4	2			6	0				
10:45		13	0	32	4	9	1	42	4	74	8
11:00		9	0			15	3				
11:15		10	1			14	1				
11:30		11	1			8	2				
11:45		4	1	34	3	11	0	48	6	82	9
Total		269	244	269	244	257	468	257	468	526	712
Combined Total		513		513		725		725		1238	
AM Peak	-	06:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	50	-	-	-	52	-	-	-	-	-
P.H.F.	-	0.893	-	-	-	0.867	-	-	-	-	-
PM Peak	-	-	03:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	52	-	-	-	87	-	-	-	-
P.H.F.	-	-	0.867	-	-	-	0.837	-	-	-	-
Percentage		52.4%	47.6%			35.4%	64.6%				
ADT/AADT		ADT 1,238		AADT 1,238							

EEC ORIGINAL PKG

Counts Unlimited, Inc.

Page 1

City of El Centro
Old Highway 111
S/ Evan Hewes Highway
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO002
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	5			1	23				
12:15		0	3			1	18				
12:30		0	4			0	1				
12:45		0	3	0	15	0	26	2	68	2	83
01:00		0	11			0	15				
01:15		0	3			0	18				
01:30		0	6			2	22				
01:45		0	6	0	26	1	4	3	59	3	85
02:00		0	7			0	16				
02:15		0	1			0	16				
02:30		0	3			0	7				
02:45		0	10	0	21	0	12	0	51	0	72
03:00		1	2			0	11				
03:15		0	3			0	9				
03:30		0	5			0	10				
03:45		2	4	3	14	0	16	0	46	3	60
04:00		3	6			2	19				
04:15		2	3			0	20				
04:30		6	4			1	9				
04:45		4	3	15	16	1	13	4	61	19	77
05:00		5	2			2	11				
05:15		4	6			3	18				
05:30		5	0			7	6				
05:45		3	0	17	8	3	6	15	41	32	49
06:00		0	4			6	6				
06:15		1	4			0	11				
06:30		7	2			5	9				
06:45		9	2	17	12	6	1	17	27	34	39
07:00		4	1			7	2				
07:15		4	0			4	5				
07:30		7	0			11	3				
07:45		5	4	20	5	9	3	31	13	51	18
08:00		7	2			9	1				
08:15		7	4			20	1				
08:30		11	1			11	5				
08:45		2	2	27	9	5	1	45	8	72	17
09:00		5	1			5	1				
09:15		7	1			3	4				
09:30		4	0			5	2				
09:45		2	0	18	2	7	3	20	10	38	12
10:00		5	0			14	1				
10:15		7	1			11	1				
10:30		3	2			8	0				
10:45		5	0	20	3	3	0	36	2	56	5
11:00		4	0			11	1				
11:15		8	2			10	2				
11:30		5	0			8	2				
11:45		6	0	23	2	12	0	41	5	64	7
Total		160	133	160	133	214	391	214	391	374	524
Combined Total		293		293		605		605		898	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	30	-	-	-	49	-	-	-	-	-
P.H.F.	-	0.682	-	-	-	0.613	-	-	-	-	-
PM Peak	-	-	01:00	-	-	-	00:45	-	-	-	-
Vol.	-	-	26	-	-	-	81	-	-	-	-
P.H.F.	-	-	0.591	-	-	-	0.779	-	-	-	-
Percentage		54.6%	45.4%			35.4%	64.6%				
ADT/AADT		ADT 898		AADT 898							

EEC ORIGINAL PKG

From: [Guillermo Mendoza](#)
To: [Mariela Moran](#); [Alphonso Andrade](#); [Mario Salinas](#); [Jorge Perez](#); [Monica Soucier](#); [Matt Dessert](#); [John Gay](#); [Andrew Loper](#)
Cc: [Michael Abraham](#); [Francisco Olmedo](#)
Subject: RE: CUP22-0006 Request for comments Dacsa Trucking LLC
Date: Thursday, May 26, 2022 9:57:40 AM
Attachments: [image002.png](#)
[image003.png](#)

Good morning,

The project documents don't provide any information related to traffic. In order to continue with the review of the project, please have the applicant address the following comments:

1. The applicant 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 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.), indicating peak hours and trip distribution.
 - b. Existing traffic counts shall be obtained along the road sections below for the preparation of the traffic report:
 - Old Highway 111 north of the project site
 - Old Highway 111 and south of the project site
 - Aten Road west of Old Highway 111
 - Aten Road between Old Highway 111 and State Route 111
 - Evan Hewes Highway west of Old Highway 111
 - Evan Hewes Highway between Old Highway 111 and State Route 111
 - c. If it is determined that a complete Traffic Impact Study is required, it shall be prepared and submitted to this Department for review and approval. The applicant 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 and/or at road intersections along the road network.
2. The site plan submitted is not legible. A legible version of the site plan indicating the truck facility improvements shall be submitted.

Thanks,

Guillermo Mendoza
Permit Specialist
Imperial County

EEC ORIGINAL PKG

Department of Public Works

155 S. 11th Street
(442) 265 – 1818



From: Mariela Moran <MarielaMoran@co.imperial.ca.us>

Sent: Thursday, May 12, 2022 11:32 AM

To: Alphonso Andrade <AlphonsoAndrade@co.imperial.ca.us>; Mario Salinas <MarioSalinas@co.imperial.ca.us>; Jorge Perez <JorgePerez@co.imperial.ca.us>; Monica Soucier <MonicaSoucier@co.imperial.ca.us>; Matt Dessert <MattDessert@co.imperial.ca.us>; Guillermo Mendoza <GuillermoMendoza@co.imperial.ca.us>; John Gay <JohnGay@co.imperial.ca.us>; Andrew Loper <AndrewLoper@co.imperial.ca.us>

Cc: Michael Abraham <MichaelAbraham@co.imperial.ca.us>

Subject: CUP22-0006 Request for comments Dacsa Trucking LLC

Good morning,

I am writing to follow up on comments on the proposed CUP22-0006 project for Dacsa Trucking LLC. If no comments please let us know.

Should you have any questions please do not hesitate in contacting me.

Regards,

Mariela Moran, Planner III

Planning and Development Services



EEC ORIGINAL PKG

Mariela Moran

From: Sylvia Aguilera <sylvia@dacsatrucking.com>
Sent: Wednesday, May 18, 2022 3:55 PM
To: Mariela Moran
Cc: david@dacsatrucking.com; 'CHRISTIAN AGUILERA'
Subject: FW: encroachment

CAUTION: This email originated outside our organization; please use caution.

Mariela, this is the email I received from IID, for our Conditional Use Permit. She said if she needs to send an email to anyone to let her know.

If not you can see her email below.

Please advise.

Sylvia Aguilera



PO BOX 935
IMPERIAL, CA 92251
TEL: 760-482-0100
FAX: 760-482-0102
CELL 760-455-9603
NEW EMAIL: sylvia@dacsatrucking.com

From: Casillas, Patty <pmcasillas@IID.com>
Sent: Wednesday, May 18, 2022 2:56 PM
To: Sylvia Aguilera <sylvia@dacsatrucking.com>
Subject: RE: encroachment

Good afternoon Sylvia –

I have reviewed the encroachment permit application submitted by DACSA Trucking relating to its parking area. Per our telephone call, you indicated that the trucks will enter and exit from Highway 111, east of the property, and there will be no traveling or any type of improvements on the west side of the property adjacent to IID's Alder Lateral 7. Based on this information, there is no need for an IID encroachment permit. Should there be any change in the plans that may affect the canal right-of-way or electrical facilities, please contact our offices. Thank you.

Patty Casillas
Real Estate Section
Imperial Irrigation District
P. O. Box 937
Imperial, California 92251
Phone (760) 339-9381 Cell: (760) 791-4640

From: Sylvia Aguilera <sylvia@dacsatrucking.com>
Sent: Wednesday, May 18, 2022 9:20 AM
To: Casillas, Patty <pmcasillas@IID.com>
Cc: david@dacsatrucking.com
Subject: encroachment

[CAUTION] This email originated from **outside** of the IID. Do not reply, click on any links or open any attachments unless you trust the sender and know the content is safe.

Here is information. Let us know what other information you may need.

Sylvia Aguilera



PO BOX 935
IMPERIAL, CA 92251
TEL: 760-482-0100
FAX: 760-482-0102
CELL 760-455-9603
NEW EMAIL: sylvia@dacsatrucking.com

Mariela Moran

From: Monica Soucier
Sent: Thursday, May 12, 2022 11:50 AM
To: Mariela Moran; Alphonso Andrade; Mario Salinas; Jorge Perez; Matt Dessert; Guillermo Mendoza; John Gay; Andrew Loper
Cc: Michael Abraham
Subject: RE: CUP22-0006 Request for comments Dacsa Trucking LLC

PLEASE ACCEPT THIS EMAIL AS FORMAL COMMENT

Mariela

Not sure what happened on our end but doing a cursory review the language in the document reads as though this is related to a compliance issue. Is this correct? If so, the applicant will need to provide proof of compliance with Regulation VIII.

In addition, it is unclear if the buildings that are identified are also part of the compliance process. If so, they will need to comply with Rule 310 and submit their maps showing the dimensions and a Rule 310 application

Respectfully,



Monica N. Soucier, MSL

APC Division Manager
Planning and Monitoring
150 S 9th Street
El Centro, CA 92243
P. 442.265.1800
F. 442.265.1799

This e-mail message (including any attachments) contains information that may be confidential, be protected by the attorney-client or other applicable privileges, or constitute non-public information.

It is intended to be conveyed only to the designated recipient(s).

If you are not an intended recipient of this message,
please notify the sender by replying to this message and then delete it from your system.

Use, dissemination, distribution, or reproduction of this message by unintended recipients is not authorized and may be unlawful.

From: Mariela Moran <MarielaMoran@co.imperial.ca.us>
Sent: Thursday, May 12, 2022 11:32 AM
To: Alphonso Andrade <AlphonsoAndrade@co.imperial.ca.us>; Mario Salinas <MarioSalinas@co.imperial.ca.us>; Jorge Perez <JorgePerez@co.imperial.ca.us>; Monica Soucier <MonicaSoucier@co.imperial.ca.us>; Matt Dessert <MattDessert@co.imperial.ca.us>; Guillermo Mendoza <GuillermoMendoza@co.imperial.ca.us>; John Gay <JohnGay@co.imperial.ca.us>; Andrew Loper <AndrewLoper@co.imperial.ca.us>
Cc: Michael Abraham <MichaelAbraham@co.imperial.ca.us>
Subject: CUP22-0006 Request for comments Dacsa Trucking LLC

EEC ORIGINAL PKG

Good morning,

I am writing to follow up on comments on the proposed CUP22-0006 project for Dacsa Trucking LLC. If no comments please let us know.

Should you have any questions please do not hesitate in contacting me.

Regards,

Mariela Moran, Planner III

Planning and Development Services



ADMINISTRATION / TRAINING

1078 Dogwood Road
Heber, CA 92249

Administration

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

Training

Phone: (442) 265-6011

**OPERATIONS/PREVENTION**

2514 La Brucherie Road
Imperial, CA 92251

Operations

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

Prevention

Phone: (442) 265-3020

May 6, 2022

RE: Condition Use Permit 22-0006
DASCA Trucking LLC
2095 Old Highway 111, El Centro CA 92243

Imperial County Fire Department would like to thank you for the opportunity to review and comment on CUP 22-0006 for DASCA Trucking LLC. Located at 2095 Old Highway 111, El Centro CA 92243

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

- An approved water supply capable of supplying the required fire flow determined by the fire code official, 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 adopted 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.

The project shall be in compliance at all times with requirements in the California Fire Code and local ordinances and requirements. Imperial County Fire Department shall conduct annual fire and life safety inspections

Imperial County Fire Department reserves the right to comment and request additional requirements pertaining to this project regarding fire and life safety measures, California

ADMINISTRATION / TRAINING

1078 Dogwood Road
Heber, CA 92249

Administration

Phone: (442) 265-6000

Fax: (760) 482-2427

Training

Phone: (442) 265-6011

**OPERATIONS/PREVENTION**

2514 La Brucherie Road
Imperial, CA 92251

Operations

Phone: (442) 265-3000

Fax: (760) 355-1482

Prevention

Phone: (442) 265-3020

Building and Fire Code, and National Fire Protection Association standards at a later time as we see 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

Robert Malek

Deputy Chief

Imperial County Fire Department

Fire Prevention Bureau

Diana Robinson

From: Ana L Gomez
Sent: Thursday, May 5, 2022 4:23 PM
To: Valerie Grijalva; Diana Robinson
Cc: ICPDSCCommentLetters
Subject: RE: CUP22-0006 Request for Comments (DACSA Trucking LLC)
Attachments: Annual_Device_Registration_Application-2022.pdf

Good afternoon,

From the Ag Commissioner/Sealer of Weight & Measures comments for CUP22-0006 for applicant DASCA Trucking, LLC, we want to let the applicant know that according to County Ordinance 5.68.030 any platform, vehicle scale or counter scale not excluded by section 12240 of the Business and Professions Code for commercial use shall be registered with the County Sealer of Weights and Measures.

I attach the Annual Registration form, if send them our way if they have any further question.

Thank you,
Ana Gomez

From: Valerie Grijalva <ValerieGrijalva@co.imperial.ca.us>
Sent: Tuesday, April 19, 2022 9:33 AM
To: Carlos Ortiz <CarlosOrtiz@co.imperial.ca.us>; Sandra Mendivil <SandraMendivil@co.imperial.ca.us>; Jolene Dessert <JoleneDessert@co.imperial.ca.us>; Paul Deol <PaulDeol@co.imperial.ca.us>; Margo Sanchez <MargoSanchez@co.imperial.ca.us>; David Claverie <DavidClaverie@co.imperial.ca.us>; Ana L Gomez <analgomez@co.imperial.ca.us>; Belen Leon <BelenLeon@co.imperial.ca.us>; Monica Soucier <MonicaSoucier@co.imperial.ca.us>; Matt Dessert <MattDessert@co.imperial.ca.us>; Eric Havens <EricHavens@co.imperial.ca.us>; Ray Castillo <RayCastillo@co.imperial.ca.us>; Rosa Lopez <RosaLopez@co.imperial.ca.us>; Esperanza Colio <EsperanzaColio@co.imperial.ca.us>; Ben Salorio <BenSalorio@co.imperial.ca.us>; Alphonso Andrade <AlphonsoAndrade@co.imperial.ca.us>; Jorge Perez <JorgePerez@co.imperial.ca.us>; Vanessa Ramirez <VanessaRamirez@co.imperial.ca.us>; Robert Menvielle <RobertMenvielle@co.imperial.ca.us>; Mario Salinas <MarioSalinas@co.imperial.ca.us>; Jeff Lamoure <JeffLamoure@co.imperial.ca.us>; Alfredo Estrada Jr <AlfredoEstradaJr@co.imperial.ca.us>; Robert Malek <RobertMalek@co.imperial.ca.us>; Andrew Loper <AndrewLoper@co.imperial.ca.us>; Guillermo Mendoza <GuillermoMendoza@co.imperial.ca.us>; John Gay <JohnGay@co.imperial.ca.us>; Ryan Kelley <RyanKelley@co.imperial.ca.us>; Benavidez, Robert <RBenavidez@icso.org>; Ray Loera - Sheriff <rloera@icso.org>; Scott Sheppeard <scottsheppeard@icso.org>; Vargas, Donald A <DVargas@IID.com>; Marcela Piedra <MPiedra@cityofelcentro.org>; Angel_Hernandez <angel_hernandez@cityofelcentro.org>; thagen@cityofelcentro.org; Eaton, Maurice A@DOT <maurice.eaton@dot.ca.gov>; kimberly.dodson@dot.ca.gov; Sanchez Rangel, Rogelio@DOT <roger.sanchez-rangel@dot.ca.gov>; marcuscuero@campo-nsn.gov; Quechan Historic Preservation Officer <historicpreservation@quechantribe.com>; Quechan Indian Tribe <tribalsecretary@quechantribe.com>
Cc: Jim Minnick <JimMinnick@co.imperial.ca.us>; Michael Abraham <MichaelAbraham@co.imperial.ca.us>; Diana Robinson <DianaRobinson@co.imperial.ca.us>; Carina Gomez <CarinaGomez@co.imperial.ca.us>; John Robb <JohnRobb@co.imperial.ca.us>; Maria Scoville <mariascoville@co.imperial.ca.us>; Rosa Soto <RosaSoto@co.imperial.ca.us>
Subject: CUP22-0006 Request for Comments (DACSA Trucking LLC)

Good Afternoon,

EEC ORIGINAL PKG

Please see attached Request for Comments packet for CUP22-0006/ APN 044-460-032 & 042-000.

Comments are due by **May 4th, 2022 at 5:00PM.**

In an effort to increase the efficiency at which information is distributed and reduce paper usage, the Request for Comments packet is being sent to you via this email.

Should you have any questions, please feel free to contact Diana Robinson (442) 265-1736, or submit your comment letters to ICPDscommentletters@co.imperial.ca.us.

Thank you,

Valerie Grijalva

**Office Assistant II
Planning and Development Services**



EEC ORIGINAL PKG



Office of the
Agricultural Commissioner
Sealer of Weights & Measures

Carlos Ortiz
Agricultural Commissioner
Sealer of Weights & Measures

Jolene Dessert
Asst. Agricultural Commissioner
Asst. Sealer of Weights & Measures

ANNUAL REGISTRATION/RENEWAL APPLICATION (expires December 31, 2022)

Registration No.:

Please update any outdated or missing information.

Company Headquarters:

Name: _____

Contact: _____

Mailing Address: _____

Phone: _____

City/State/Zip: _____

Fax: _____

Email: _____

Physical Location:

Business Name: _____

Primary Contact: _____

Physical Address: _____

Phone: _____

City/State/Zip: _____

Fax: _____

Device Type	Location Fee	Quantity	Fee per Device	Device Fee Subtotal	DMS Fee per Device	DMS Fee Subtotal	Device Total

TOTAL FEES DUE:

For Department Use Only

DMS Receipt #: _____

DMS Date: _____

Deposit #: _____

Deposit Date: _____

Make check or money order payable to:

IMPERIAL COUNTY WEIGHTS & MEASURES
852 Broadway
El Centro, CA 92243

I CERTIFY THAT THE INFORMATION SUBMITTED IN THIS APPLICATION IS TRUE AND CORRECT.

Print Name of Authorized Representative

Signature

Date

We gladly accept checks.

If your check is returned unpaid, your account will be debited electronically for the original amount and electronically or via paper for the state's maximum allowable service fee. Payment by check constitutes authorization of these transactions. You may revoke this authorization by calling (800) 666-5222, ext. 2, to arrange payment for any outstanding checks and service fees due. www.fiserv.com

fiserv.

(442) 265-1500 • fax: (760) 353-9420
agcom@co.imperial.ca.us

852 Broadway Street, El Centro, CA 92243
<https://agcom.imperialcounty.org>

EEC ORIGINAL PKG

County of Imperial Division of Weights and Measures

Registration Fees = Location fee + Device fee + DMS fee (State Surcharge)

Fees are based on a statewide fee structure approved by the State Legislature and Governor. Fees partially offset the cost of administering the commercial weighing and measuring program, and are based on the number and type(s) in use per location. These fees have been adopted in the Imperial County Ordinance Chapter 5.68 and are authorized by the California Business and Professions Code: Device Fees Section 12240(f)-(t); Location Fee Section 12240(u); State Administrative Fee: Section 12241 and California Code of Regulations Title 4, Division 9, Chapter 3, Article 3, Section 4075.

All fees are due and payable by January 1st. Any registration paid after forty-five (45) days will be considered delinquent and be subject to penalties. The penalties are twenty percent (20%) of total device registration fee and location fee accruing each forty-five (45) days in arrears.

Device Location Fee: Each location (scanner/point-of-sale excluded) is charged a location fee of \$100. A location is considered a business with one or more types of devices that require specialized testing equipment that will necessitate more than one trip. Additionally, if a commercial device is installed on a vehicle, each vehicle is considered a single location.

Device Registration Fees	Fee per Device	DMS fee per Device
CNG Meter	\$20.00	\$16.00
Computing Scales <2,000#	\$20.00	\$2.20
Counter Scale < 2,000#	\$50.00	\$2.20
Electric Submeter	\$3.00	\$0.50
Fabric/Cord/Wire	\$20.00	\$2.20
Hanging Scale < 2,000#	\$50.00	\$2.20
Hanging Scale 2,000-10,000#	\$150.00	\$16.00
Hopper & Tank > 10,000#	\$250.00	\$24.00
Hopper & Tank 2,000-10,000#	\$150.00	\$16.00
L.P.G. Meter	\$185.00	\$16.00
Livestock Scale > 10,000#	\$150.00	\$24.00
Livestock Scale 2,000-10,000#	\$100.00	\$16.00
Misc. Measuring Devices	\$20.00	\$2.20
Misc. Weighing Devices < 2,000#	\$50.00	\$2.20
Monorail/Meat < 2,000#	\$50.00	\$2.20
Monorail/Meat 2,000-10,000#	\$150.00	\$16.00
Odometers	\$60.00	\$2.20
Platform/Dormant <2,000#	\$50.00	\$2.20
Platform/Dormant > 10,000#	\$250.00	\$16.00
Platform/Dormant 2,000-10,000#	\$150.00	\$16.00
Class II Scale (Non-prescription/jewelry)	\$20.00	\$2.20
Pres/Jewel Scale <2,000#	\$80.00	\$2.20
Railway Scale > 10,000#	\$250.00	\$24.00
Retail Meter Fuel (Gas pumps)	\$20.00	\$2.20
Retail Water Meter (Dispensers, Vending)	\$20.00	\$2.20
Vehicle Meter (Any vehicle mounted meter)	\$75.00	\$2.20
Vehicle Scale > 10,000#	\$250.00	\$24.00
Water Submeters	\$2.00	\$0.50
Wholesale Meter (Stationary Hi-volume sale)	\$75.00	\$2.20
Scanner/Point of Sale Registration Fees	Fee per Scanners	DMS Fee per Scanners
Scanners (1-3)	\$89.00	\$0.00
Scanners (4-16)	\$129.00	\$0.00
Scanners (17-30)	\$190.00	\$0.00
Scanners (31 or more)	\$240.00	\$0.00

Please note that some device types cap at \$1,000 per location. If you have any questions please call the Division of Weights and Measures at (442) 265-1500.

EEC ORIGINAL PKG

ATTACHMENT A
APPLICATION PACKAGE

EEC ORIGINAL PKG

CONDITIONAL USE PERMIT

I.C. PLANNING & DEVELOPMENT SERVICES DEPT.
801 Main Street, El Centro, CA 92243 (760) 482-4236

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

1. PROPERTY OWNER'S NAME DAVID AGUILERA	EMAIL ADDRESS DAVID@DACSATRUCKING.COM	
2. MAILING ADDRESS (Street / P O Box, City, State) PO BOX 935 IMPERIAL, CA	ZIP CODE 92251	PHONE NUMBER 760-482-0100
3. APPLICANT'S NAME DACA TRUCKING LLC	EMAIL ADDRESS DAVID@DACSATRUCKING.COM	
4. MAILING ADDRESS (Street / P O Box, City, State) 2095 OLD HWY 111 EL CENTRO, CA	ZIP CODE 92243	PHONE NUMBER 760-482-0100
4. ENGINEER'S NAME <u>N/A</u>	CA. LICENSE NO. <u>N/A</u>	EMAIL ADDRESS <u>N/A</u>
5. MAILING ADDRESS (Street / P O Box, City, State) <u>N/A</u>	ZIP CODE <u>N/A</u>	PHONE NUMBER <u>N/A</u>
6. ASSESSOR'S PARCEL NO. 044-460-032 / 044-460-042	SIZE OF PROPERTY (in acres or square foot) <u>29</u>	ZONING (existing) M-2- <u>U</u>
7. PROPERTY (site) ADDRESS 2095 OLD HWY 111		
8. GENERAL LOCATION (i.e. city, town, cross street) EL CENTRO, CA 92243		
9. LEGAL DESCRIPTION <u>POK PAR 80-ALLA 80 OF PAR 1 PM 13/12 OF TR 4015-14 2367 AC</u>		

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

10. DESCRIBE PROPOSED USE OF PROPERTY (list and describe in detail)	<u>We are a transport company for hire, see enclosed attachment</u>
11. DESCRIBE CURRENT USE OF PROPERTY	<u>Aggregates product</u>
12. DESCRIBE PROPOSED SEWER SYSTEM	<u>Septic tank - existing</u>
13. DESCRIBE PROPOSED WATER SYSTEM	<u>Canal water - existing</u>
14. DESCRIBE PROPOSED FIRE PROTECTION SYSTEM	<u>fire extinguishers - existing</u>
15. IS PROPOSED USE A BUSINESS? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	IF YES, HOW MANY EMPLOYEES WILL BE AT THIS SITE? <u>4</u>

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

David Aguilera

1/31/2022

Print Name

Date

Signature

Sylvia Aguilera

1/31/2022

Print Name

Date

Signature

REQUIRED SUPPORT DOCUMENTS

A. SITE PLAN

B. FEE

C. OTHER

D. OTHER

APPLICATION RECEIVED BY:

DBA

DATE

1/31/22

APPLICATION DEEMED COMPLETE BY:

DATE

APPLICATION REJECTED BY:

DATE

TENTATIVE HEARING BY:

DATE

FINAL ACTION:

☐ APPROVED

☐ DENIED

DATE

REVIEW / APPROVAL BY
OTHER DEPT'S required.

☐ P. W.

☐ E. H. S.

☐ A. P. C. D.

☐ O. E. S.

☐

☐

CUP #

22-0006

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Mailing Address: P.O. Box 935, Imperial, CA 92251

105 W. Commercial Ave., El Centro, CA 92243 • Phone: (760) 482-0100 • Fax: (760) 482-0102

Manager: david@dacsatrucking.com • Dispatch/Accounting: christian@dacsatrucking.com • Admin: sylvia@dacsatrucking.com

To whom it may concern:

This letter is to request a conditional use permit for DACSA Trucking LLC., business license #1466, at 2095 Old Hwy 111 in El Centro, CA permitting us to park at this facility.

We began operating in 1998 and started as a two-person operation. We currently employ 27 persons. We transport dry goods out of the Imperial Valley all over the 11 western states, such as Nevada, Utah, and California, with our primary focus being Oregon and Washington. From these 11 western states, we also reload product to bring back down to the Imperial Valley, such as lumber, grass seed, onions, potatoes, and plastic packaging material, among many other commodities.

All our employees live in the Imperial Valley and are back home within the week they are sent out on a load. Our company abides by all FMCSA rules and CARB Compliance. Our equipment is inspected on a weekly basis to ensure the safety of our drivers as well as other drivers on the road. We currently have a fleet of 22 semi-trucks and intend to be at 25 within the next 5 years. All our trucks leave Sunday afternoons / Monday mornings and return Friday / Saturday afternoons. The importance of this is it gives us the weekend to service our equipment and prevent any future issues down the road.

The significance of granting us this permit is it will allow us to continue transporting product in and out of Imperial Valley. It will also ensure our ability to service and maintain our equipment as best as possible to keep our drivers, and other drivers, safe on the road.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'D' followed by a long, sweeping horizontal line.

DACSA Trucking LLC

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RECORDING REQUESTED . .

Planning/Building Department
939 Main Street
El Centro, CA 92243

DOLORES PROVENCIO

COUNTY RECORDER

BOOK 1798 PAGE 1699

'95 FEB 17 AM 10 00

AND WHEN RECORDED MAIL TO:

Clerk to the Board of Supervisors
940 Main Street
El Centro, CA 92243

OFFICIAL RECORDS
IMPERIAL COUNTY, CA

TL\$	12
RG	5-7
RF	3-4
MC	1
IX	1
TF	2
NL	-
PY	-
PR	-

HOLD

CERTIFICATE OF COMPLIANCE

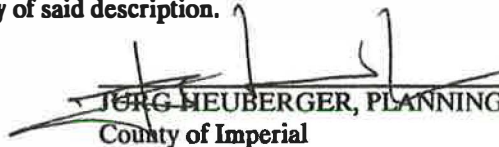
Lot Line Adjustment #80
APN 044-460-32-01
APN 044-460-39-01

The following real property and the Lot Line Adjustment of two (2) parcel(s) (as hereinafter described) as of the date of recordation of this document, has been determined to be in compliance with applicable provisions of the Subdivision Map Act of the State of California (Section 66410 et. seq. of the California Government Code) and local Ordinance (Section 85100 et. seq. of the Codified Ordinances of Imperial County) enacted pursuant thereto:

Name of Record Owner: Allied Growers Association;
Granite Construction Company

See Exhibit "A" for legal description(s).

NOTE: The description(s) in Exhibit "A", has been provided by the owner of the property and neither the County of Imperial nor any of its officers or employees assume responsibility for the accuracy of said description.


JURG HEUBERGER, PLANNING DIRECTOR
County of Imperial

ACKNOWLEDGEMENT

(State of California)

ss

(County of Imperial)

On 2-16-95 before me, Linda Weaver, Clerk of the Board of Board of Supervisors, personally appeared JURG HEUBERGER, Planning Director, 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 that 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.




LINDA WEAVER, CLERK OF THE BOARD OF
BOARD OF SUPERVISORS, COUNTY OF IMPERIAL

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EXHIBIT "A"**ADJUSTED BOUNDARY DESCRIPTION
LOT LINE ADJUSTMENT NO. 80****PARCEL 80-A**

That portion of Tract 40, Township 15 South, Range 14 East, S.B.M., in an unincorporated area of the County of Imperial, State of California, shown and designated as Parcel 1 of Parcel Map M-1312, on file in Book 5, Page 66 of Parcel Maps in the office of the County Recorder of Imperial County.

IN ADDITION THERETO that portion of Parcel 3 of said Parcel Map M-1312 described as follows:

BEGINNING at the Northeast corner of said Parcel 3, said point being the TRUE POINT OF BEGINNING;

THENCE along the North line of said Parcel 3 NORTH 89°58'00" WEST 600.00 feet to the Northwest corner of said Parcel 3;

THENCE along the West line of said Parcel 3 SOUTH 00°08'46" EAST 328.83 feet to the Northeast corner of Parcel "B" of map on file in Book 9, Page 54 of Licensed Surveys of Imperial County;

THENCE SOUTH 89°58'00" EAST 600.00 feet to the point of intersection with the East line of said Parcel 3, said point also being the Southwest corner of Parcel 2 of said Parcel Map M-1312;

THENCE along said east line of Parcel 3 NORTH 00°08'46" WEST 328.82 feet to the TRUE POINT OF BEGINNING.

Containing 28.20 acres, more or less.

PARCEL 80-B

That portion of Tract 40, Township 15 South, Range 14 East, S.B.M., in an unincorporated area of the County of Imperial, State of California, according to the official plat thereof, shown and designated as Parcel 3 of Parcel Map M-1312, on file in Book 5, Page 66 of Parcel Maps in the office of the County Recorder of Imperial County.

EXCEPTING THEREFROM that portion of said Parcel 3 described as follows:

BEGINNING at the Northwest corner of Parcel 4 of said Map M-1312, said point being the TRUE POINT OF BEGINNING;

THENCE NORTH 89°50'00" WEST, 11.65 feet;

EEC ORIGINAL PKG

THENCE SOUTH $0^{\circ}03'12''$ WEST 1083.53 feet to a point on the South line of said Parcel 3;

THENCE NORTH $74^{\circ}20'54''$ EAST, 16.00 feet to the Southwest corner of Parcel 4 of said Map M-1312;

THENCE NORTH $0^{\circ}08'46''$ WEST, 1079.21 feet to the TRUE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM that portion of Parcel 3 of said Parcel Map M-1312 described as follows:

BEGINNING at the Northeast corner of said Parcel 3, said point being the TRUE POINT OF BEGINNING;

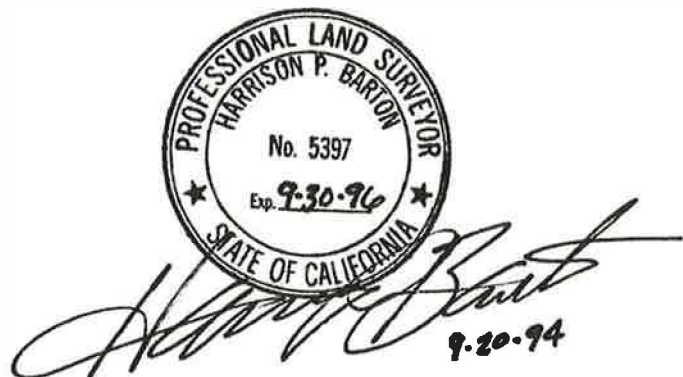
THENCE along the North line of said Parcel 3 NORTH $89^{\circ}58'00''$ WEST 600.00 feet to the Northwest corner of said Parcel 3;

THENCE along the West line of said Parcel 3 SOUTH $00^{\circ}08'46''$ EAST 328.83 feet to the Northeast corner of Parcel "B" of map on file in Book 9, Page 54 of Licensed Surveys of Imperial County;

THENCE SOUTH $89^{\circ}58'00''$ EAST 600.00 feet to the point of intersection with the East line of said Parcel 3, said point also being the Southwest corner of Parcel 2 of said Parcel Map M-1312;

THENCE along said East line of Parcel 3 NORTH $00^{\circ}08'46''$ WEST 328.82 feet to the TRUE POINT OF BEGINNING.

Containing 16.00 acres, more or less.



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Mailing Address: P.O. Box 935, Imperial, CA 92251

105 W. Commercial Ave., El Centro, CA 92243 • Phone: (760) 482-0100 • Fax: (760) 482-0102

Manager: david@dacsatrucking.com • Dispatch/Accounting: christian@dacsatrucking.com • Admin: sylvia@dacsatrucking.com

To whom it may concern:

Building #1 is Commercial Avenue Truck & Trailer Parts, Inc. retail space and contains administrative offices for DACSA Trucking LLC and DCM Logistics LLC. Building #2 is also for Commercial Avenue Truck & Trailer Parts, Inc., but is for maintenance and repairs. Building #3 is an additional building with the same purpose as Building #2.

Administration personnel uses restrooms from Building #1. Building #2 has restrooms for mechanics of Commercial Ave Truck & Trailer Parts, Inc., as well as for drivers of DACSA Trucking LLC.

The hours of operation are the same for Commercial Ave Truck & Trailer Parts, Inc., DACSA Trucking LLC, and DCM Logistics LLC. The hours are Mon-Fri from 7 AM – 5 PM, Saturday 7 AM – 12 PM, and closed on Sundays.

This yard is only to be used as parking for trucks over the weekend in order to perform maintenance by Commercial Ave Truck & Trailer Parts, Inc. Maintenance includes oil changes, tire rotations, and routine inspections.

As noted on site plan, all mentioned Imperial County standards are met with the existing of 4" asphalt for all entrances and truck parking.

A handwritten signature in black ink, appearing to be "Sylvia", is written over the text "DACSA Trucking LLC".

DACSA Trucking LLC

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IMPERIAL PRINTERS • 141380





The 20 trucks conducting long-haul routes travel to the Dacsa site approximately once a week for maintenance. The trucks arrive at the Dacsa site at the beginning of their run, after they pick up their load for Calxico. The trucks are generally housed at the site for a day or two and then head out to run their route. The trucks typically arrive at the site on Friday or Saturday and leave the site for their routes on Sunday or Monday. The five trucks that serve the shorter routes typically run several routes without accessing the Dacsa site and generally only access the site twice a week for maintenance.

Dacsa currently has four employees that access the project site every day. Dacsa's hours of operation for the site are 7:00 AM to 5:00 PM; therefore, it is assumed that all employees arrive during the AM peak hour and depart during the PM peak hour.

2.0 Trip Generation

Table 1 displays the anticipated trip generation that would be associated with the Proposed Project site. To be conservative, the following is assumed:

- Trucks would enter the site during the PM peak hour on Friday or Saturday and exit the site during the AM peak hour on Sunday or Monday.
- All five trucks serving the shorter routes would also access the site on the same day.
- Employees will arrive at the site during the AM peak hour and leave during the PM peak hour.
- Vendor trips, such as USPS and other delivery services, are anticipated to occur during the typical workday, thus, they would be outside of the typical peak hours.

Table 1: Proposed Project Trip Generation

Type	Amount	Trip Generation Rate	PCE	ADT	AM Peak Hour		PMM Peak Hour	
					In	Out	In	Out
Friday & Saturday								
Long-haul Trucks	10 ¹	1 / Truck	3	30	0	0	30	0
Shorter route Trucks	5	2 / Truck	3	30	0	15	15	0
Employees	4	2 / Employee	1	8	4	0	0	4
Vendors	2	2 / Vendor	1.5	6	0	0	0	0
Total				74	4	15	45	4
Sunday & Monday								
Long-haul Trucks	10 ¹	1 / Truck	3	30	0	30	0	0
Shorter route Trucks	5	2 / Truck	3	30	0	15	15	0
Employees	4	2 / Employee	1	8	4	0	0	4
Vendors	2	2 / Vendor	1.5	6	0	0	0	0
Total				74	4	45	15	4
Tuesday through Thursday								
Long-haul Trucks	0	1 / Truck	3	0	0	0	0	0
Shorter route Trucks	5	2 / Truck	3	30	0	15	15	0
Employees	4	2 / Employee	1	8	4	0	0	4
Vendors	2	2 / Vendor	1.5	6	0	0	0	0
Total				44	4	15	15	4

Notes

PCE: Passenger car equivalent factor

¹ Assumes half the long haul trucks come in on Friday and the other half come in on Saturday, and half the trucks leave on Sunday and the other half leave on Monday.

As shown the Proposed Project is anticipated to generate 74 daily trips Friday through Monday, and 44 daily trips on Tuesday through Thursday.



3.0 Trip Distribution

Long-haul truck trips are anticipated to access the Proposed Project site from SR-111 via Evan Hewes Highway and Old Highway 111. Truck trips entering the site will be coming from the south (from Calexico), and trucks exiting the site will head north on SR-111. The shorter truck routes would access the site to/from the north via SR-111.

Employees and vendors coming from Calexico are anticipated to access the Proposed Project site via SR-111, and those coming from El Centro are anticipated to access the site via Evan Hewes Highway.

4.0 Current Traffic Patterns

Table 2 displays the current average daily traffic volumes (ADT) and roadway segment level of service (LOS) for the roadway segments adjacent to the Proposed Project site.

Table 2: Current Roadway Operations Around the Project Site

Roadway	Segment	Roadway Classification ¹	LOS Capacity ¹	ADT ²	LOS
Aten Road	West of Old Highway 111	Secondary Arterial	27,400	8,009	A
	Old Highway 111 to SR-111	Secondary Arterial	27,400	7,522	A
Evan Hewes Highway	West of Old Highway 111	Secondary Arterial	27,400	9,619	A
	Old Highway 111 to SR-111	Secondary Arterial	27,400	10,135	A
Old Highway 111	North of Evan Hewes Highway	Collector	7,100	1,238	A
	South of Evan Hewes Highway	Collector	7,100	989	A

Notes:

¹ Roadway classification and capacities are based on the standards set by the County's General Plan. Relevant excerpts from the plan are provided in **Attachment 1**.

² Daily roadway segment counts were conducted in June 2022. Count worksheets are provided in **Attachment 2**.

As shown, all roadway segments adjacent to the Proposed Project site currently operate at acceptable LOS A. All of the roadway segments have a substantial surplus of capacity, which should be sufficient to accommodate the additional traffic associated with the Proposed Project. Therefore, the implementation of the Proposed Project will not substantially degrade or impact roadway operations within the area.

5.0 Vehicle Miles Traveled Analysis

As shown in Table 1, the Proposed Project is anticipated to generate 74 daily trips. This is below the "Small Project Criteria" outlined in the *California Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018*¹ of 110 daily trips. As such, the Proposed Project would be considered to have a less than significant Vehicle Miles Traveled (VMT) related impact. Additionally, as described in Section 1.0, the Proposed Project already operates in a different adjacent location and will be moved to a new location; thus, it is not anticipated to generate any additional VMT than current conditions. The Proposed Project will actually be located within a closer proximity to the current truck routes on SR-111 (approximately three miles); therefore, the Proposed Project may actually reduce the overall VMT generated within the area since trucks will not longer need to detour from their route to get to the site. Consequently, the implementation of the Proposed Project will not result in a significant VMT related impact, under section 15064.3(b) of the CEQA Guidelines.

¹https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf



6.0 Conclusions

The Proposed Project is anticipated to generate a total of 74 trips on a daily basis (see Table 1). There is more than sufficient capacity in the surrounding roadway network to accommodate the traffic generated by the Proposed Project site (see Table 2), thus, no impact to existing traffic operations around the Proposed Project site are anticipated. Furthermore, the Proposed Project site is closer to the existing truck routes in which it serves; therefore, trucks will no longer need to travel three miles out of direction to reach the Dacsa site, which will reduce the overall VMT associated with the Proposed Project. As such, implementation of the Proposed Project would not result in a significant VMT related impact.

Sincerely

A handwritten signature in black ink, appearing to read 'Stephen Cook', is written over a horizontal line.

Stephen Cook, TE
California TR: 2528
Steve@IntersectingMetrics.com

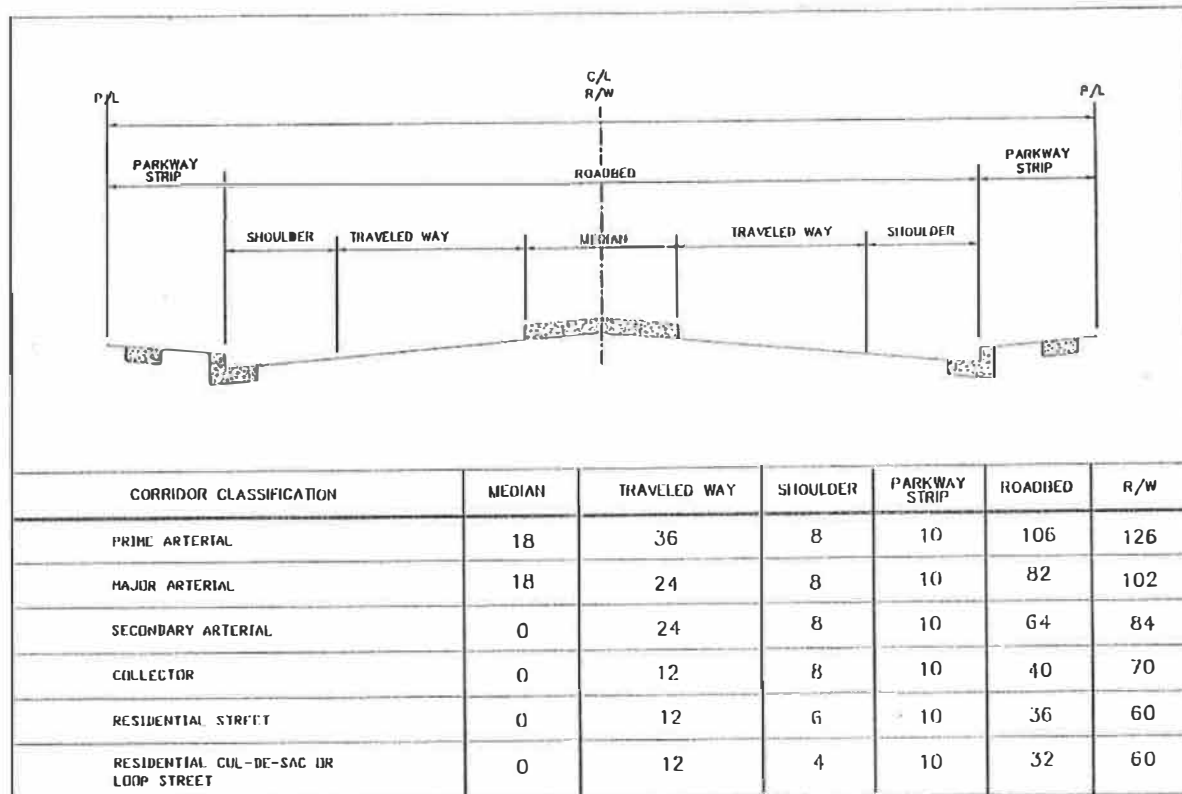


Attachment 1 – General Plan Exerpts

TABLE 2
PROPOSED IMPERIAL COUNTY STANDARD STREET CLASSIFICATION AVERAGE DAILY VEHICLE TRIPS

Road		Level of Service				
Class	X-Section	A	B	C	D	E
Prime Arterial	106/126	22,200	37,000	44,600	50,000	57,000
Major Arterial	82/102	14,800	24,700	29,600	33,400	37,000
Secondary Arterial	64/84	13,700	22,800	27,400	30,800	34,200
Collector	40/70	1,900	4,100	7,100	10,900	16,200
Residential Street	36/60	*	*	1,500	*	*
Residential Cul-de-Sac or Loop Street	32/60	*	*	200	*	*

* Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.





Attachment 2 – Daily Traffic Count Worksheets

Counts Unlimited, Inc.

Page 1

City of El Centro
Aten Road
W/ Old Highway 111
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO003
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	52			9	74				
12:15		6	66			4	56				
12:30		5	57			8	62				
12:45		9	71	23	246	5	81	26	273	49	519
01:00		3	85			5	56				
01:15		1	72			6	50				
01:30		4	70			10	60				
01:45		4	75	12	302	1	84	22	250	34	552
02:00		6	54			3	67				
02:15		10	79			7	55				
02:30		5	56			8	70				
02:45		4	65	25	254	3	67	21	259	46	513
03:00		12	55			13	62				
03:15		8	50			11	77				
03:30		15	65			11	69				
03:45		10	68	45	238	13	76	48	284	93	522
04:00		10	71			16	72				
04:15		11	67			14	75				
04:30		16	63			33	60				
04:45		19	54	56	255	43	54	106	261	162	516
05:00		26	101			24	56				
05:15		36	80			35	91				
05:30		65	60			43	65				
05:45		39	63	166	304	63	66	165	278	331	582
06:00		27	54			33	53				
06:15		36	65			40	55				
06:30		56	51			43	61				
06:45		38	32	157	202	65	38	181	207	338	409
07:00		47	37			45	46				
07:15		62	45			55	38				
07:30		77	29			83	42				
07:45		76	24	262	135	103	30	286	156	548	291
08:00		59	24			58	34				
08:15		52	43			75	34				
08:30		41	30			46	26				
08:45		56	32	208	129	75	25	254	119	462	248
09:00		34	32			47	42				
09:15		31	38			47	26				
09:30		39	26			56	37				
09:45		48	24	152	120	68	31	218	136	370	256
10:00		44	20			51	35				
10:15		38	12			73	36				
10:30		52	16			50	28				
10:45		48	22	182	70	48	21	222	120	404	190
11:00		60	13			50	18				
11:15		47	14			64	19				
11:30		67	14			69	16				
11:45		42	12	216	53	61	8	244	61	460	114
Total		1504	2308	1504	2308	1793	2404	1793	2404	3297	4712
Combined Total		3812		3812		4197		4197		8009	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	274	-	-	-	319	-	-	-	-	-
P.H.F.	-	0.890	-	-	-	0.774	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	304	-	-	-	294	-	-	-	-
P.H.F.	-	-	0.752	-	-	-	0.955	-	-	-	-
Percentage		39.5%	60.5%			42.7%	57.3%				
ADT/AADT		ADT 8,009	AADT 8,009								

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Counts Unlimited, Inc.

Page 1

City of El Centro
Aten Road
B/ Old Highway 111 - State Route 111
24 Hour Directional Volume Count

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ECO004
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		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	48			8	54				
12:15		7	62			4	58				
12:30		5	56			9	65				
12:45		8	63	22	229	7	84	28	261	50	490
01:00		3	83			5	55				
01:15		2	69			6	51				
01:30		6	61			10	64				
01:45		5	82	16	295	1	84	22	254	38	549
02:00		6	57			4	60				
02:15		11	64			6	53				
02:30		5	56			7	63				
02:45		4	53	26	230	3	63	20	239	46	469
03:00		11	53			12	53				
03:15		8	46			11	72				
03:30		12	59			10	65				
03:45		12	63	43	221	14	65	47	255	90	476
04:00		9	67			14	67				
04:15		10	59			14	76				
04:30		18	63			33	55				
04:45		14	50	51	239	48	58	109	256	160	495
05:00		26	86			28	50				
05:15		32	77			30	92				
05:30		51	55			45	62				
05:45		36	50	145	268	57	62	160	266	305	534
06:00		22	47			26	46				
06:15		33	58			34	45				
06:30		52	44			41	51				
06:45		34	38	141	187	60	35	161	177	302	364
07:00		44	39			42	39				
07:15		59	35			57	38				
07:30		69	28			77	37				
07:45		62	22	234	124	98	32	274	146	508	270
08:00		45	23			55	30				
08:15		41	43			81	34				
08:30		41	29			49	26				
08:45		48	30	175	125	74	24	259	114	434	239
09:00		34	29			47	40				
09:15		30	38			47	25				
09:30		34	24			55	37				
09:45		43	23	141	114	66	32	215	134	356	248
10:00		38	18			54	33				
10:15		41	13			68	37				
10:30		41	18			48	26				
10:45		46	19	166	68	39	20	209	116	375	184
11:00		45	13			46	18				
11:15		44	13			61	18				
11:30		62	5			62	13				
11:45		40	14	191	45	73	13	242	62	433	107
Total		1351	2145	1351	2145	1746	2280	1746	2280	3097	4425
Combined Total		3496		3496		4026		4026		7522	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	235	-	-	-	311	-	-	-	-	-
P.H.F.	-	0.851	-	-	-	0.793	-	-	-	-	-
PM Peak	-	-	01:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	295	-	-	-	273	-	-	-	-
P.H.F.	-	-	0.889	-	-	-	0.898	-	-	-	-
Percentage		38.6%	61.4%			43.4%	56.6%				
ADT/AADT		ADT 7,522	AADT 7,522								

EEC ORIGINAL PKG

Counts Unlimited, Inc.

Page 1

City of El Centro
Evan Hewes Highway
W/ Old Highway 111
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO005
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	71			11	83				
12:15		2	74			5	81				
12:30		8	69			9	89				
12:45		7	77	21	291	5	100	30	353	51	644
01:00		5	74			9	78				
01:15		4	74			12	94				
01:30		7	73			6	76				
01:45		3	69	19	290	9	110	36	358	55	648
02:00		5	72			7	87				
02:15		10	87			4	91				
02:30		7	83			7	122				
02:45		6	72	28	314	6	96	24	396	52	710
03:00		7	70			6	84				
03:15		13	88			10	84				
03:30		12	100			18	93				
03:45		13	79	45	337	12	86	46	347	91	684
04:00		22	92			28	99				
04:15		19	90			21	90				
04:30		36	66			29	59				
04:45		37	75	114	323	42	76	120	324	234	647
05:00		47	94			33	63				
05:15		56	87			53	96				
05:30		64	85			32	73				
05:45		34	60	201	326	56	92	174	324	375	650
06:00		22	66			29	47				
06:15		42	54			53	52				
06:30		36	65			54	35				
06:45		40	46	140	231	68	65	204	199	344	430
07:00		58	50			79	46				
07:15		59	34			86	33				
07:30		60	39			99	34				
07:45		79	46	256	169	122	50	386	163	642	332
08:00		49	47			66	28				
08:15		45	40			79	29				
08:30		64	37			114	29				
08:45		47	33	205	157	74	24	333	110	538	267
09:00		44	39			70	32				
09:15		48	38			92	18				
09:30		57	22			108	14				
09:45		47	23	196	122	86	29	356	93	552	215
10:00		57	16			95	29				
10:15		54	18			83	13				
10:30		69	11			91	28				
10:45		59	14	239	59	90	28	359	98	598	157
11:00		83	11			79	12				
11:15		58	12			91	17				
11:30		68	7			77	10				
11:45		70	11	279	41	85	12	332	51	611	92
Total		1743	2660	1743	2660	2400	2816	2400	2816	4143	5476
Combined Total		4403		4403		5216		5216		9619	
AM Peak	-	11:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	279	-	-	-	386	-	-	-	-	-
P.H.F.	-	0.840	-	-	-	0.791	-	-	-	-	-
PM Peak	-	-	03:30	-	-	-	01:45	-	-	-	-
Vol.	-	-	361	-	-	-	410	-	-	-	-
P.H.F.	-	-	0.903	-	-	-	0.840	-	-	-	-
Percentag e		39.6%	60.4%			46.0%	54.0%				
ADT/AADT		ADT 9,619	AADT 9,619								

EEC ORIGINAL PKG

Counts Unlimited, Inc.

Page 1

City of El Centro
Evan Hewes Highway
B/ Old Highway 111 - State Route 111
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO006
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	73			12	91				
12:15		2	82			7	90				
12:30		9	87			8	90				
12:45		6	84	22	326	6	110	33	381	55	707
01:00		8	94			9	79				
01:15		3	82			12	98				
01:30		6	70			8	80				
01:45		4	81	21	327	10	116	39	373	60	700
02:00		6	76			7	89				
02:15		7	97			3	102				
02:30		9	94			10	125				
02:45		7	82	29	349	6	97	26	413	55	762
03:00		7	76			7	88				
03:15		13	94			10	97				
03:30		13	112			18	87				
03:45		15	86	48	368	13	88	48	360	96	728
04:00		19	101			27	104				
04:15		19	86			22	89				
04:30		40	77			27	59				
04:45		43	81	121	345	40	72	116	324	237	669
05:00		49	97			33	61				
05:15		59	96			58	95				
05:30		70	95			34	75				
05:45		37	73	215	361	56	88	181	319	396	680
06:00		20	75			33	46				
06:15		48	54			55	55				
06:30		33	71			56	43				
06:45		51	58	152	258	71	63	215	207	367	465
07:00		51	49			78	46				
07:15		72	41			88	36				
07:30		52	37			120	40				
07:45		83	56	258	183	116	49	402	171	660	354
08:00		50	49			68	30				
08:15		59	46			82	28				
08:30		53	42			111	32				
08:45		47	34	209	171	73	27	334	117	543	288
09:00		44	41			76	31				
09:15		50	40			90	20				
09:30		53	25			107	16				
09:45		58	28	205	134	91	32	364	99	569	233
10:00		59	14			97	33				
10:15		65	21			77	11				
10:30		72	12			96	29				
10:45		63	14	259	61	83	29	353	102	612	163
11:00		86	10			77	13				
11:15		63	13			93	16				
11:30		72	7			78	9				
11:45		87	11	308	41	88	13	336	51	644	92
Total		1847	2924	1847	2924	2447	2917	2447	2917	4294	5841
Combined Total		4771		4771		5364		5364		10135	
AM Peak		11:00				07:00					
Vol.		308				402					
P.H.F.		0.885				0.838					
PM Peak			03:15				01:45				
Vol.			393				432				
P.H.F.			0.877				0.864				
Percentage		38.7%	61.3%			45.6%	54.4%				
ADT/AADT		ADT 10,135	AADT 10,135								

EEC ORIGINAL PKG

Counts Unlimited, Inc.

Page 1

City of El Centro
Old Highway 111
N/ Evan Hewes Highway
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO001
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	7			1	22				
12:15		0	3			0	9				
12:30		0	4			1	8				
12:45		0	6	0	20	0	13	2	52	2	72
01:00		0	3			0	12				
01:15		1	8			0	8				
01:30		0	14			1	25				
01:45		0	12	1	37	1	13	2	58	3	95
02:00		0	7			0	17				
02:15		0	7			0	17				
02:30		0	10			0	19				
02:45		1	8	1	32	0	12	0	65	1	97
03:00		2	9			0	11				
03:15		0	15			0	10				
03:30		1	14			0	26				
03:45		1	10	4	48	1	19	1	66	5	114
04:00		6	13			1	23				
04:15		2	10			0	19				
04:30		7	7			3	14				
04:45		3	6	18	36	6	11	10	67	28	103
05:00		5	4			1	20				
05:15		6	4			5	17				
05:30		7	2			4	11				
05:45		6	2	24	12	8	19	18	67	42	79
06:00		2	5			4	6				
06:15		8	7			4	11				
06:30		8	5			2	13				
06:45		12	4	30	21	8	6	18	36	48	57
07:00		14	3			11	3				
07:15		10	2			14	6				
07:30		14	4			7	4				
07:45		12	2	50	11	15	7	47	20	97	31
08:00		8	2			11	2				
08:15		13	2			14	2				
08:30		14	5			12	8				
08:45		8	7	43	16	7	5	44	17	87	33
09:00		6	1			7	4				
09:15		8	1			5	1				
09:30		11	2			8	3				
09:45		7	0	32	4	5	2	25	10	57	14
10:00		8	2			10	2				
10:15		7	0			17	1				
10:30		4	2			6	0				
10:45		13	0	32	4	9	1	42	4	74	8
11:00		9	0			15	3				
11:15		10	1			14	1				
11:30		11	1			8	2				
11:45		4	1	34	3	11	0	48	6	82	9
Total		269	244	269	244	257	468	257	468	526	712
Combined Total		513		513		725		725		1238	
AM Peak		06:45				07:45					
Vol.		50				52					
P.H.F.		0.893				0.867					
PM Peak			03:15				03:30				
Vol.			52				87				
P.H.F.			0.867				0.837				
Percentage		52.4%	47.6%			35.4%	64.6%				
ADT/AADT		ADT 1,238		AADT 1,238							

EEC ORIGINAL PKG

Counts Unlimited, Inc.

Page 1

City of El Centro
Old Highway 111
S/ Evan Hewes Highway
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

ECO002
Site Code: 999-22587

Start Time	15-Jun-22 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	5			1	23				
12:15		0	3			1	18				
12:30		0	4			0	1				
12:45		0	3	0	15	0	26	2	68	2	83
01:00		0	11			0	15				
01:15		0	3			0	18				
01:30		0	6			2	22				
01:45		0	6	0	26	1	4	3	59	3	85
02:00		0	7			0	16				
02:15		0	1			0	16				
02:30		0	3			0	7				
02:45		0	10	0	21	0	12	0	51	0	72
03:00		1	2			0	11				
03:15		0	3			0	9				
03:30		0	5			0	10				
03:45		2	4	3	14	0	16	0	46	3	60
04:00		3	6			2	19				
04:15		2	3			0	20				
04:30		6	4			1	9				
04:45		4	3	15	16	1	13	4	61	19	77
05:00		5	2			2	11				
05:15		4	6			3	18				
05:30		5	0			7	6				
05:45		3	0	17	8	3	6	15	41	32	49
06:00		0	4			6	6				
06:15		1	4			0	11				
06:30		7	2			5	9				
06:45		9	2	17	12	6	1	17	27	34	39
07:00		4	1			7	2				
07:15		4	0			4	5				
07:30		7	0			11	3				
07:45		5	4	20	5	9	3	31	13	51	18
08:00		7	2			9	1				
08:15		7	4			20	1				
08:30		11	1			11	5				
08:45		2	2	27	9	5	1	45	8	72	17
09:00		5	1			5	1				
09:15		7	1			3	4				
09:30		4	0			5	2				
09:45		2	0	18	2	7	3	20	10	38	12
10:00		5	0			14	1				
10:15		7	1			11	1				
10:30		3	2			8	0				
10:45		5	0	20	3	3	0	36	2	56	5
11:00		4	0			11	1				
11:15		8	2			10	2				
11:30		5	0			8	2				
11:45		6	0	23	2	12	0	41	5	64	7
Total		160	133	160	133	214	391	214	391	374	524
Combined Total		293		293		605		605		898	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	30	-	-	-	49	-	-	-	-	-
P.H.F.	-	0.682	-	-	-	0.613	-	-	-	-	-
PM Peak	-	-	01:00	-	-	-	00:45	-	-	-	-
Vol.	-	-	26	-	-	-	81	-	-	-	-
P.H.F.	-	-	0.591	-	-	-	0.779	-	-	-	-
Percentage		54.6%	45.4%			35.4%	64.6%				
ADT/AADT		ADT 898	AADT 898								

EEC ORIGINAL PKG