

## **Appendix A. Notice of Preparation**

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City of El Centro  
Community Development Department  
1275 Main Street  
El Centro, California 92243

## **NOTICE OF PREPARATION (NOP)**

### **Draft Program Environmental Impact Report (PEIR)**

#### **City of El Centro General Plan Update**

**Date: July 17, 2020**

**To:** State Agencies, Responsible Agencies, Local and Public Agencies, Trustee Agencies, and Interested Parties

**Subject:** Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (PEIR) for the City of El Centro General Plan Update

The City of El Centro (City) is updating its General Plan Land Use Element and Mobility Element and preparing an Environmental Justice Element (project). As the lead agency, the City determined that the project will require the preparation of a Program Environmental Impact Report (PEIR) in compliance with the California Environmental Quality Act (CEQA) and Title 14 of the California Code of Regulations. Pursuant to CEQA Guidelines, Section 15082, this notice serves as an NOP of the PEIR to advise and solicit comments and suggestions regarding the scope and content of the PEIR to be prepared for the proposed project and to notice the public scoping meeting.

**Comment Period:** CEQA requires a 30-day scoping period. The public review period on the NOP is scheduled to begin July 17, 2020, and end August 16, 2020. Because of the time limits mandated by state law, comments must be received by this deadline. Please indicate a contact person and send comments to the following:

Angel Hernandez, Associate Planner  
1275 Main Street  
El Centro, California 92243  
[angel\\_hernandez@cityofelcentro.org](mailto:angel_hernandez@cityofelcentro.org)  
<https://www.elcentro2040.com/>

**NOP Scoping Meeting:** The City will hold a scoping meeting in conjunction with this NOP to present the project and the PEIR process and to provide an opportunity for agency representatives and the public to assist the lead agency in determining the scope and content of the environmental analysis for the PEIR.

#### **NOP Scoping Meeting**

Thursday, July 30, 2020, at 11:00 a.m.

El Centro City Council Chambers

1275 W. Main Street

El Centro, California 92243

Zoom URL: <https://us02web.zoom.us/j/87920473020>

All project information, including the NOP, can be accessed at the following URL:

<https://www.elcentro2040.com/>

**Project Location:** The City encompasses approximately 11 square miles and is the largest city in the Imperial Valley. It is in the County of Imperial, Southern California, 11 miles north of the United States–Mexico border, is adjacent to the City of Imperial along its northern boundary, and is approximately 120 miles east of the City of San Diego. Interstate 8 provides a regional east–west connection, which leads to north–south connectivity by way of State Route 86 in the City and State Route 111 east of the City.



**Project Description:** The City is undertaking updates to the Land Use Element and Mobility Element of its General Plan and the creation of a new Environmental Justice Element. The General Plan was last updated in 2004. The updates are being funded by a grant from the Sustainable Communities Program administered by the California Department of Transportation. The intent of the updates is to improve sustainability, promote public health, and anticipate future advancements in transportation technology.

### ***Land Use Element Update***

The proposed update to the Land Use Element in the General Plan would be based on the City's existing Vision 2050 Strategic Plan (2015); Project Shape; policy direction from the City Council, Planning Commission, and staff; and input from the Community Advisory Committee and the public. The update would designate the proposed general distribution and extent of land uses in the City, focusing on preserving established land uses and accommodating future growth and physical development of the community. It would incorporate policies that integrate land use and transportation strategies to increase the share of bicycle, transit, and pedestrian trips, reducing greenhouse gas emissions. Specific topics to be incorporated into the Land Use Element update include equity, health, sustainability, economy, and the environment. An overarching objective of the update would be to promote infill development and encourage efficient development patterns to spur economic revitalization, provide opportunities for innovative lifestyles envisioned by the Vision 2050 Strategic Plan (2015), and promote environmental justice.

The overall goal of the Land Use Element update would be to create a land use plan that would promote quality of life, health, and safety; meet the needs of the City's residents; support multiple modes of transportation; foster economic prosperity; provide a range of affordable housing options; be sustainable and environmentally responsible; encourage social cohesion and equity; and reflect and celebrate the City's unique character, culture, identity, and traditions.

### ***Mobility Element Update***

The proposed update to the Mobility Element in the General Plan would be based on the current Circulation Element in the General Plan (2004), Bicycle Master Plan (2010), Vision 2050 Strategic Plan (2015), and Active Transportation and Safe Routes to School Plan (2019). Specific objectives of the Mobility Element update would include adopting Complete Streets policies that are accessible to all ages, supporting a safe pedestrian and bicycle transportation network, promoting a public transportation network that allows convenient access to major destinations, offering appropriate vehicle circulation, and providing a safe and efficient mobility system.

The overall goal of the Mobility Element update would be a balanced, interconnected, multimodal transportation network that provides for the efficient and safe movement of people and goods; promotes walking, bicycling, and healthy living; reduces vehicle miles traveled and greenhouse gas emissions; and accommodates future growth for the City.

### ***Environmental Justice Element Preparation***

A new Environmental Justice Element is being prepared as a chapter of the General Plan. The Environmental Justice Element is a new state requirement for jurisdictions with disadvantaged communities and represents an opportunity to develop new goals and policies that reduce the unique or compounded health risks in the community. While state requirements specify the topic areas that must be included in the Environmental Justice Element, the specific policies would be customized to the City. The Environmental Justice Element would critically examine the disproportionate impact negative environmental factors have on disadvantaged



communities in the City. Particular concerns to be addressed include pollution exposure, improvement of air quality, land use incompatibility, food access, safe and sanitary homes, and physical activity. The Environmental Justice Element would address these topics and ensure the City's long-term commitment to seeking out and implementing solutions to environmental justice issues. Potential solutions and opportunities for improvement to be explored in the Environmental Justice Element include expanding efforts to involve residents in civic affairs, increasing collaboration with associated public agencies and organizations, promoting food security and healthy eating, increasing opportunities for physical activity, addressing housing affordability and homelessness, and incorporating plans for new public facilities in strategic locations.

### ***Land Use Element Opportunity Areas***

As part of the updates to the General Plan, the following five potential opportunity areas were identified throughout the City. These are larger, specific areas where targeted change is anticipated or desired in the following decades that would be identified in the updated General Plan (see Proposed Opportunity Areas figure).

#### **Opportunity Area 1**

Situated along the Adams Avenue corridor, this opportunity area is identified as a potential location for mixed-use development in the Vision 2050 Strategic Plan (2015). Under the draft proposal, the land use would change to a neighborhood-focused mixed-use designation, which would allow a combination of residential and commercial uses along the corridor at a density of 15 to 30 residences per acre. In this opportunity area, outdoor uses would be encouraged, and creating a pleasant, walkable streetscape would be the focus, with stores and residences oriented toward Adams Avenue and parking taking access from the alley.

#### **Opportunity Area 2**

This opportunity area is the City's downtown. The focus of this opportunity area would be on small-scale, artisanal, entertainment, restaurant, and retail uses that celebrate the culture and heritage of the City. Ideas include pop-up retail, festivals, markets, food trucks, a kitchen incubator for small food businesses, and the addition of murals and other public art. Small "parklets," outdoor seating for restaurants, activation of vacant buildings, and evening uses could also be a focus of this opportunity area.

#### **Opportunity Area 3**

This existing industrial area is north of Interstate 8, along the eastern border of the City. Although the existing General Plan currently designates this opportunity area for general industrial use, the area is mostly undeveloped. Two options for the opportunity area would be to expand the commercial land use while allowing some light industrial use, such as business parks, to remain or to make the entire area tourist commercial use, which could include hotels, restaurants, RV parks, active senior living communities, and other entertainment uses aimed at attracting visitors to the City. Infrastructure improvements for water, sewer, transportation, and streetscape features would be recommended with either option.

#### **Opportunity Area 4**

This opportunity area is south of Opportunity Area 3, on the southern side of Interstate 8 along the eastern border of the City. It currently includes large retail uses, including the Imperial Valley Mall, and some property zoned general industrial. Two options for the area include replacing the industrial area with commercial uses and allowing mixed-use/master-planned projects. Alternatively, the area could be developed with more tourist commercial uses and incorporate multi-family residential uses near the mall retail stores designed to be easily walkable and to create a live/work/shop destination. In either option, pedestrian and bicycle connections, landscape, and streetscapes would be improved.



### **Opportunity Area 5**

This opportunity area is south of Interstate 8 along the future extension of Imperial Avenue in the southwestern part of the City. Two options exist for this opportunity area. Option A would extend commercial use along the Imperial Avenue frontage, with single-family residential behind the commercial uses. Option B would transform the area into a village-style master-planned community with residential and commercial uses and possibly schools, hotels/motels, and small-scale agriculture. Both options would include a focus on bicycle and pedestrian connections, improved streetscapes, and landscaping.

**Preliminary Environmental Review:** The PEIR will address the short- and long-term effects of the General Plan Update on the environment. Mitigation measures would be identified as necessary to reduce potentially significant impacts. Based on the results of the technical studies and Initial Study checklist, the project could potentially affect the following environmental factors, each of which will be addressed in detail in the PEIR:

- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation

### **Attachments**

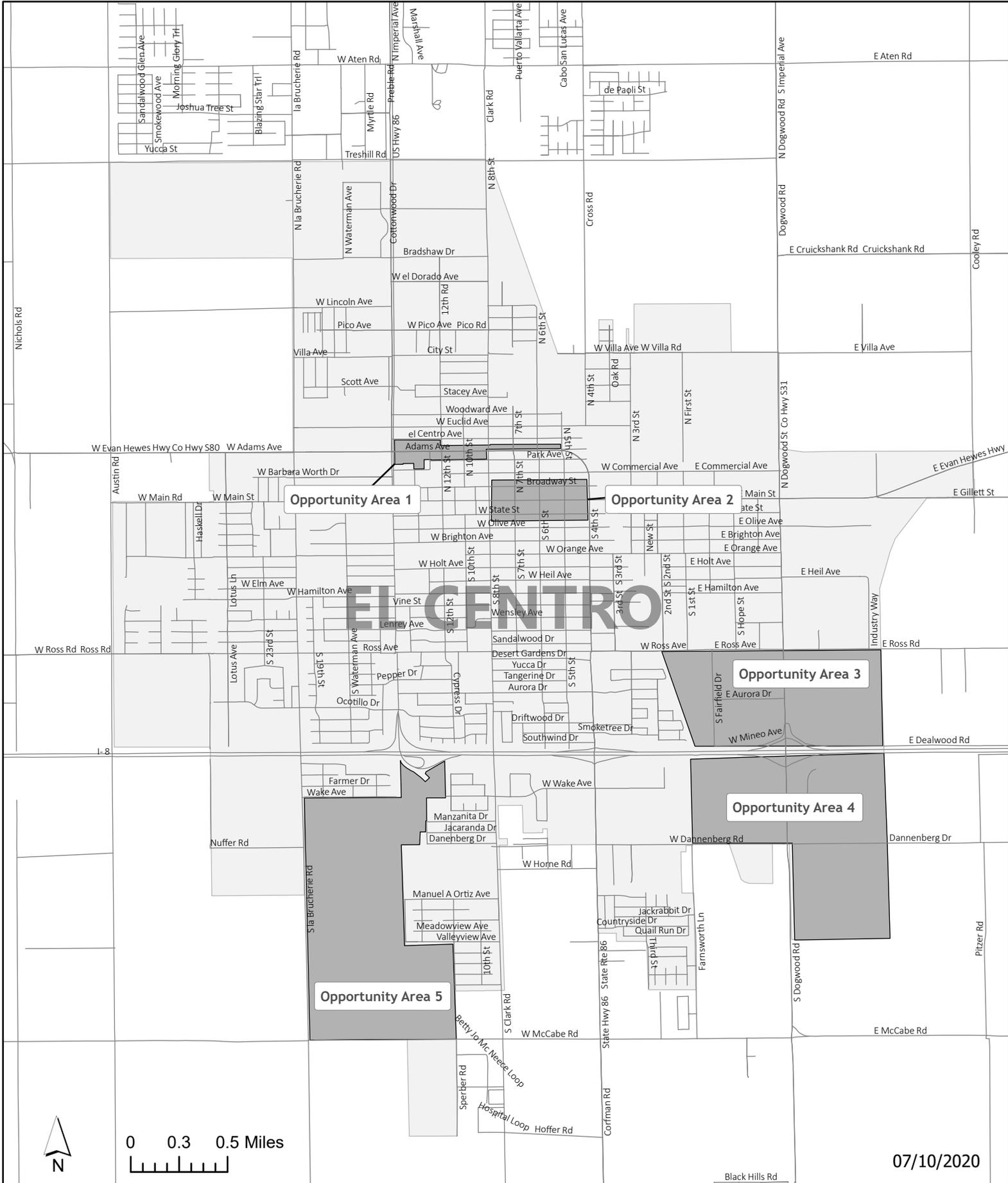
- Proposed Opportunity Areas Figure

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**Signature**

**Date**

# Proposed Opportunity Areas





## NATIVE AMERICAN HERITAGE COMMISSION

July 20, 2020

Angel Hernandez, Associate Planner  
City of El Centro  
1275 W. Main Street  
El Centro, CA 92243

CHAIRPERSON  
**Laura Miranda**  
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[Vacant]

COMMISSIONER  
[Vacant]

EXECUTIVE SECRETARY  
**Christina Snider**  
Pomo

**NAHC HEADQUARTERS**  
1550 Harbor Boulevard  
Suite 100  
West Sacramento,  
California 95691  
(916) 373-3710  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
[NAHC.ca.gov](http://NAHC.ca.gov)

**Re: 2020070349, Draft Program Environmental Impact Report (PEIR) General Plan Update Project, Imperial County**

Dear Mr. Hernandez:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

**RECEIVED**  
**City of El Centro**

**JUL 27 2020**

**Community Development  
Department**

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City of El Centro

JUL 21 1988

Department  
Community Development

## AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. **Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
  
2. **Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1 (b)).
  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
  
3. **Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
  
4. **Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
  
5. **Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
  
6. **Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a. Avoidance and preservation of the resources in place, including, but not limited to:
    - i. Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i. Protecting the cultural character and integrity of the resource.
    - ii. Protecting the traditional use of the resource.
    - iii. Protecting the confidentiality of the resource.
  - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
  - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
  - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
  - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf).

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

## NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:

[Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,



Andrew Green  
Cultural Resources Analyst

cc: State Clearinghouse

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11  
4050 TAYLOR STREET, MS-240  
SAN DIEGO, CA 92110  
PHONE (619) 688-6075  
FAX (619) 688-4299  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

August 17, 2020

11-IMP-8  
11-IMP-86  
2040 City of El Centro General Plan Update  
NOP/PEIR  
SCH #2020070349

Mr. Angel Hernandez  
Associate Planner  
City of El Centro  
Community Development Department  
Planning and Zoning Division  
1275 West Main Street  
El Centro, CA 92243

Dear Mr. Hernandez:

Thank you for including the California Department of Transportation (Caltrans) in the review of the 2040 City of El Centro General Plan Update Notice of Preparation (NOP) Draft Program Environmental Impact Report (PEIR), (SCH #2020070349). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with Caltrans' mission and state planning priorities.

Caltrans has the following comments:

**Environmental**

Caltrans appreciates the opportunity to comment on this Draft Program Environmental Impact Report (PEIR) for the General Plan. The analysis presented may impact on Caltrans Right-of-Way (R/W) in the future.

Should future projects based upon the changes enacted from the Program EIR have elements and/or mitigation measures change to effect Caltrans R/W, Caltrans would welcome the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA) and to the continued coordination of our efforts.

### **Traffic Engineering Analysis**

1. In accordance with Senate Bill (SB) 743 and as of July 1, 2020, Caltrans requires all public agencies to evaluate impacts associated with future developments to use vehicle miles traveled (VMT) to evaluate transportation impacts on the State Highway System. Please provide a traffic impact study using the Caltrans-Vehicles Miles Traveled-Focused-Transportation Impact Study Guide - May 20, 2020.
2. During the COVID-19, the numbers of vehicle miles traveled along California's highways and local arterials have significantly decreased. For traffic counts not collected prior to March 13, 2020, it has been determined that utilizing historical traffic data as foundation from past projects and partner agencies may be used to replace existing traffic counts, subject to sound engineering justification. Traffic volumes collected within the last two years are generally acceptable. Traffic counts collected during the COVID-19 crisis should not be accepted due to atypical traffic patterns during the COVID-19 pandemic.
3. For all Caltrans owned signalized intersections affected by any proposed future developments shall be analyzed using the intersection lane vehicles (ILV) per hour method as indicated on the Caltrans Highway Design Manual (HDM), Topic 406, Ramp Intersection Capacity Analysis.
4. For the proposed General Plan Traffic Study, please include the following locations:
  - a. Interstate 8 (I-8) freeways segments in the westbound and eastbound directions between Forrester Road Interchange and State Route 111 (SR-111) Interchange.
  - b. Freeway Ramps Intersection locations:

- i. Eastbound I-8 Ramps and Imperial Avenue.
    - ii. Westbound I-8 Ramps and Imperial Avenue.
    - iii. Eastbound I-8 Ramps and 4<sup>th</sup> Street.
    - iv. Westbound I-8 Ramps and 4<sup>th</sup> Street.
    - v. Eastbound I-8 Ramps and Dogwood Road
    - vi. Westbound I-8 Ramps and Dogwood Road.
  - b. All intersections along State Route 86 (SR-86) between McCabe Road to Aten Road.
5. A Traffic Investigation Analysis will be required for any development that has an ingress and egress, that is adjacent to the State Highway System. This Traffic Investigation Analysis will require a summary identifying possible mitigation measures for any significant traffic safety-related impacts to Caltrans facilities.
  6. Opportunity Areas 1 & 2 are proposing to increase trip generation and pedestrian traffic along SR-86 by changing land use density, outdoor uses, walkable streetscape, increasing stores and residences, and creating more parking. All proposed improvements along SR-86 must comply to design standards as specified in the Caltrans HDM.
  7. All pedestrian facilities that are within Caltrans R/W must comply with Caltrans Design Information Bulletin (DIB) 82-06.
  8. Any proposed intersection expansion or modification will require an Intersection Control Evaluation (ICE) report as required by the Caltrans Traffic Operations Policy Directive #13-02.
  9. Caltrans District 11 is currently developing a draft Project Initiation Document (PID) to consider a relinquishment of SR-86. The PID will provide an estimate to bring SR-86 to a "Good State of Repair" and provide the basis to work with the City to relinquish the highway. Streets and Highway Code Section 386 has already been revised to accommodate the relinquishment of SR-86.

Ms. Angel Hernandez  
August 17, 2020  
Page 4

### **Complete Streets/Mobility Network**

Caltrans is in the process of developing its first District Active Transportation Plan. The Caltrans Active Transportation (CAT) Plan will refer to available planning documents such as general plans, active transportation plans or safe routes to school plans to identify location-based needs. Also, to reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City of El Centro to evaluate potential of Active Transportation or Complete Streets improvements that may interact with Caltrans R/W as part of the City of El Centro's General Plan. For more information regarding the District 11 CAT Plan, please contact Vanessa De La Rosa at [vanessa.delarosa@dot.ca.gov](mailto:vanessa.delarosa@dot.ca.gov).

If you have any questions, please contact Mark McCumsey, of the Caltrans Development Review Branch, at (619) 688-6802 or by e-mail sent to [mark.mccumsey@dot.ca.gov](mailto:mark.mccumsey@dot.ca.gov).

Sincerely,

electronically signed by

MAURICE EATON, Branch Chief  
Local Development and Intergovernmental Review Branch

---

**From:** Angel\_Hernandez <angel\_hernandez@cityofelcentro.org>  
**Sent:** Tuesday, August 4, 2020 11:42 AM  
**To:** Claudia Tedford; Yvonne Cordero  
**Subject:** Re: Request for comment response

Hi Yvonne,

Please send Claudia a copy of the article from Friday's newspaper regarding our meeting on Thursday.

Regards,

Angel

---

**From:** Claudia Tedford <claudia.tedford@cityplaceplanning.com>  
**Sent:** Tuesday, August 4, 2020 11:20:45 AM  
**To:** Angel\_Hernandez  
**Subject:** Re: Request for comment response

**CAUTION:** This email originated from outside of the City of El Centro. Do not click links or open attachments unless you recognize the sender and know the content to be safe.

Hi Angel –

This was a nice response, and thank you for including us. She mentioned an article – was that in the newspaper? If so, would you mind sending us a copy of the article? I'd like to read it and also put it on the website.

Thank you –

Claudia

**Claudia Tedford, AICP**  
Principal

---

**cityplace**  
PLANNING

501 West Broadway, Suite A-143  
San Diego, CA 92101

858.245.8597  
[claudia.tedford@cityplaceplanning.com](mailto:claudia.tedford@cityplaceplanning.com)  
[www.cityplaceplanning.com](http://www.cityplaceplanning.com)

---

**From:** Angel\_Hernandez <angel\_hernandez@cityofelcentro.org>  
**Date:** Tuesday, August 4, 2020 at 10:49 AM

**To:** Stacy Bodus <sfurrer@sdsu.edu>

**Cc:** Claudia Tedford <claudia.tedford@cityplaceplanning.com>, Patricia Bluman <patricia.bluman@cityplaceplanning.com>, Norma Villicana <NVillicana@cityofelcentro.org>

**Subject:** Re: Request for comment response

Good Morning Ms. Bodus,

Thank you for your comments. You've mentioned some important ideas regarding recreation and parks that I've forwarded to our Community Services department. Comment No. 2 is a comment that can be explored in changing our development codes. Currently the development standard requires that new large parking lots install trees to provide shade to reduce heat radiated from asphalt and vehicles. Encouraging or requiring the use shade structures with PV solar panels as an alternative option is worth considering. Comment No. 3 has been discussed in previous community meeting focusing on the Downtown Area, particular encouraging creative industries and public art within the Downtown area. I invite you to view the recording of the previous community meeting on the project website at <https://www.elcentro2040.com/news>. Just scroll to the entry for "5/07/20 - Ideas for Downtown El Centro".

Thank you again for you comments. Please feel free to reach out if you have any other questions. I'll will also include your email address on future meeting invites regarding this project, unless you rather not be included.

best regards,

Angel Hernandez  
Associate Planner  
(760) 337-3864

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**From:** Stacy Bodus <sfurrer@sdsu.edu>

**Sent:** Friday, July 31, 2020 1:12 PM

**To:** Angel\_Hernandez

**Subject:** Request for comment response

**CAUTION:** This email originated from outside of the City of El Centro. Do not click links or open attachments unless you recognize the sender and know the content to be safe.

To Whom it concerns:

I'm responding to the call for comments in today's article. I wasn't present for the meeting, so I'm not sure what precisely you're looking for, but I do have comments that seem to fall within the stated parameters.

I teach English and Liberal Studies at SDSU, and have been a resident for about 40 years. I raised my children here, and I'd like to see improvements that benefit future children.

1. To my knowledge, we do not have a single park in the entire Valley that is specifically for children with disabilities. A year ago I was informed that 4000 children with disabilities live in Imperial Valley. This number will increase, and it does not include adults with disabilities. I know for a fact that the local Challenger Little League has to make do with whatever they can get, and often this means muddy fields (try navigating a wheelchair through the mud) or no field at all if another team has priority. This is unacceptable.

2. We need shaded parking and trees wherever new developments arise. This has been a neglected component in development for as long as I can remember. The shaded parking could do double-duty as solar units, which be a benefit to the city. Anyone who's been through a summer in the Valley knows that we all fight for the shaded parking. Trees and shaded parking should be mandated for all new developments.
3. It would be lovely to have a water park like they have in Imperial. The one on Main Street is dismal, poorly located, and has little parking, and not everyone can afford to pay for entry to the newly-built water park.
4. It would also be lovely to see some artistic work in the community like they have in Imperial. The trash cans on their main street are embedded with mosaics, and other areas have similar artistic work. We have so many artists here in the Valley that could make downtown beautiful. Why not have an event for it? Or a call for proposals?

I appreciate being able to submit my ideas to the city. Thank you for your call for comments.

Sincerely,

Stacy Bodus

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**From:** Angel\_Hernandez <angel\_hernandez@cityofelcentro.org>  
**Sent:** Tuesday, August 4, 2020 11:41 AM  
**To:** Guerrero Jr, Benjamin@DOT; Abraham Campos; Javier Luna  
**Cc:** 'Claudia Tedford'; 'Patricia Bluman'; Norma Villicana  
**Subject:** Re: News Clips for July 31, 2020

Thank you for the link to the Chula Vista webpage. I've added the consultants for the general plan update to this email so they can review it.

Its not manufacturing in the traditional sense, it would be geared toward "maker spaces" where people make crafts and provide retail space. The incubator will be kitchen incubator to attract persons that may be already be making food for sale from their home, perhaps without the a health permit. The idea is that it would help reduce some of the high start-up costs of opening up a restaurant in the area.

There was a lot of discussion of street fairs and markets during our public meetings. They are overwhelming popular with the community. The one issue we have is making them consistent since they take a a lot of resources form city staff. One solution is to encourage the formation of a business organization for the area that the city can partner with to host street events more regularly.

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**From:** Guerrero Jr, Benjamin@DOT <benjamin.guerrero@dot.ca.gov>  
**Sent:** Tuesday, August 4, 2020 11:24:08 AM  
**To:** Angel\_Hernandez; Abraham Campos; Javier Luna  
**Subject:** RE: News Clips for July 31, 2020

**CAUTION:** This email originated from outside of the City of El Centro. Do not click links or open attachments unless you recognize the sender and know the content to be safe.

Manufacturing in your downtown area? It would seem more appropriate to have restaurants, pubs, breweries, farmers markets and street fairs. This would generate more revenue and tourism. This is just my opinion of while working in your City for many years.

See link below of what other cities are doing to re-vitalize their downtown areas:

City of Chula Vista:

<https://www.chulavistaca.gov/departments/development-services/planning/third-avenue-village-streetscape>

Thanks,

Ben Guerrero Jr.  
California Department of Transportation, MS 244  
4050 Taylor St, San Diego CA, 92110  
[Benjamin.guerrero@dot.ca.gov](mailto:Benjamin.guerrero@dot.ca.gov)  
Office: (619) 220-5485  
Telecommute Cell (619) 395-5381



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**From:** Angel\_Hernandez <angel\_hernandez@cityofelcentro.org>  
**Sent:** Tuesday, August 4, 2020 11:05 AM  
**To:** Guerrero Jr, Benjamin@DOT <benjamin.guerrero@dot.ca.gov>; Abraham Campos <ACampos@cityofelcentro.org>; Javier Luna <jluna@cityofelcentro.org>  
**Subject:** Re: News Clips for July 31, 2020

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Hello Ben,

Thank you for your comment! The land use element of the general plan update will include five "opportunity areas", one of which is the downtown area between 4th and 8th street. We actually had a community meeting specifically for this area back in May. The recording of it can be viewed on <https://www.facebook.com/ElCentro2040/videos/821287194948260/>. The major change that are being considered is an effort to make the area attractive to start-up businesses and entrepreneurs, by reforming the zoning code to allow for low intensity manufacturing and assembly uses plus the location of incubator in the area.

Regards,

Angel Hernandez

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**From:** Guerrero Jr, Benjamin@DOT <[benjamin.guerrero@dot.ca.gov](mailto:benjamin.guerrero@dot.ca.gov)>  
**Sent:** Monday, August 3, 2020 10:39:07 AM  
**To:** Abraham Campos; Javier Luna; Angel\_Hernandez  
**Subject:** FW: News Clips for July 31, 2020

**CAUTION:** This email originated from outside of the City of El Centro. Do not click links or open attachments unless you recognize the sender and know the content to be safe.

Hey guys,

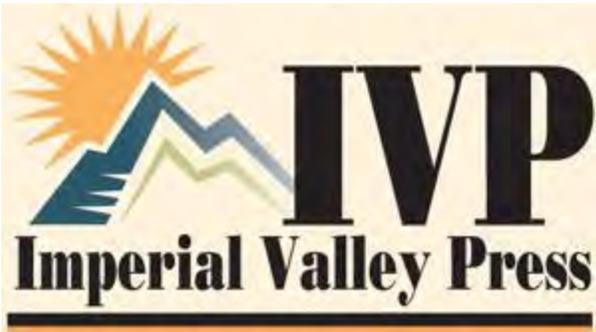
Have you considered a project to re-vitalize downtown El Centro on Main Street between 4<sup>th</sup> Avenue and Imperial Avenue?

Ben Guerrero Jr.  
California Department of Transportation, MS 244  
4050 Taylor St, San Diego CA, 92110  
[Benjamin.guerrero@dot.ca.gov](mailto:Benjamin.guerrero@dot.ca.gov)  
Office: (619) 220-5485  
Telecommute Cell (619) 395-5381



**This service is provided to you by the D-11 Public Information/Legislative Affairs Office  
News Clips for July 31, 2020**

<https://app.criticalmention.com/app/#/report/cc2b1d85-870e-4084-9876-fb32289e6ab7>



## Comments sought for General Plan update

EL CENTRO — Public comment is currently being sought the city’s 2040 General Plan update.

The city held a Zoom meeting Thursday to solicit comments and suggestions from residents.

In particular, the city sought feedback on five “Areas of Opportunity” that have been identified within city limits.

These five opportunity areas are larger, specific areas where targeted change is anticipated or desired in the General Plan.

Those areas are the Adams Avenue corridor, the city’s downtown area, the existing industrial area north of Interstate 8 (along the eastern border of the city), the southern side of I-8 along the eastern border of the city (retail space near Imperial Valley Mall) and south of I-8 along the future extension of Imperial Avenue (southwestern part of the city).

Of the roughly two dozen viewers, only one person provided comment during Thursday’s meeting.

That was resident Miguel Hernandez, of Comite Civico del Valle.

His comment was in reference to the third Area of Opportunity (the existing industrial area).

Hernandez observed that there’s an issue with heavy traffic, which is mostly industrial traffic, running along the north side of Washington Elementary School.

The north side of the school is up against East Main Street, which is Evan Hewes Highway to the east of it.

Hernandez explained the UPS Customer Center in the area also contributes to the high industrial traffic there.

“That school has been affected by that high traffic there,” he said. “It’s one of the immediate thoughts that come to my mind, as far as environmental impacts.”

Hernandez suggested that industrial traffic could be rerouted from that area, as some Washington students may have sensitive receptors.

Kristin Blackson, a project manager with the General Plan update, thanked Hernandez for his comment and encouraged others to share comments about the five opportunity areas.

“It’s important that we come out to the community itself who has specifics and examples of these types of areas that we need to look at specifically,” Blackson said.

Comments can still be submitted up until Aug. 16 to Associate Planner Angel Hernandez at

[angel\\_hernandez@cityofelcentro.org](mailto:angel_hernandez@cityofelcentro.org), or by mail at 1275 Main St., El Centro, CA 92243.

Staff Writer Vincent Osuna can be reached at [vosuna@ivpressonline.com](mailto:vosuna@ivpressonline.com) or 760-337-3442.



July 29, 2020

Ms. Norma Villicaña  
Community Development Director  
1275 Main Street  
El Centro, CA 92243

**SUBJECT:** Notice of Preparation of a Draft Program Environmental Impact Report for Land Use Element and Mobility Element General Plan Update

Dear Ms. Norma Villicaña:

The Imperial County Air Pollution Control District ("Air District") would like to thank you for the opportunity to review the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DPEIR) for Land Use Element and Mobility Element General Plan Update ("Project"). The intent of the Project is to improve sustainability, promote public health, anticipate future advancements in transportation technology, and includes creation of a new Environmental Justice Element. The Project identifies five specific areas within the City of El Centro where targeted change is anticipated or desired in the upcoming decades. These include Opportunity Area #1 along Adams Avenue, Opportunity Area #2 in the downtown region, Opportunity Area #3 north of Interstate 8 on the eastern edge of the city, Opportunity Area #4 south of Opportunity Area #3 and Interstate 8, and Opportunity #5 along the future extension of Imperial Avenue south of Interstate 8.

For projects of this nature the Imperial County California Environmental Quality Act (CEQA) Air Quality Handbook (2017 ed.) offers guidance for identifying when an air quality analysis is necessary, the type of analysis that should be performed, the level of significance of the impacts predicted by the analysis, the mitigation measures needed to eliminate or reduce the overall air quality impacts, along with the use of approved modeling tools.<sup>1</sup> Section 6.1 of the CEQA Handbook lists the required minimum components of a comprehensive air quality analysis. The analysis must include air quality impacts from both the construction and operational phases of

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<sup>1</sup>California Emissions Estimator Model (Version 2016.3.2). <http://www.caleemod.com>.

the project(s) along with a cumulative analysis of the combined projects. Section 7 of the CEQA Handbook discusses mitigation measures to reduce project impacts below thresholds of significance. These measures must go beyond the Air District's Regulation VIII—Fugitive Dust Control Measures which apply to all construction projects regardless of size.

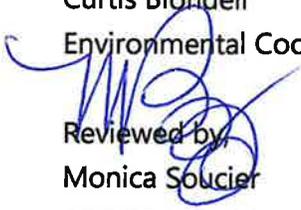
The Air District's rule book can be accessed via the internet at <https://apcd.imperialcounty.org/>. Click on "Rules & Regulations" on the top of the page. The CEQA Handbook can be accessed by clicking on the "Planning" link at the top of the page. The Air District offices can be reached at (442) 265-1800.

Sincerely,



Curtis Blondell

Environmental Coordinator



Reviewed by,

Monica Soucier

APC Division Manager

# CEQA

## AIR QUALITY HANDBOOK

*Guidelines for the Implementation of the  
California Environmental Quality Act of 1970, as amended*



**As Amended by**

**Imperial County Air Pollution Control District  
150 South Ninth Street  
El Centro, California**

**Final  
December 12, 2017**



## **TRANSMITTAL RECORD**

- Imperial County Planning/Building Department**
- City of Brawley – City Planner**
- City of Calexico – Acting Planning Director**
- City of Calipatria – City Manager**
- City of El Centro – Acting Planning Director**
- City of Holtville – Public Works Manager**
- City of Imperial – City Manager**
- City of Westmorland – Planning**
- Building Industry Association (BIA) – Imperial Area Coordinator**
- Advisory Board Members**

- City of Brawley**
- City of Calexico**
- City of Calipatria**
- City of El Centro**
- City of Holtville**
- City of Imperial**
- City of Westmorland**
- County Counsel**

## 1. Purpose

The Guidelines for the implementation of the California Environmental Quality Act (CEQA) section 15022 states, “[e]ach public agency shall adopt objectives, criteria, and specific procedures consistent with CEQA and these Guidelines for administering its responsibilities under CEQA...”<sup>1</sup> Thus, this guidance document shall serve to fulfill the Imperial County Air Pollution Control District’s (ICAPCD) obligation under CEQA<sup>2</sup>. In addition, the objectives, criteria and specific procedures, henceforth known as protocol, are intended to serve as guidance and are not intended to replace the authority or requirements of CEQA or its Guidelines. In the event that any of the following protocol conflicts with the provisions of CEQA or its Guidelines, the provisions of CEQA or its Guidelines shall control.

As stated above the intent of this document is to develop and adopt protocol for the ICAPCD. This protocol has been created to serve as a guidance tool in assisting Lead Agencies, consultants, ICAPCD staff, and project proponents with uniform procedures, which are designed to help assess any potential air quality impacts from residential, commercial, and industrial developments during the environmental review process. The protocol is designed to give local, public and government agencies specific guidelines that identify when an air quality analysis is necessary, the type of analysis that should be performed, the level of significance of the impacts predicted by the analysis, and the mitigation measures needed to eliminate or reduce the overall air quality impacts. Because CEQA establishes a “duty” upon public agencies to minimize or avoid environmental damage where feasible the ultimate outcome of any analysis should be the development and implementation of mitigation measures.<sup>3</sup> In order to properly determine and implement mitigation measures the preparation of an air quality analysis resulting from an environmental document must be consistent with the rules and regulations governing the ICAPCD and those found within the guidelines of CEQA. This handbook strives to provide guidance for the accurate and consistent evaluation of the potential air quality impacts created by plans and development proposals. Therefore, it is understood that when a proper air quality analysis is evaluated it will necessarily help identify mitigation measures, which will reduce or eliminate adverse and significant impacts. The reduction of such adverse impacts will improve ambient concentrations, which ultimately will improve air quality in Imperial County.

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<sup>1</sup> The California Environmental Quality Act (Division 13, Public Resources Code, (PRC), 21000 et. seq.) as adopted by the State Legislature and as may be amended by Legislative Act and now contained in Title 14, Chapter 3 of the California Administrative Code, now cited as the CALIFORNIA CODE OF REGULATIONS (CCR) (commencing with Section 15000).

<sup>2</sup> Throughout this document the term ICAPCD refers to the Imperial County Air Pollution Control District.

<sup>3</sup> CEQA Guidelines §15021

## 2. Introduction

Clean air is vital to the health and welfare of every citizen of this country. The residents of Imperial County have an inherent right to clean air. To answer the call of improving and maintaining clean air, the legislature has given local ICAPCD regional authority over the control of air pollution from all sources other than emissions from motor vehicles. The ICAPCD has regulatory control over all stationary sources of air contaminants. These stationary sources are divided into point sources, such as factories, geothermal plants and rock quarries, and indirect sources, such as paved and unpaved roads, open areas and construction projects. These types of sources tend to have emissions that fit a generalized category and are considerably too small to warrant permitting. Generally, point sources of air contaminants are required to obtain specific operational permits from the ICAPCD while indirect sources are exempt. Indirect sources are facilities as well as land uses which do not emit a significant amount of pollution on their own but rather attract or generate motor vehicle trips which result in emissions of ozone precursors (VOC's, ROG, NOx), carbon monoxide (CO) and fine particulate matter (PM<sub>10</sub> & PM<sub>2.5</sub>).<sup>4</sup>

With the enactment of CEQA in 1970 the California Legislature required public agencies to consider and to disclose the environmental effects of their decisions to the public and governmental decision-makers. As an integral part of the disclosure requirements, CEQA mandates the implementation of feasible mitigation measures or alternatives so as to mitigate significant adverse impacts to the environment. Generally, CEQA address's a broad range of environmental issues, including water quality, noise, land use, natural resources, transportation, energy, human health and air quality. The specific legislative tool for the implementation of CEQA is the CEQA Guidelines adopted by the Office of Planning and Research in the Governor's Office. These Guidelines apply statewide and they govern the assessment, disclosure and review of all environmental impacts that may result from proposed projects.

This handbook has been designed to provide the Lead Agency, the Environmental Evaluation Committee (EEC) members, ICAPCD staff, other public agencies and project proponents with specific guidelines that identify when an air quality analysis is necessary, the type of analysis that should be performed, the significance of the impacts predicted by the analysis, and the mitigation measures needed to reduce the overall air quality impacts. The ICAPCD's handbook is solely an air quality guidance document. To address the overall general CEQA process, the Lead Agency, EEC members, ICAPCD staff, other public agencies and project proponents should follow the appropriately adopted CEQA document for each municipality. For those projects and public departments which fall under the jurisdiction of Imperial County the Planning and Development Services

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<sup>4</sup> Health & Safety Code §40716 gives ICAPCDs authority over indirect or area sources of air contaminants

Department's guidance manual entitled "Rules and Regulations to Implement California Environmental Quality Act (CEQA) as Amended" should be followed.

### **3. Role of the ICAPCD within the CEQA Process**

Under CEQA, the ICAPCD may act as a Lead Agency, a Responsible Agency or a Reviewing Agency.

Lead Agency: A Lead Agency normally is the agency with general discretionary governmental powers, such as a city or county<sup>5</sup>. That is, if a government agency – city or county – has jurisdiction over discretionary land use permits then that agency will be the preferred Lead Agency<sup>6</sup>. For example, the Imperial County Department of Planning & Development Services has jurisdiction over zoning and as such is typically the lead agency for all residential, commercial and industrial development projects proposed within Imperial County<sup>7</sup>. The ICAPCD will undertake the Lead Agency role when a project requires an ICAPCD permit and no other agency has prepared or will prepare a CEQA document for that project.<sup>8</sup>

A Lead Agency is responsible for compliance with CEQA by ensuring that the potential environmental impacts associated with a proposed project are adequately assessed. The assessment is comprised of several determinations, which includes, but is not limited to, exempting a project from CEQA and for those projects deemed nonexempt, preparing a Negative Declaration (ND), a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR). Because CEQA grants the Lead Agency full discretionary authority to determine the type of environmental document to be prepared, CEQA included a requirement that Lead Agencies consult with and solicit comments from responsible and reviewing agencies during the preparation of environmental documents.<sup>9</sup>

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<sup>5</sup> CEQA Guidelines section 15051 (b) (1)

<sup>6</sup> Discretionary land use permits include but are not limited to conditional use permits, tentative maps and Specific Plans.

<sup>7</sup> According to the "Rules and Regulations to Implement CEQA Rules" adopted by the Planning & Development Services Department the Planning/Building Department is designated as the principal "Lead Agency" Department for the County with respect to the CEQA compliance, of projects.

<sup>8</sup>The regulations found in the "Rules and Regulations to Implement CEQA Rules" adopted by the Planning & Development Services Department shall be applicable to all County Department(s) that have responsibilities under CEQA as either a "Lead Agency" or a "Responsible Agency".

<sup>9</sup> CEQA Guidelines §15050 (c). In addition, Environmental documents include but are not limited to an Initial Study, a ND, and Mitigated ND or any of the many types of EIR's.

Responsible Agency: A Responsible Agency is a public agency, other than the Lead Agency, which has responsibility for carrying out or approving a project.<sup>10</sup> The power to approve a project has been defined as a discretionary approval power.<sup>11</sup> Therefore, the ICAPCD is a Responsible Agency for projects or portions of a project that require an ICAPCD permit or that require any other approval by the ICAPCD. For example, a project under the jurisdiction of the Imperial County will submit an Initial Study to the EEC for review. Here, the ICAPCD is considered a Responsible Agency because it is a member of the EEC. However, the EEC as a body will determine, by vote, whether an EIR, Mitigated ND, or ND is required for the project and will cause the appropriate document to be prepared. Similarly, the ICAPCD has discretionary permitting approval power. Under this capacity, the ICAPCD may coordinate the environmental review process with the ICAPCD's permitting process. While the Lead Agency considers all the potential impacts of a project, the Responsible Agency only considers those aspects that are within the agency's expertise or that require any other approval by the ICAPCD. Under this capacity, the ICAPCD will review and comment to the Lead Agency where the deficiencies lie in the air quality analysis and provide suggestions as to the feasible mitigation measures.

Reviewing Agency: Under CEQA, when an agency is neither a Lead Agency nor a Responsible Agency but has jurisdiction by law with respect to the project or is a Trustee agency over a particular natural resource, that agency is said to have reviewing power over the proposed project.<sup>12</sup> As a Reviewing Agency, the ICAPCD serves as an advisory agency to the Lead Agency. The ICAPCD comments on the adequacy of the air quality analysis, helps to identify a project's impact on air quality and recommends any potential mitigation measures for Lead Agency consideration. In addition, the ICAPCD may comment on other sections of the environmental document, such as traffic, which are related to the impacts on air quality. In any event, a final review by the ICAPCD will include an identification of any deficiencies in the air quality analysis and the recommendation of feasible mitigation measures.

In all cases, the primary concern of the ICAPCD is air quality improvement and maintenance. The ICAPCD provides guidance primarily to mitigate adverse impacts to air quality from development projects within the Imperial County. For most urban development proposals, this typically involves projects where the vehicle trip generation is enough to potentially cause high emission levels, which may hinder the ICAPCD's efforts in attaining and maintaining the Federal and State ambient air quality standards.

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<sup>10</sup> Public Resources Code §21069

<sup>11</sup> CEQA Guidelines §15381

<sup>12</sup> CEQA Guidelines §15086

#### 4. Thresholds of Significance

Under CEQA, each public agency is encouraged to develop and publish thresholds of significance. These thresholds of significance should be an identifiable quantitative, qualitative or performance level of a particular environmental effect; the noncompliance with would mean the effect would normally be significant while compliance with would mean the effect would normally be less than significant.<sup>13</sup>

Generally, a project proponent must submit a preliminary application to an appropriate Lead Agency for a preliminary review. The discretionary authority granted to Lead Agencies during the preliminary review process is found in CEQA. According to the CEQA guidelines, if during the preliminary review process the Lead Agency can clearly determine that an EIR is required the Lead Agency may, under its discretionary powers, skip further preliminary review and begin work directly on the EIR process<sup>14</sup>. In any case, CEQA grants to the Lead Agency the complete discretionary power to determine the type of environmental document, which will be prepared for a proposed project.

Under most circumstances, upon completion of the preliminary review, an Initial Study is conducted to identify any significant environmental impacts created by the proposed project.<sup>15</sup> The Initial Study should analyze all phases of a proposed project that includes construction and operation as well as cumulative impacts. When the air quality evaluation of an Initial Study identifies no potential significant air quality impacts or a less than significant impact then the Lead Agency may decide to adopt a ND<sup>16</sup>. However, when the air quality evaluation of an Initial Study identifies potentially significant air quality impacts then further environmental review is required. Lead Agencies and project proponents are encouraged to utilize computer tools, such as, CalEEMod to analyze direct and indirect sources of emissions. Such a review may result in the development of a Mitigated ND or an EIR. An EIR will require the project proponent to evaluate the identified adverse air quality impacts through the process of a Comprehensive Air Quality Analysis Report.

CEQA requires full disclosure of all the potential air pollutants and/or toxic air emissions from a project. As stated above, the air quality analysis conducted during the Initial Study phase, should help to identify these potential emissions. Typically, the Initial Study is in

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<sup>13</sup> CEQA Guidelines §15064.7

<sup>14</sup>Found in Article 5 section 15060 (d) of the CEQA guidelines.

<sup>15</sup> CEQA Guidelines §15063 (c) (5) provides that an initial study provide "...documentation of the factual basis for the finding.." and §15063 (d) (3) provides "that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries."

<sup>16</sup> Before the release of the ND the Lead Agency must determine that there is no substantial evidence, in light of the whole record before the agency, that the project without mitigation may have a potentially significant impact on air quality.

the form of an “Environmental Checklist.”<sup>17</sup> CEQA included criteria in the “Environmental Checklist Form,” where by a project will be deemed to have a “potentially significant impact” on air quality if it:

- a) Conflict[s] with or obstruct[s] implementation of the applicable air quality plan.
- b) Violate any air quality standard or contribute to an existing or projected air quality violation.
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors.)
- d) Expose the public (especially schools, day care centers, hospitals, retirement homes, convalescence facilities and residences) to substantial pollutant concentrations.
- e) Create objectionable odors affecting a substantial number of people.

Similarly, the ICAPCD has established significance thresholds to assist Lead Agencies in determining whether a proposed project may have a significant air quality impact. Therefore, projects whose emissions are expected to meet or exceed the thresholds of significance for the operational phases of a project will be deemed to have a potentially significant adverse impact on air quality. Another tool available for Lead Agencies and project proponents is the use of project screening, discussed below.

It is not the intent of this guidance handbook, including the thresholds or procedures found therein, to apply to projects, which are specifically exempt within the CEQA Guideline, Sections 15260-15285 (Statutory Exemptions) and 15300-15332 (Categorical Exemptions).

#### **4.1 Thresholds of Significance for Project Operations**

In order to assist Lead Agencies in making a determination on the type of environmental document to prepare, this section, provides quantitative criteria in the form of thresholds to help in the assessment of the environmental impacts. When the preliminary analysis of a project indicates that the proposed project may potentially be near the thresholds identified below, the Lead Agency may consider the project as having a potentially significant impact. Please refer to section 4.2 Screening Criteria for Project Impacts for further information. However, further analysis would then be required to help identify the level of emissions and the subsequent level of impact. In addition, the emission analysis should explore any mitigating characteristics of the project or site which should help the

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<sup>17</sup> CEQA Guidelines Appendix G

Lead Agency identify any feasible mitigation measures. That is, an Initial Study should analyze all phases of a development project including, operational (long-term) and cumulative impacts so as to determine the level of significance.<sup>18</sup> As mentioned above, when the air quality impacts of a project are found to be insignificant then a Lead Agency may determine that a ND is appropriate. However, when the air quality impacts of a project are considered significant because one or more of the thresholds are met or exceeded then a determination by the Lead Agency of either a Mitigated ND or an EIR may be made.<sup>19</sup>

Because the operational phase of a proposed project has the potential of creating lasting or long term impacts on Air Quality, it is important that a proposed development evaluate the potential impacts carefully. Therefore, the results of an initial study should compare all operational emissions of a project, including motor vehicle, area source and stationary or point sources to the thresholds in Table 1 below. Table 1 provides general guidelines for determining the significance of impacts and the recommended type of environmental analysis required based on the total emissions that are expected from the operational phase of a project. For industrial development projects, the thresholds in Table 1 should be used only to determine significance of the impact from mobile source emissions attracted to the stationary source. Therefore, Table 1 would not be used to determine significance for the air emissions associated with the stationary source, including off-road mobile emissions produced within the stationary source. Those stationary source emissions are already subject to mitigation according to Rule 207, New and Modified Stationary Source Review and Rule 201 and must therefore be excluded. However, the Lead Agency has the authority to request a comprehensive air quality analysis or an EIR to address the impact of the stationary source regardless of the threshold in table 1, according to CEQA guidelines.

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<sup>18</sup> CEQA Guidelines §15063 and §15064

<sup>19</sup> An MND is appropriate when impacts can be made insignificant due to the imposition of mitigation measures.

**Table 1, Thresholds of Significance for Project Operations**

<b>Pollutant</b>	<b>Tier I</b>	<b>Tier II</b>
<b>NOx and ROG</b>	<b>Less than 137 lbs/day</b>	<b>137 lbs/day and greater</b>
<b>PM<sub>10</sub> and SOx</b>	<b>Less than 150 lbs/day</b>	<b>150 lbs and greater</b>
<b>CO and PM<sub>2.5</sub></b>	<b>Less than 550 lbs/day</b>	<b>550 lbs/day and greater</b>
<b>Level of Significance</b>	<b>Less Than Significant</b>	<b>Significant Impact</b>
<b>Level of Analysis</b>	<b>Initial Study</b>	<b>Comprehensive Air Quality Analysis Report</b>
<b>Environmental Document</b>	<b>Negative Declaration</b>	<b>Mitigated ND or EIR</b>

**Tier I. Less than 137 lbs/day of NOx or ROG; less than 150 lbs/day of PM<sub>10</sub> or SOx; or less than 550 lbs/day of CO or PM<sub>2.5</sub>**

Any proposed residential, commercial, or industrial development with a potential to emit less than 137 lbs/day of NOx or ROG; less than 150 lbs/day of PM<sub>10</sub> or SOx; or less than 550 lbs/day of CO or PM<sub>2.5</sub> may potentially have an adverse impact on local air quality. From the ICAPCD’s perspective residential, commercial and industrial developments with a potential to emit below this level will **not** be required to develop a Comprehensive Air Quality Analysis Report or an EIR. However, an Initial Study would be required to help the Lead Agency determine whether the project would have a less than significant impact. It must be mentioned that the determination of a “less than significant” impact is distinguished from a “no impact” determination in that the air quality analysis conducted during the Initial Study would reveal that the operational phase of a proposed project would in fact have a potential air quality impact which would not meet the established thresholds for the operational phase. A “no impact” determination would arise when the air quality analysis conducted during the Initial Study would reveal no potential air quality impacts. Further, in keeping with the requirements of CEQA and as a point of clarification, a “No Impact” determination must be “adequately supported by the information sources a Lead Agency cites.”<sup>20</sup>

In any case, the Lead Agency is required by CEQA to disclose the identified environmental effects and the ways in which the environmental effects will be mitigated to achieve a level of less than significant. **To achieve a level of insignificance the Lead Agency should require the implementation of all feasible standard mitigation measures listed in Section 7.2.**<sup>21</sup> It is important to note that the measures identified in Section 7.2

<sup>20</sup> CEQA Guidelines Appendix G “Environmental Checklist Form.”

<sup>21</sup> CEQA Guidelines §15364 states: “Feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

do not represent a comprehensive list of all mitigation measures. Alternative mitigation measures may be proposed by the project proponent, the Lead Agency or the ICAPCD. The ICAPCD requires that alternative mitigation measures be fully documented with a copy of the documentation attached to the Initial Study. In addition, for some residential and commercial development projects, the developer may be required to implement off-site mitigation measures in order to further reduce the air quality impacts. All residential and commercial projects are required to abide by off-site mitigation requirements under section 7.4

**Tier II. 137 lbs/day or greater of NO<sub>x</sub> or ROG; 150 lbs/day or greater of PM<sub>10</sub> or SO<sub>x</sub>; or 550 lbs/day or greater of CO or PM<sub>2.5</sub>**

Any proposed residential, commercial, or industrial development with a potential to meet or exceed the 137 lbs/day of NO<sub>x</sub> or ROG; 150 lbs/day of PM<sub>10</sub> or SO<sub>x</sub>; or 550 lbs/day of CO or PM<sub>2.5</sub> is considered to have a significant impact on regional and local air quality. ***Therefore, Tier II projects are required to implement all standard mitigation measures as well as all feasible discretionary mitigation measures. These measures must be listed and incorporated into the environmental document, which is prepared by the Lead Agency.*** Typically, Tier II projects are required, by the Lead Agency, to prepare an EIR however, should a Lead Agency exempt a project from the development of an EIR **the ICAPCD requires, at a minimum, a Comprehensive Air Quality Analysis Report.** A properly developed Comprehensive Air Quality analysis Report will identify the significant air quality impacts and the required mitigation measures associated with the project. Please refer to Section 6 of this handbook for a discussion on the requirements of a Comprehensive Air Quality Analysis Report. A menu of standard and discretionary mitigation measures are listed in Sections 7.2 and 7.3. These mitigation measures serve to provide the project proponent with feasible measures to help reduce the air quality impacts identified in the Comprehensive Air Quality Analysis Report. In addition, residential, commercial and industrial development projects may be required to implement off-site mitigation measures in order to further reduce the air quality impacts. All residential, commercial and industrial projects are required to abide by off-site mitigation requirements under Section 7.4

#### **4.2 Construction Emissions for Tier I Projects**

It is not uncommon for construction related emissions, which are generally temporary in nature, to have a temporary adverse impact on air quality. Construction, by its very nature may produce a variety of emissions however particulate matter (PM<sub>10</sub>) is the pollutant of greatest concern. Past experience has shown that the emissions from construction can cause substantial increases in localized concentrations of PM<sub>10</sub>. The most common

activities associated with construction involve site preparation, earthmoving activities and general construction. These activities include, but are not limited to, demolition, grading, excavation, cut and fill operations, trenching, soil compaction, land clearing, grubbing and the addition of improvements such as roadway surfaces, structures and facilities. These common construction activities generate emissions from:

1. Fuel combustion from mobile heavy-duty diesel and gasoline powered equipment.
2. Portable auxiliary equipment
3. Worker commuter trips
4. Fugitive dust from soil disturbance.

While construction PM<sub>10</sub> emissions can vary greatly depending on the phase of the construction, level of activity and other factors, there are feasible mitigation or control measures, which can be reasonably implemented to significantly reduce PM<sub>10</sub> emissions. Because particulate emissions from construction activities have the potential of leading to adverse health effects as well as nuisance concerns, such as reduced visibility, all projects are required to mitigate construction impacts by regulation. Section 7.1 represents a summary of standard mitigation measures for the control PM<sub>10</sub> as adopted by the ICAPCD in a set of rules, collectively known as Regulation VIII. Another source of construction related emissions comes from the use of diesel powered construction equipment which has been known to produce ozone precursor emissions and combustion related particulate emissions. To help projects address these emissions Section 7.1 also includes standard mitigation measures for construction equipment.

The approach of the CEQA analyses for construction particulate matter impacts should be qualitative as opposed to quantitative (Tier II projects please refer to Section 6). While a Lead Agency may elect to quantify construction emissions, the ICAPCD recommends the implementation of effective and comprehensive mitigation measures as found in Section 7.1. ***In any case, regardless of the size of the project, the standard mitigation measures for construction equipment and fugitive PM<sub>10</sub> must be implemented at all construction sites. The implementation of discretionary mitigation measures, as listed in Section 7.1, apply to those construction sites which are 5 acres or more for non-residential developments or 10 acres or more in size for residential developments.*** The mitigation measures found in Section 7.1 are intended to be a menu of feasible mitigation measures they are not intended to be an all inclusive comprehensive list of all mitigation measures. Alternatives may be proposed by the Lead Agency, a Developer or the ICAPCD however, the alternatives must produce the same level of mitigation. In addition, the ICAPCD requires documentation of all alternative mitigation measures and a copy of the documentation should be attached to the Initial Study.

### 4.3 Screening Criteria for Project Impacts

During the preliminary analysis of a project, the Lead Agency may utilize the project screening criteria as a simple indication of whether a proposed project may meet or exceed the operational thresholds found in Section 4.1. That is, Table 2 may serve as an indicator to the Lead Agency of any further analysis, which may be required, such as an initial study and/or a Comprehensive Air Quality Analysis Report. However, the Lead Agency should note that Table 2 is not intended to be comprehensive but rather a guiding tool.<sup>22</sup> Should Table 2 indicate that the proposed project may potentially exceed the operational thresholds then the Lead Agency has discretionary authority to require either a Comprehensive Air Quality Analysis Report or an EIR. The criteria used to evaluate air emissions associated with residential and commercial projects is based primarily on the combustion emissions generated by motor vehicles and area source emissions (paved and unpaved roads, construction projects, open areas, etc.) The CalEEMod model was used to evaluate the emissions associated with these projects<sup>23</sup>. The following list is not comprehensive and should be used as general guidance only. As mentioned above, the Lead Agency is encouraged to develop a more refined analysis of the air quality impacts that are specific to a particular project, especially for those proposed projects, which exceed the screening thresholds. The latest CalEEMod model is recommended for use in the evaluation of air quality impacts.

Consultation between the Lead Agency and the ICAPCD is strongly recommended for those development projects, which are not represented in Table 2. Some examples of the type of projects which are not represented are General plans, Specific Plans and/or Enterprise Zones. For mixed use projects, it is strongly recommended by the ICAPCD that these types of projects perform a CalEEMod model on the whole of the project comparing the results to the thresholds found in Table 1. In any event, the intent of the consultation is to provide the Lead Agency with helpful information on the applicability of a Comprehensive Air Quality Analysis Report or an EIR on proposed projects.

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<sup>22</sup> There are other air quality issues, such as high CO concentrations, odors, toxics and cumulative impacts, which must be considered when evaluating a project's potential for causing adverse air quality impacts.

<sup>23</sup> CalEEMod is a planning tool for estimating vehicle travel, fuel use and resulting emissions related to land use projects. The model is used to calculate emissions of ROG, CO, NOX and PM10 from vehicle use associated with specific construction developments.

**Table 2, Screening Criteria for Project Air Quality Impacts**

<b>Land Use</b>	<b>Units of Measure</b>	<b>Trip Generation Rate<sup>(1)</sup></b>	<b>Project Size which Would Generate Air Emissions Greater than the Threshold Limit<sup>(2)</sup></b>
Single Family	Dwelling Unit	9.57	825 Units
Apartments Mid Rise	Dwelling Unit	5.76	1,700 Units
Condominiums General	Dwelling Unit	6.90	1,650 Units
Condominiums High Rise	Dwelling Unit	5.26	1,650 Units
Mobile Home Park	Dwelling Unit	4.99	2,300 Units
Convenience Market (24 hour)	1,000 sq ft	737.99	20,500 sq ft
Convenience Market w/gas pumps	1,000 sq ft	845.60	14,500 sq ft
Supermarket	1,000 sq ft	102.24	78,000 sq ft
Warehouse	1,000 sq ft	2.59	660,000 sq ft (90% HHD, 5% LDA, 5% LDT1)

Source: CalEEMod, version 2016.3.2-programmed by Trinity using Microsoft SQL Compact Edition in conjunction with a Visual Basic Graphical User interface (GUI)

(1) Trip generation rates in this table are from the Institute of Transportation Engineers (ITE) Trip Generation Rate Tables

(2) Emissions are defined as NO<sub>x</sub>, ROG, CO or PM<sub>10</sub>

#### **4.4 Consistency with the Most Recent Clean Air Plan for Imperial County**

Within the CEQA guidelines, Section 15125 (d) requires that an EIR discuss consistency between the proposed project and the applicable regional plans. Section 6 of this handbook, similarly, requires that a Comprehensive Air Quality Analysis Report discuss the consistency between the proposed project and the most recent regional plans. A consistency analysis with the Clean Air Plans is required for large residential developments and large commercial developments which are required to develop an EIR and/or a Comprehensive Air Quality Analysis Report. The EIR and/or a Comprehensive Air Quality Analysis Report of a proposed project should demonstrate compliance with the most recent ozone Air Quality Attainment Plan (AQAP) and PM<sub>10</sub> State Implementation Plan (SIP). The EIR and/or a Comprehensive Air Quality Analysis Report of a proposed project should also demonstrate compliance not only with the Imperial County Rules and Regulations but also those of the State and Federal Regulations.

#### **4.5 Comparison of Predicted Ambient Pollutant Concentrations to State and Federal Air Quality Standards.**

To help protect the public health and welfare, the State and Federal governments established Ambient Air Quality Standards for certain pollutants, known as criteria pollutants. When a large residential and/or commercial project is deemed to have the potential to cause an exceedance of the Ambient Air Quality Standards an ICAPCD air

quality dispersion model may be required. A project is considered to have a significant impact if the emissions associated with the project are predicted to cause or contribute to a violation of any Ambient Air Quality Standard. The petitioner should identify in the EIR or the Comprehensive Air Quality Analysis Report any on-site and off-site control measures which reduce the concentration of air emissions below the Ambient Air Quality Standards.

#### **4.6 Special Conditions**

Project impacts may also be considered significant if one or more of the following special conditions apply:

- a. Development projects which locate in close proximity to already existing industrial type operations which have the potential to emit toxic or hazardous air pollutants, even at a very low level of emissions, may be considered significant because of the increased cancer risk to the in coming population. This is also true of development projects which have the potential to emit toxic or hazardous air pollutants and are located in close proximity to sensitive receptors. Such projects may be required to prepare a health risk assessment to determine the potential level of risk associated with the operation. The ICAPCD should be consulted on any project with the potential to emit toxic or hazardous air pollutants. In addition, pursuant to the requirements of California Health and Safety Code 42301.6 (AB 3205) and Public Resources Code Section 21151.8, subdivision (a)(2), any proposed industrial or commercial project site located within 1000 feet of a school must be referred to the ICAPCD for review.
- b. If a determination is made that a development project has the potential to cause a nuisance problem which impacts a considerable number of people, the project may be considered as having a significant effect. There are projects that may emit pollutants in concentrations that would not otherwise be significant except as a nuisance, as an example projects which emit hydrogen sulfide.

If a project is proposed within the screening level distance in Table 3, the ICAPCD should be contacted for information regarding potential odor problems. For projects that involve new receptors located near an existing odor source(s), a public information reviewing request should be submitted to the ICAPCD for a review of any existing odor complaints and for the nearest odor emitting facility(ies).

**Table 3, Project Screening Distances for Potential Odor Sources**

<b>Type of Operation</b>	<b>Project Screening Distance</b>
Wastewater Treatment Plant	1 mile
Sanitary Landfill	1 mile
Composting Station	1 mile
Feedlot	1 mile
Asphalt Plant	1 mile
Painting/Coating Operations (auto body shops)	1 mile
Rendering Plant	1 mile

## **5. Methods for Calculating Project Emissions**

Air pollutant emissions from an urban development can derive from a variety of sources, including, but not limited to, motor vehicles, natural gas use, electric energy use, combustion-powered utility equipment, paints and solvents, equipment or operations used by various commercial and industrial facilities, construction and demolition equipment and operations, as well as various other sources. The amount and type of emissions produced, and their potential to cause significant impacts, depends on the type and level of development proposed. The following sections describe the recommended methods generally used to calculate emissions from residential and commercial projects.

### **5.1 Motor Vehicle Emissions**

Motor vehicles are the primary source of long-term emissions caused by residential and commercial land uses. These land uses often do not directly emit significant amounts of air pollutants, but cause or attract motor vehicle trips that do produce emissions. Such land uses are referred to as indirect sources.

Motor vehicle emissions associated with indirect sources should be calculated for projects, which exceed the screening criteria listed in Table 2, Screening Criteria for Project Air Quality Impacts. Calculations should be based on the most recent vehicle emission factors (EMFAC series) provided by the California Air Resources Board (CARB), and trip generation factors published by the Institute of Transportation Engineers (ITE). These factors have been incorporated into a simple computer model called CalEEMod. CalEEMod incorporates the EMFAC emission factors and ITE trip rates.

CalEEMod is a planning tool for estimating vehicle travel, fuel use and resulting emissions related to land use projects. The model calculates emissions of ROG, CO, NOX and PM10 from vehicle use associated with new or modified development such as shopping centers, housing, commercial services and industrial land uses. CalEEMod allows users to compare motor vehicle emissions as a function of the number of vehicle trips associated with a given land use and the vehicle miles traveled for each particular type of trip taken. The calculated emissions can then be used as a basis for project screening.

User-specific inputs to the model include project type, year, season, trip speed and other parameters. The default values should be used when no other project specific information is available. If different values are used, justification and documentation for the inputs should be provided on the appropriate document.

The ICAPCD recommends using the most recent version of CalEEMod and the corresponding version of EMFAC. A link to the most recent version of CalEEMod can be accessed from the California Air Pollution Control Officers Association (CAPCOA) website at [www.capcoa.org](http://www.capcoa.org) or at [www.caleemod.com](http://www.caleemod.com). As an alternative, the petitioner may choose to manually evaluate the air emissions associated with a particular project.

A thorough emissions analysis should be performed on all relevant emission sources, using emission factors from EPA document AP-42 "Compliance of Air Pollutant Emission Factors", the latest version of EMFAC, or other approved source(s). The emission analysis should include calculations for estimated emissions of all criteria pollutants and toxic substances released from the project. Documentation of emission factors and all assumptions should be provided.

## **6. Air Quality Analysis**

This section is intended to help project proponents understand the application of an Air Quality Analysis. Typically, during the initial study portion of a proposed project a preliminary Air Quality Analysis, such as CalEEMod, is conducted to help reveal potential air quality impacts. When indications of the analysis demonstrates that a project may potentially have significant impacts then further review is required to identify those impacts and to determine the appropriate mitigation measures. As mentioned before a Lead Agency has the discretionary authority to determine the type of environmental documentation which is required. There is a distinction; the Lead Agency may only require a Comprehensive Air Quality Analysis Report as opposed to an EIR. However, even when a Lead Agency does not require an EIR and the proposed project either meets or exceeds those significance criteria mentioned above a Comprehensive Air Quality Analysis Report

is still required. For all other projects, a preliminary Air Quality Analysis such as an initial study with CalEEMod is sufficient enough to identify potential impacts and their respective mitigation measures.

## **6.1 Comprehensive Air Quality Analysis Report**

A Comprehensive Air Quality Analysis Report should address the air quality impacts from both the construction and operational phases of a proposed project. The analysis should include, at a minimum, all of the following:

- a. A description of the existing air quality and related emissions within the impacted area, including the attainment status of the ICAPCD relative to State and Federal air quality standards and any existing regulatory restrictions to development. Included should be data from the closest air quality monitoring station(s) to the project site. The most recent Clean Air Plans should be consulted for applicable information.
- b. A description of criteria and toxic air pollutants emitted from the project and their primary health impacts. The description shall include short and long term health effects from exposure of elevated levels of these pollutants. As well as, a description of the impact upon encroaching development from the emissions of toxic and criteria pollutants from existing facilities. In addition, this section shall describe how increase's in these pollutants impact the health of any susceptible group.
- c. A thorough emission analysis should be performed on all relevant emission sources using the latest version of CalEEMod or other ICAPCD approved source(s). The emission analysis should include calculations for estimated emissions of all criteria pollutants and toxic substances released from the anticipated land mix on a daily and yearly basis. Documentation of emission factors and all assumptions (i.e. anticipated land uses, average daily trip rates from generation studies, etc) should be provided as an appendix to the Comprehensive Air Quality Analysis Report.
- d. The Comprehensive Air Quality Analysis Report should include a range of alternatives to the proposed project that could effectively minimize air quality impacts, if feasible. A thorough emissions analysis should be conducted for each of the proposed alternatives identified. The project proponent and/or interested parties should contact the ICAPCD if additional information and guidance is required. All calculations and assumptions used should be fully documented as an appendix to the Comprehensive Air Quality Analysis Report.

- e. For those projects with a potential to generate heavy volumes of traffic and which can lead to high levels of CO, hot spot modeling should be used to determine compliance with the state CO standard at the intersections and/or roadway links that are considered most impacted by the proposed project. The “hot spots” should be determined according to the traffic impact analysis. One of the most common models is CALINE4, developed by and available from the California Department of Transportation; however, any other ICAPCD approved hot spot model can be used. If determinative results from the air modeling indicate a significant impact, mitigation measures must be identified and incorporated into the appropriate environmental document. The effectiveness of any proposed mitigation measure(s) should be quantified by estimating the effects of the measure(s) on the volume of traffic and/or speeds, and CO concentrations.
- f. The Comprehensive Air Quality Analysis Report should include a section describing the cumulative impacts from all identified existing and proposed future projects. Under CEQA “cumulative impacts” refers to two or more individual effects which when considered together are considerable or which compound or increase other environmental impacts. CEQA also explains that any cumulative impact analysis should consider the incremental impact of a project added to other closely related past, present and reasonably foreseeable probable future projects.<sup>24</sup> Lead Agencies should utilize the threshold limits in Section 4. In addition, any cumulative CO analysis should be accounted for in a CO hotspot analysis described above.
- g. The Comprehensive Air Quality Analysis Report should include an evaluation of the projects consistency with the Clean Air Plan and applicable ICAPCD Rules and Regulations.
- h. Mitigation measures should be recommended, as appropriate, following the guidelines of this handbook.
- i. Construction Emission Analysis

As mentioned previously, construction-related emissions are generally short-term in duration, but may still cause temporary adverse air quality impacts. In some cases, the emissions from construction represent the largest air quality impact associated with a given project. The most common activities associated with construction involve site preparation, earthmoving activities and general construction. These activities include but are not limited to, demolition, grading, excavation, cut and fill operations, trenching, soil compaction, land clearing, grubbing and the addition of improvements

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<sup>24</sup> CEQA Guidelines section 15355

such as roadway surfaces, structures and facilities. These common construction activities generate emissions from

1. Fuel combustion from mobile heavy-duty diesel and gasoline powered equipment.
2. Portable auxiliary equipment
3. Worker commuter trips
4. Fugitive dust from soil disturbance.

The types of pollution that construction activities can generate include PM<sub>10</sub>, ROG, NO<sub>x</sub>, CO and possibly air toxics. However, with respect to general construction activities, PM<sub>10</sub> is the pollutant of greatest concern. Construction related PM<sub>10</sub> emissions can cause a substantial increase in localized concentrations, which under certain circumstances can contribute to violations of the state and federal ambient air quality standards. As such, the Imperial County adopted Regulation VIII, which contains a variety of feasible fugitive dust control measures to help bring the ICAPCD into compliance with the National Ambient Air Quality Standards (NAAQS). Therefore, implementation of the Regulation and its measures apply to any proposed project regardless of its determined level of significance or size.

The emissions from construction activities, such as fugitive PM<sub>10</sub> and exhaust emissions from construction equipment, must be quantified and identified in an EIR or a Comprehensive Air Quality Analysis Report. Table 4 below is intended to serve as a guide for project developers and interested parties in determining the recommended type of mitigation measures.

**Table 4, Thresholds of Significance for Construction Activities**

<b>Pollutant</b>	<b>Thresholds</b>
PM <sub>10</sub>	150 lbs/day
ROG	75 lbs/day
NO <sub>x</sub>	100 lbs/day
CO	550 lbs/day

**PROJECTS BELOW THE THRESHOLD OF SIGNIFICANCE FOR CONSTRUCTION**

For those residential and commercial projects which fall below the level of significance for construction adherence to the most current rules adopted for the control of fugitive dust is mandatory. In addition, the ICAPCD requires the use of the standard mitigation measures for construction equipment and fugitive dust found under Section 7.1 of this

handbook. Please note that the mitigation measures listed are not intended to be all inclusive. Alternative mitigation measures may be proposed either by the project proponent, the Lead Agency or the ICAPCD. In any event, the ICAPCD requires that any alternative mitigation measure be fully documented with a copy of the documentation attached to the Initial study.

## **PROJECTS GREATER THAN THE THRESHOLD OF SIGNIFICANCE FOR CONSTRUCTION**

Residential and commercial projects which are greater than the level of significance for construction may have a significant impact on local and, under certain circumstances, regional air quality. These projects must conduct a construction analysis that appropriately reflects the identified potential construction air quality impacts. In addition, the quantification of construction emissions should be utilized to help define the analysis of a health risk assessment. A health risk assessment requires a diesel exhaust screening level which should be performed in consultation with ICAPCD engineering staff. Projects that are prone to a significant use of heavy-duty diesel equipment and that are within areas prone to human exposure will be required to perform a diesel exhaust screening level. Factors considered by the ICAPCD staff when determining if a screening risk analysis is necessary include the expected emissions from diesel equipment, the location of the project and the distance to sensitive receptors.

In order to help reduce or eliminate construction impacts these projects are required to implement standard, discretionary and enhanced mitigation measures found in Section 7.1 for construction equipment and fugitive PM10. In addition, a health risk assessment as described above is also required.

In order to help Lead Agencies identify feasible mitigation measures for those projects which have been deemed to have a significant environmental impact, a mitigation measures section has been added to this handbook. Section 7, Mitigation Measures, includes a menu of mitigation measures for the construction and operational phases of a project. Subsection 7.1 lists the feasible mitigation measures that are recommended for the construction phase of the project while Subsection 7.2 lists the feasible mitigation measures for the operational phase of a project. Because Section 7 in its entirety does not represent a comprehensive list of all mitigation measures the project proponent or the Lead Agency may propose alternative mitigation measures that are capable of providing the same level of mitigation. The ICAPCD requires documentation of all alternative mitigation measures and a copy of the documentation should be attached to the Initial Study.

***In no way does this CEQA handbook absolve or otherwise preclude a project from compliance with any and all appropriate Imperial County Air Pollution Control District Rules and Regulations. All projects are required to comply with applicable ICAPCD rules and regulations. For the construction phase of a project this means that compliance with the requirements of Regulation VIII is absolute.***

## **7. Mitigation Measures**

Under CEQA, a Lead Agency must mitigate or avoid significant environmental impacts associated with a proposed project. Projects which have been deemed to have a significant environmental impact must identify feasible mitigation measures or alternatives to reduce the impacts below a level of significance. Thus, an EIR must not only identify significant environmental impacts but the EIR must attempt to mitigate or avoid those significant impacts by implementing feasible mitigation measures. Similarly, a MND should identify mitigation measures and include those measures as part of the project to reduce impacts on air quality to a less than significant. To achieve a level of insignificance, a project must reduce its air quality impacts below the threshold levels indicated in Section 4. In order to help Lead Agencies make proper discretionary judgments regarding the feasibility of the mitigation measures pertaining to air quality the following information is provided.

This section contains a menu of mitigation measures, which may be used by project proponents and local agencies, to mitigate air quality impacts resulting from any proposed project. **By definition an air quality mitigation measure must go beyond already existing requirements and regulations.** Federal, State and local level regulatory programs currently exist to reduce air pollutant emissions from a variety of sources. Even with these regulatory programs additional mitigation measures are needed to supplement and compliment already existing regulations to help eliminate air quality impacts.

### **7.1 Construction Equipment and Fugitive PM<sub>10</sub> Mitigation Measures**

Construction emissions, while traditionally temporary in nature, have been known to cause adverse air quality impacts. In fact, in some cases, construction emissions tend to represent the largest portion of the air quality impacts associated with a given project. Emissions resulting from the common activities associated with general construction and construction equipment both contribute to elevated concentrations of PM<sub>10</sub>, CO and ozone precursor emissions.

Below are a number of fugitive dust mitigation measures, which have been shown to significantly reduce emissions. The following examples are not considered all inclusive. Use of alternative mitigation measures may also be considered if the appropriate documentation is provided.

***In no way does compliance with Regulation VIII, Fugitive Dust Control measures alleviate or otherwise preclude a project from compliance with any and all other applicable laws, ordinances, resolutions, rules, statutes or other local, state or federal regulations or requirements.***

**REGULATION VIII - FUGITIVE DUST CONTROL MEASURES (Most recently adopted)**

– All construction sites, regardless of size, must comply with the requirements contained within Regulation VIII. Although compliance with Regulation VIII does not constitute mitigation under the reductions attributed to environmental impacts its main purpose is to reduce the amount of PM<sub>10</sub> entrained into the atmosphere as a result of anthropogenic (man-made) fugitive dust sources. Therefore, under all preliminary modeling a presumption is made that all projects are in compliance with Regulation VIII.

**Standard Mitigation Measures for Fugitive PM<sub>10</sub> Control**

- a. All disturbed areas, including Bulk Material storage which is not being actively utilized, shall be effectively stabilized and visible emissions shall be limited to no greater than 20% opacity for dust emissions by using water, chemical stabilizers, dust suppressants, tarps or other suitable material such as vegetative ground cover.
- b. All on site and off site unpaved roads will be effectively stabilized and visible emissions shall be limited to no greater than 20% opacity for dust emissions by paving, chemical stabilizers, dust suppressants and/or watering.
- c. All unpaved traffic areas one (1) acre or more with 75 or more average vehicle trips per day will be effectively stabilized and visible emission shall be limited to no greater than 20% opacity for dust emissions by paving, chemical stabilizers, dust suppressants and/or watering.
- d. The transport of Bulk Materials shall be completely covered unless six inches of freeboard space from the top of the container is maintained with no spillage and loss of Bulk Material. In addition, the cargo compartment of all Haul Trucks is to be cleaned and/or washed at delivery site after removal of Bulk Material.

- e. All Track-Out or Carry-Out will be cleaned at the end of each workday or immediately when mud or dirt extends a cumulative distance of 50 linear feet or more onto a paved road within an Urban area.
- f. Movement of Bulk Material handling or transfer shall be stabilized prior to handling or at points of transfer with application of sufficient water, chemical stabilizers or by sheltering or enclosing the operation and transfer line.
- g. The construction of any new Unpaved Road is prohibited within any area with a population of 500 or more unless the road meets the definition of a Temporary Unpaved Road. Any temporary unpaved road shall be effectively stabilized and visible emissions shall be limited to no greater than 20% opacity for dust emission by paving, chemical stabilizers, dust suppressants and/or watering.

In order to provide a greater degree of PM<sub>10</sub> reductions, above that required by Regulation VIII, the ICAPCD recommends the following:

**Discretionary Mitigation Measures for Fugitive PM<sub>10</sub> Control**

- a. Water exposed soil with adequate frequency for continued moist soil.
- b. Replace ground cover in disturbed areas as quickly as possible
- c. Automatic sprinkler system installed on all soil piles
- d. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- e. Develop a trip reduction plan to achieve a 1.5 AVR for construction employees
- f. Implement a shuttle service to and from retail services and food establishments during lunch hours

Although the preceding discussion of construction impacts and mitigation measures are primarily focused on PM<sub>10</sub> emissions from fugitive dust sources, Lead Agencies should also seek to reduce emissions from construction equipment exhaust. Because of the availability of new control devices, required in the manufacturing of PM oxidation catalysts and NO<sub>x</sub> absorbers, substantial reductions in PM and NO<sub>x</sub> emissions from diesel engines is achievable. These new retrofit kits and in some cases new original equipment require the use of ultra low sulfur diesel in order to be effective.

## **Standard Mitigation Measures for Construction Combustion Equipment**

- a. Use of alternative fueled or catalyst equipped diesel construction equipment, including all off-road and portable diesel powered equipment.
- b. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes as a maximum.
- c. Limit, to the extent feasible, the hours of operation of heavy duty equipment and/or the amount of equipment in use
- d. Replace fossil fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set)

To help provide a greater degree of reduction of PM emissions from construction combustion equipment the ICAPCD recommends the following enhanced measures.

## **Enhanced Mitigation Measures for Construction Equipment**

- a. Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak hour of vehicular traffic on adjacent roadways
- b. Implement activity management (e.g. rescheduling activities to reduce short-term impacts)

## **7.2 Standard Mitigation Measures for Project Operations**

These standard air quality mitigation measures have been separated according to land use and mitigation type.

***According to Table 1, Tier I, projects generating less than 137 lbs/day of NO<sub>x</sub> or ROG; less than 150 lbs/day of PM<sub>10</sub> or SOX; or less than 550 lbs/day of CO or PM<sub>2.5</sub>, the Initial Study should require implementation of all the Standard Mitigation Measures in order to help mitigate or reduce the air quality impacts to a level of insignificance. However, simple implementation of the mitigation measures does not guarantee that the project will be insignificant. The insignificance must be determined by the results of the Initial Study.***

***According to Table 1, Tier II, projects generating 137 lbs/day or greater of NOx or ROG; 150 lbs/day or greater of PM<sub>10</sub> or SOX; or 550 lbs/day or greater of CO or PM<sub>2.5</sub>, the EIR or Comprehensive Air Quality Analysis Report should select and implement all feasible and practicable measures from the discretionary list, in addition to the Standard Mitigation Measures.***

## **RESIDENTIAL PROJECTS**

Standard mitigation measures for residential projects include the following site design and energy efficiency standards:

### Standard Site Design Measures

- a. Link cul-de-sacs and dead-end streets to encourage pedestrian and bicycle travel;
- b. Allocate easements or land dedications for bikeways and pedestrian walkways;
- c. Provide continuous sidewalks separated from the roadway by landscaping and on-street parking. Adequate lighting for sidewalks must be provided, along with crosswalks at intersections;
- d. Bicycle storage at apartment complexes or condos without garages.

### Standard Energy Efficiency Measures

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

## **COMMERCIAL PROJECTS**

Standard mitigation measures for commercial projects include the following site design and energy efficiency standards:

### Standard Site Design Measures

- a. Provide on-site bicycle lockers and/or racks;
- b. Provide on-site eating, refrigeration and food vending facilities to reduce lunchtime trips;

- c. Provide shower and locker facilities to encourage employees to bike and/or walk to work;
- d. Provide for paving a minimum of 100 feet from the property line for commercial driveways that access County paved roads as per County Standard Commercial Driveway Detail 410B (formerly SW-131A).

#### Standard Energy Efficiency Measures

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

### **7.3 Discretionary Mitigation Measures**

The discretionary mitigation measures listed in this section have been separated according to land use and mitigation type. It is important to note that the measures identified here do not represent a comprehensive list of all mitigation measures possible. Project proponents are encouraged to propose other alternatives that are capable of providing the same level of mitigation.

### **RESIDENTIAL PROJECTS**

#### Discretionary Site Design Measures

- a. If the project is located on an established transit route, improve public transit accessibility by providing transit turnouts with direct pedestrian access to project.
- b. For bus service within a ¼ mile of the project provide bus stop improvements such as shelters, route information, benches and lighting.
- c. Increase street tree planting.
- d. Outdoor electrical outlets to encourage the use of electric appliances and tools.
- e. Provide bikeway lanes and/or link new comparable bikeway lanes to already existing lanes.
- f. Increase the number of bicycle routes/lanes.
- g. Provide pedestrian signalization and signage to improve pedestrian safety.

- h. Synchronize traffic lights on streets impacted by development

#### Discretionary Energy Efficiency Measures

- a. Use roof material with a solar reflectance value meeting the EPA/DEO Energy Star® rating to reduce summer cooling needs.
- b. Use high efficiency gas or solar water heaters.
- c. Use built-in energy efficient appliances.
- d. Use double-paned windows.
- e. Use low energy street lighting (i.e. sodium).
- f. Use energy efficient interior lighting.
- g. Use low energy traffic signals (i.e. light emitting diode).
- h. Install door sweeps and weather stripping if more efficient doors and windows are not available.

### **COMMERCIAL PROJECTS**

#### Discretionary Site Design Measures

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

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

#### Discretionary Energy Efficiency Measures

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

#### **INDUSTRIAL PROJECTS**

- a. Implement carpool/vanpool programs and incentives (i.e. carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.)
- b. Provide for shuttle/mini bus service such as to establish a shuttle service from residential care areas to the worksite.
- c. Provide preferential carpool and vanpool parking

- d. Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc if the project is located on an established transit route.
- e. Design and locate buildings to facilitate transit access (i.e., locate building entrances near transit stops, eliminate building setbacks, etc.)
- f. Provide incentives to employees to take public transportation, walk, bike, etc.
- g. Provide pedestrian signalization and signage to improve pedestrian safety.
- h. Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.
- i. Provide on-site bicycle and motorcycle parking. Such as providing weather-protected bicycle parking for employees.
- j. Provide safe, direct access for bicyclists to adjacent bicycle routes.
- k. Provide shower and locker facilities to encourage employees to bike and/or walk to work – typically, one shower and three lockers for every 25 employees.
- l. Provide on-site eating, refrigeration and food vending facilities to reduce lunchtime trips.
- m. Increase street tree planting
- n. Measures which meet mandatory, prescriptive and/or performance measures as required by Title 24.
- o. Use low emission fleet vehicles such as TLEV, ULEV, LEV, ZEV
- p. Install an electrical vehicle charging station with both conductive and inductive charging capabilities.
- q. Use built-in energy efficient appliances, where applicable.
- r. Use double-paned windows
- s. Use low energy parking lot and street lights

- t. Use energy efficient interior lighting

## **7.4 Off-site Mitigation**

### **Off-site mitigation for Commercial and Residential Developments:**

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

### **Off-site mitigation for Industrial Projects:**

Because industrial development projects are by their very nature much more complex, the evaluation of the air impacts resulting from an industrial development is addressed at two levels: that of the environmental review process and that of the ICAPCD permitting review process. The ICAPCD permitting review process addresses mitigation of air emissions from the Stationary source. Therefore, the ICAPCD has adopted the guidance policy #5 to help Lead Agencies and interested parties in the evaluation of off-site mitigation from mobile sources attracted to the stationary sources.



## **El Centro General Plan Update Scoping Meeting July 30, 2020**

### **Transcription of comment from Miguel Hernandez at Minute 52:**

Thanks for the opportunity to see this and participate and see this and for having this shared with the local groups and livestreamed on Facebook. Really good public input so that for you for that. And some of the first things that come to my mind perhaps that might be worth taking a look is an issue that—the Washington School is on the east side of El Centro—which is mainly located, not sure the zoning in that particular area but there is a high industrial traffic UPS station there. There is a lot of traffic on Main Street on that part, and there is that school there, and those sensitive receptors that have for many years or for those years the school has been affected by the high traffic there. I just wanted to point that out. That is one of the immediate thoughts that came to my mind as far as environmental impacts and those sensitive receptors at that particular school. There is green barriers or rerouting or something that could be done, and that is just an initial thought I had for that particular school. And again, thanks for allowing us to participate and look forward to continuing to be involved in this process, and thank you again.

