

LUCKEY RANCH SPECIFIC PLAN

SEPTEMBER 2000

Prepared for:



**City of Brawley
California**

Prepared by:



**On Behalf of:
Alamitos Land Company
Brawley, California**

▪ LUCKEY RANCH ▪
SPECIFIC PLAN

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SECTION I
SUMMARY

I. SUMMARY

The Luckey Ranch Specific Plan is a comprehensive document that carries out various aspects of the Luckey Ranch General Plan Amendment and Change of Zone that accompanies it. The proposed Luckey Ranch project is a 580-acre master-planned community that includes a diverse mix of industrial, light industrial/business park, commercial, and residential areas designed to work together as a comprehensive whole. The plan is laid out with a series of villages that will be complemented by the employment and retail areas and schools and parks. The plan has been carefully designed to accommodate the expansion of the Brawley Municipal Airport and the proposed State Route 78/111 Brawley By-Pass. It is also designed to be compatible with the Imperial County Airport Land Use Compatibility Plan and the Brawley General Plan, to the greatest extent possible.

The Luckey Ranch Specific Plan includes the following sections:

Introduction - This section sets the stage for the entire Specific Plan.

Land Use Plan - This section includes the project goals and objectives and includes the physical "Land Use Plan Diagram" and the Land Use Summary Table.

Development Standards - This section includes the changes to the City of Brawley Zoning Ordinance (Chapter 27) needed to carry out the design concept of the Luckey Ranch. A proposed zoning map is also included.

Infrastructure Plan - This section addresses the circulation, water, sewer, storm drainage needs generated by the project and methods of providing services. Fire and police protection and park and recreation needs are also addressed.

Conceptual Phasing Plan - This section addressed conceptual overall project phasing within Luckey Ranch.

General Plan Consistency - This section includes a discussion of consistency with the City of Brawley General Plan, as amended.

Implementation - This section addresses the procedures for the implementation.

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SECTION II
INTRODUCTION

II. INTRODUCTION

A. PURPOSE OF SPECIFIC PLAN

The purpose of this Specific Plan is to provide the City of Brawley, the Local Agency Formation Commission, and the landowner with a legal document that sets forth a course of development based on sound planning practices tailored to the specific site conditions found at Luckey Ranch. This document has been prepared at the request of the City of Brawley and the Local Agency Formation Commission.

A Specific Plan is considered the appropriate planning tool for this kind of project because it allows greater creativity than conventional zoning and land use regulations. As an alternative to traditional zoning, Specific Plans are used to encourage more imaginative planning of large-scale, mixed-use developments within the framework of a cohesive and comprehensive regulatory plan. The development of Lucky Ranch is particularly suited for the specific planning process because of the size of the site and the variety of land uses proposed. The Specific Plan process will result in a plan that offers a balanced, economic, and efficient use of the land and a vibrant community where one can live, work, and play.

Section 65450 of the California Government Code establishes minimum standards for Specific Plans. The Specific Plan for Luckey Ranch has been written according to the legal framework set forth by State Law. According to California Government Code Section 65453, a Specific Plan may be adopted either by resolution or by ordinance. A Specific Plan may be policy oriented (when adopted by resolution) or regulatory (when adopted by ordinance). The Luckey Ranch Specific Plan is both policy oriented (general project information) and regulatory (Development Standards and Implementation). All development projects will be reviewed for general conformance with the Luckey Ranch Specific Plan goals and objectives and Development Standards prior to construction. The following summarizes the requirements of State Law and shows the Plan's compliance.

1. *A Specific Plan shall include a text and diagram that specify all of the following in detail:*

- a. *The distribution, location and extent of the uses of land including open space within the area covered by the plan.***

Section III of this Specific Plan includes the location of various land uses including residential, commercial, open space/recreation, and circulation.

- b. *The proposed distribution, location, and intensity of major components of public and private transportation/sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located***

within the area covered by the plan and needed to support the land uses described in the plan.

The Circulation Plan, found in Section V, addresses these issues by delineating the arterial streets and conceptual access points for collector streets planned within Luckey Ranch. Public services and facilities are also discussed in Section V.

- c. *Standards and criteria by which development will proceed and standards for the conservation, development and utilization of natural resources, where applicable.*

Section IV of the Specific Plan includes the development standards that define the criteria by which development will proceed. The Land Use Plan addresses the provisions for natural resources.

- d. *A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out items one and two herein.*

The Specific Plan includes an Infrastructure Plan (Section V) which addresses infrastructure needs, Section VI addresses Luckey Ranch conceptual phasing and Section VIII - Implementation explains how the plan will be implemented.

2. *The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*

Luckey Ranch Specific Plan has been written to achieve the goals and policies found in the City of Brawley's General Plan - as amended. Section VII addresses the development of Luckey Ranch and its consistency with the City of Brawley General Plan.

B. ISSUES ADDRESSED IN SPECIFIC PLAN

The development of Luckey Ranch in concert with the "Land Use Plan Diagram," requires that a diversity of planning issues be addressed. These issues include the following;

- Land Use - This section explains and illustrates the various land uses proposed on the site.

- Development Standards - The Specific Plan establishes development regulations for each land use category devised to ensure a high quality, urban environment.
- General Plan Consistency - The Specific Plan has been developed to ensure consistency with the City of Brawley General Plan and the Imperial County Land Use Commission - Airport Land Use Compatibility Plan.
- Implementation - As mentioned above, the Specific Plan includes a series of procedures and regulations necessary to ensure that the overall purpose of the Luckey Ranch Specific Plan is implemented in an orderly and consistent manner.

C. RELATIONSHIP OF SPECIFIC PLAN EIR TO SUBSEQUENT DISCRETIONARY APPROVALS.

The Luckey Ranch EIR was developed to provide a program level analysis of the environmental impacts associated with:

- An amendment of the City of Brawley General Plan.
- Annexation of the western portion of the Luckey Ranch and one additional parcel under separate ownership located along Shank Road, to the City.
- Future implementing subdivisions, planned developments, business and office parks, and associated public services and services.

All future discretionary approvals for development within the area regulated by the Luckey Ranch Plan will be in conformance with the EIR and Specific Plan. Implementation of future development will require approval of subdivision maps, conditional use permits, and site plans as required by the City of Brawley Zoning Ordinance and Subdivision Ordinance for the various development areas.

D. PROJECT SETTING

Luckey Ranch is located primarily in unincorporated Imperial County immediately east of the current City of Brawley city limits in the area generally between existing SR 78 and Shank Road, east and west of Best Road. Exhibit Numbers 1 and 2 show regional and local vicinity context of the site. The Luckey Ranch contains a total of 1,942 acres and consists of two noncontiguous parcels

of land. This Specific Plan encompasses only the western 580 acres of the Ranch including a 100-acre parcel just east of the Southern Pacific Railroad and south of Shank Road and the western 480-acres between existing Best Road and the Rockwood Canal; both of these parcels are within the present City of Brawley Sphere of Influence and General Plan boundaries. The remaining 1,362 acres are outside of the City General Plan and Sphere of Influence boundary and are not a part of this Specific Plan.

The site is presently being farmed and will remain in farming use until urbanization occurs. The Specific Plan offers a balanced, mixed use development of residential, commercial, industrial, and public facility related uses in an overall master planned community. An area for eastward expansion of the Brawley Municipal Airport is reserved, in conformance with the City of Brawley Draft Airport Master Plan of 1996, along with compatible, supportive, industrial development in adjoining areas. In concert with the California Department of Transportation and the City of Brawley, the project reserves areas for the proposed SR 78/111 realignment (Brawley By-Pass) and to situate a commercial area adjoining the proposed realignment.

Surrounding land uses include the Brawley Municipal Airport and residential uses (both single-family and multi-family) between Main Street/State Route 78 and the airport. Farmland and agricultural uses exist to the north, south, and east of the Ranch.

State Route 111 presently runs through downtown Brawley, west of the Luckey Ranch. The California Department of Transportation is currently reviewing alternatives for the realignment of this roadway to bring it east of the downtown area through the Luckey Ranch. The proposed realignment of State Route 78/111 (Brawley By-Pass) as an expressway is in the planning stages: a Final Environmental Impact Report is planned for completion in late 2000 or early 2001. Construction of the Brawley By-Pass is scheduled to begin as early as 2004, with completion expected by late 2005. Several proposed alignments are presently under review by the State. The alignment originally proposed for the Luckey Ranch was generally consistent with the CalTrans "Del Rio" alignment. This alignment allows space for future urban development north of the existing City and for the planned expansion of the Brawley Municipal Airport. The other alternative being considered by CalTrans (the "Frederick's Alignment") has been selected by the City of Brawley as it's preferred alignment and is now the basis for the Luckey Ranch Land Use Plan. The alignment is shown on Exhibit No. 3 "Land Use Plan Diagram," contained herein.

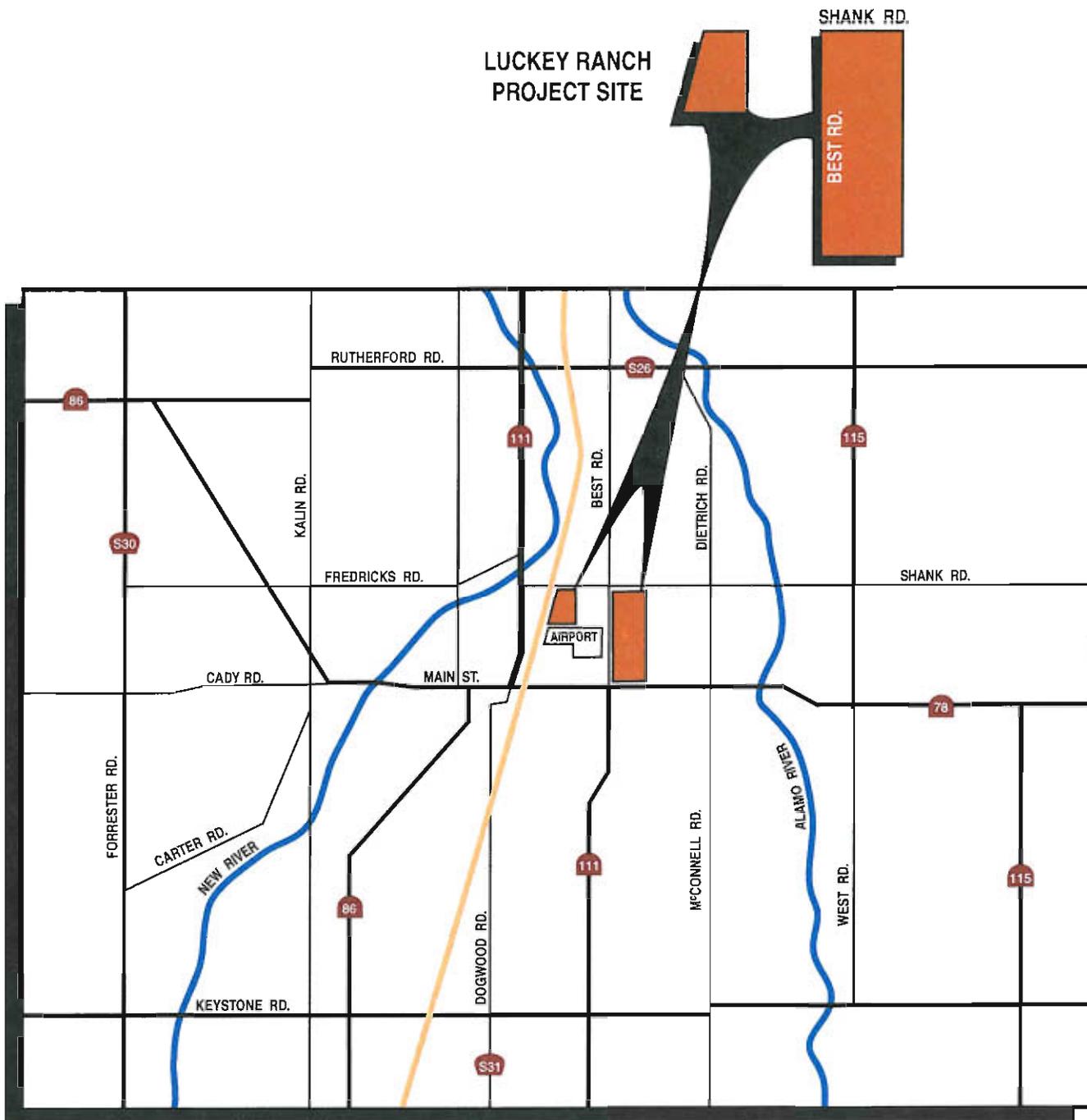


FREDERICK'S ROAD ALTERNATIVE
LUCKEY RANCH
SPECIFIC PLAN

Regional Location Map
Exhibit No. 1



LUCKEY RANCH
PROJECT SITE



FREDERICK'S ROAD ALTERNATIVE
LUCKEY RANCH
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Vicinity Map
Exhibit No. 2



The Brawley Municipal Airport abuts the site on the western edge of the 480-acre parcel of the Luckey Ranch. The City plans to extend the runway to the east to allow for additional airport traffic and larger aircraft. The City is in the process of completing an Airport Master Plan that will determine the exact extent of airport improvements.

E. OVERVIEW OF PROJECT

The Luckey Ranch Specific Plan is a proposed mixed-use development of a 580-acre area. The project includes an amendment to the City's General Plan changing a portion of the site from industrial and commercial to residential use. The project includes a proposal for annexation.

The result of the foregoing actions will be to expand the City boundaries and establish land use and zoning designations to allow the development of a mixed-use master-planned community as shown on the "Land Use Plan Diagram." Table 1 on page 3-10 contains a statistical tabulation of the proposed land uses. The following is a summary of the overall land use concept proposed for Luckey Ranch.

The Luckey Ranch "Land Use Plan Diagram" has been designed as a master-planned community, providing a balanced mix of land uses. These include industrial uses north of the airport, next to the Southern Pacific Railroad line, and light industrial/business park uses directly north and south of the proposed airport expansion. A substantial area east of the current airport is reserved as an "Airport Planning Area" to accommodate an eastward extension of the runway, as proposed by the City of Brawley, Draft Airport Master Plan. In the southern portion of the site, single and multi-family residential areas are planned which include support facilities such as a park and a school. A large commercial site is placed at a strategic location, north of existing SR 78, adjacent to the proposed SR 78/111 realignment.

The balanced mixed-use concept envisioned for the Luckey Ranch ensures that the master planned community will contain areas for people to live, work, and play, providing a rich environment for the future expansion of the City of Brawley.

F. SEVERABILITY CLAUSE

If any provision, or portion of any provision, of this or the application of it or any person or circumstances are held invalid, the remainder of the chapter and the application of such provision to other persons or circumstances shall not be affected by that.

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SECTION III
LAND USE PLAN

III. LAND USE PLAN

A. PROJECT GOALS

Luckey Ranch is designed as a mixed-use development with a balanced combination of residential, commercial, industrial, and public facility uses. Industrial and light industrial/business park areas adjoin the airport, and an airport expansion area is designated for future use by the Brawley Municipal Airport. Residential uses are planned that also contain areas for a park and a school. In addition, neighborhoods will also include additional community facilities such as a fire station, community center, churches, recreational buildings, passive open space, trail systems, and other similar facilities. The community is designed to meet the needs of future residents for shopping and services. This planned community approach will create a sense of place and identity for residents and visitors alike. The location of the land uses is illustrated on Exhibit 3, "Land Use Plan Diagram."

The following goals have been established to guide the development of Luckey Ranch into a planned development that is harmonious with the existing City environment and the surrounding community. In addition, the Plan conforms with the City goals, policies, and standards for land use, circulation, open space, conservation and recreation, housing, safety and noise elements. Section VII of this document compares the Luckey Ranch Specific Plan with the City of Brawley General Plan for consistency between the two plans.

1. *General Goals*

- **Goal** - Implement the goals and policies of the City of Brawley General Plan to the largest extent possible.

This is discussed in detail in Section VII of this document.

- **Goal** - Comply with requirements of the Imperial County Land Use Commission's Airport Land Use Compatibility Plan.

Industrial and light industrial/business park uses are found adjoining the airport flight pattern, with residential uses placed in the outlying areas of Luckey Ranch, away from the flight pattern, consistent with requirements of the Airport Land Use Compatibility Plan.

- **Goal** - Accommodate the City of Brawley's airport expansion plans reflected in the City's Draft Airport Master Plan of 1996.

The Luckey Ranch "Land Use Plan Diagram" designates a 37-acre area, to the east of the existing municipal airport, to allow for airport expansion consistent with the City's latest plans.

- **Goal** - Provide a suitable route to accommodate the proposed State Route 78/111 (Brawley By-Pass).

A transportation corridor is reserved for the future construction of the Brawley By-Pass along the "Frederick's Road Alignment."

- **Goal** - Encourage compatibility with surrounding land uses.

Lower densities are planned next to non-urban areas to provide an appropriate transition to agricultural uses off-site.

- **Goal** - Establish a neighborhood structure that will provide residential areas supported by parks and schools.

Parks and schools are planned close to residential areas for easy access within each neighborhood.

- **Goal** - Provide a planned community that complements existing development within the City of Brawley.

A range of housing opportunities will be provided at Luckey Ranch allowing for compatibility with housing found within the City of Brawley.

Community facilities (such as a park and an open space/trail system) are planned as a part of Luckey Ranch that can be used and enjoyed by the entire City.

- **Goal** - Minimize potential environmental impacts on adjacent properties, where possible.

Land uses within the project are compatible with surrounding land use designations with appropriate land use transitions.

- **Goal** - Develop a land use pattern that meets the needs of future Luckey Ranch residents for retail/commercial services, living areas, educational facilities, and areas for the pursuit of leisure time activities.

Distinct neighborhoods will be planned within the Luckey Ranch that contain a combination of residential uses and community facilities.

A community open space system will be created, at the subdivision stage, that ties the residential neighborhoods together, connects community features, and promotes pedestrian and bicycle circulation.

Viable pedestrian access opportunities to shopping, recreation, and education facilities will be created by placing the higher intensity land uses close to community facilities.

A park site has been located next to the school site to provide maximum opportunities for joint use.

- **Goal** - Provide a range of housing types to meet the varied housing needs within the community.

Development standards are included that allow a variety of detached and attached housing types.

Affordable housing sites will be provided, where possible.

- **Goal** - Ensure that the Luckey Ranch development contributes to the City of Brawley economic development goals and objectives.

The Luckey Ranch "Land Use Plan Diagram" contains a balanced mixture of uses including areas for employment and housing and areas for potential expansion of the airport and the routing of proposed State Route 78/111 (Brawley By-Pass).

- **Goal** - Create a strong sense of community through use of the neighborhood concept.

Well-balanced neighborhoods will be planned at the Luckey Ranch, along with commercial, industrial, and light industrial areas.

- **Goal** - Provide a smooth, sequential transition from urban to rural uses through the extension of urban growth in a logical, systematic way.

Urban uses are planned next to urban uses west of the site in the City of Brawley. Less intense uses are planned adjacent to non-urban uses outside of the site.

2. Circulation Goals

- **Goal** - Organize land uses within the planned community to provide safe and convenient vehicular and pedestrian circulation throughout the Luckey Ranch project area.

An integrated circulation system that provides access between residential, educational, recreational, commercial, light industrial/business park, and industrial areas is planned at the Luckey Ranch as shown in the "Land Use Plan Diagram," Exhibit No. 3, and the Circulation Plan, Exhibit No. 6.

A school, a park site, and open space are planned within the residential area to provide convenient access to these opportunities for the residents.

One park is planned adjacent to a school proposed site to maximize opportunities for joint use.

Commercial, light industrial/business park, industrial, and airport planning area uses are located near existing corresponding uses, as logical extensions of compatible activities.

Commercial, light industrial/business park, and industrial uses are found adjacent to existing and planned arterial roadways, the proposed SR 78/111 (Brawley By-Pass), the Southern Pacific Railroad line, and the Brawley Municipal Airport to provide convenient transportation access.

A community open space system that ties the residential areas together, connects community features, and encourages pedestrian and bicycle circulation to reduce motorized traffic will be developed within Luckey Ranch, at the subdivision stage. Viable pedestrian opportunities to commercial areas and the park/school site will also be created during the subdivision stage.

- **Goal** - Provide a safe and efficient system for movement of people and goods to and from the project site, and within Luckey Ranch itself.

The mobility of residents will be increased through the development of an adequate and balanced circulation system that provides for vehicular and alternative transportation modes, such as pedestrian, bicycle, and public transit systems, during the subdivision process.

Roadways within the Luckey Ranch as shown on the "Circulation Plan," Exhibit No. 6, are arranged into a functional hierarchy that will meet the traffic demand of the development.

On-site transportation facilities will be developed in phases commensurate with project phasing.

A roadway system that serves the needs of individual neighborhoods and discourages through-traffic intrusions into residential neighborhoods will be developed during the subdivision stage.

A conceptual route for future construction of State Route 78/111 (Brawley By-Pass) is planned through the Luckey Ranch.

- **Goal** - Ensure that the impacts of the proposed development on the City's existing roadway system will be mitigated.

Roadway improvements consistent with the conditions of approval for the Luckey Ranch will be constructed as a part of the Luckey Ranch development program.

3. *Parks and Recreation Goals*

- **Goal** - Provide for parks, open space, and recreation facilities to meet the needs of Luckey Ranch residents.

A conceptual park location within the Luckey Ranch is shown on the "Land Use Plan Diagram" to meet the City of Brawley parkland standards (Section 23 A.6 of the Subdivision Ordinance) to serve the estimated number of Luckey Ranch residents.

The final park site will be determined, at the subdivision stage, to provide convenient opportunities to serve the needs of residents.

The conceptual park site is planned adjacent to the conceptual school site to maximize opportunities for joint use.

A community open space system will be created, at the time of subdivision that ties the residential areas together, connects community features, and encourages pedestrian and bicycle circulation that will reduce motorized traffic. Viable pedestrian opportunities for access to commercial, park and school areas will also be created for the Luckey Ranch, during the subdivision stage.

4. *Fire Protection Goals*

- **Goal** - Provide an adequate level of fire protection service to meet the needs of the proposed Luckey Ranch community.

The Luckey Ranch development will meet the fire protection requirements of the Brawley Fire Department.

The Luckey Ranch development will accommodate the fire protection standards established by the Insurance Service Office applicable to the City of Brawley by ensuring that the maximum distance to respond to emergency calls is within the recommended 1.5-mile radius.

The developer will work with the City of Brawley to locate a satellite fire station site at the time of subdivision.

5. *Educational Goals*

- **Goal** - Provide for school sites to meet the needs of Luckey Ranch residents.

Luckey Ranch will address school needs to serve the estimated number of students in Luckey Ranch based upon the number of dwelling units built at the Luckey Ranch. The actual acreage and location of a school site will be determined in discussions with the City of Brawley Elementary School District and Brawley Union High School District at the time of subdivision.

The school site is planned close to residential areas to provide convenient facilities for the residents.

A community park is planned adjacent to the elementary school to maximize opportunities for joint use.

B. LAND USE

The following planned development districts are proposed for the Luckey Ranch:

Single-Family

This land use designation will allow single-family detached, duplexes, zero lot line units, and mobile home subdivisions. The single-family residential areas will maintain an average gross density of 5.5 dwelling units. Portions of development area may exceed 5.5 dwelling units per acre up to a maximum of nine dwelling units per acre so long as minimum lot sizes are maintained. The minimum lot size for single-family detached units will be 6,000 square feet, mobile home subdivisions - 5,000 sq. ft. and duplexes - 6,000 sq. ft. per lot and 3,000 sq. ft. per unit, as specified by the Development Standards contained herein.

Other uses such as a school, churches, childcare facilities, recreational and community facilities such as a park, a fire station, and community facilities may also be permitted within this category.

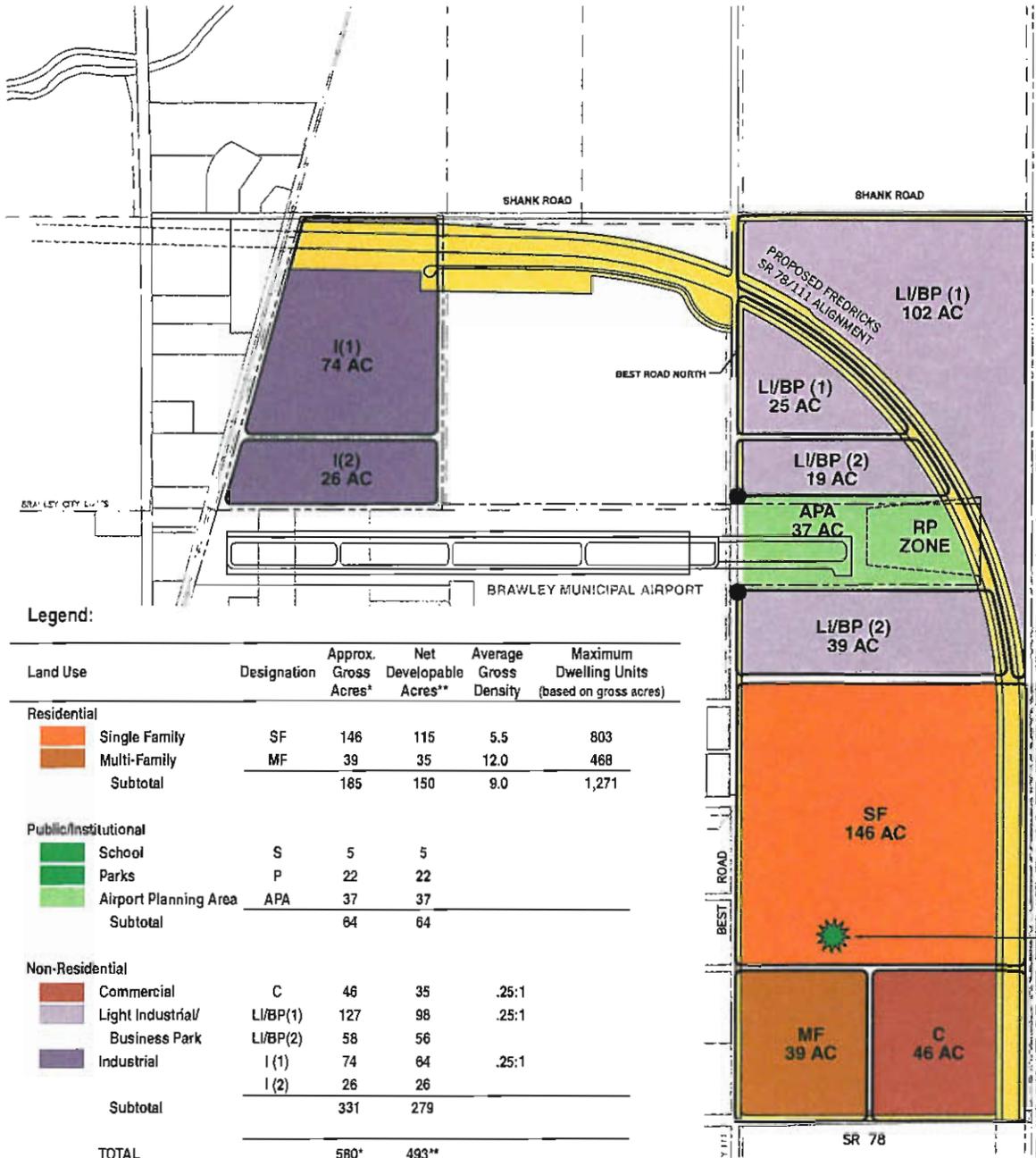
Single-family residential areas are planned in the southern area of the site between Best Road and the Brawley By-Pass. Lower densities in these areas will provide a transition to non-urban uses off-site.

Approximately 185 gross acres and 803 dwelling units are planned for this land use category.

Multi-Family

The multi-family residential land use designation allows single-family detached, duplexes, single-family attached, mobile home subdivisions, and multi-family (condominium, townhouse, and apartment) uses. Densities up to a maximum of 17 dwelling units per net acre overall for a development area will be permitted, so long as the required minimum lot sizes are met. An average density of 12 dwelling units per gross acre must also be maintained throughout the overall multi-family area. Other uses such as churches, childcare facilities, recreational and community facilities such as mini-parks, a fire station, and a community center may also be permitted within this category.

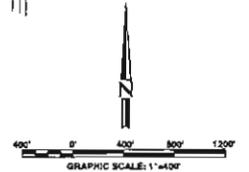
Thirty-nine gross acres and 468 dwelling units are planned for this category.



Legend:

| Land Use | Designation | Approx. Gross Acres* | Net Developable Acres** | Average Gross Density | Maximum Dwelling Units (based on gross acres) |
|------------------------------------|----------------------|----------------------|-------------------------|-----------------------|---|
| Residential | | | | | |
| Single Family | SF | 146 | 115 | 5.5 | 803 |
| Multi-Family | MF | 39 | 35 | 12.0 | 468 |
| Subtotal | | 185 | 150 | 9.0 | 1,271 |
| Public/Institutional | | | | | |
| School | S | 5 | 5 | | |
| Parks | P | 22 | 22 | | |
| Airport Planning Area | APA | 37 | 37 | | |
| Subtotal | | 64 | 64 | | |
| Non-Residential | | | | | |
| Commercial | C | 46 | 35 | .25:1 | |
| Light Industrial/ Business Park | LI/BP(1) LI/BP(2) | 127 58 | 98 56 | .25:1 | |
| Industrial | I (1) I (2) | 74 26 | 64 26 | .25:1 | |
| Subtotal | | 331 | 279 | | |
| TOTAL | | 580* | 493** | | |

- LI/BP(1) Zone C - Airport Land Use Compatibility Plan (Allows City M-1 Zone Uses)
- LI/BP(2) Zone B1 - Airport Land Use Compatibility Plan (Allows only Warehousing, Truck Terminals, Single Story Offices per ALUC - B1 Zone)
- I (1) Zone C - Airport Land Use Compatibility Plan (Allow City M-2 Zone Uses)
- I (2) Zone B1 - Airport Land Use Compatibility Plan (Allows only Warehousing, Truck Terminals, Single Story Offices per ALUC-B1 Zone)
- * Includes 87 acres for SR 78/111 and Major Arterials
- ** Excludes 87 acres for SR 78/111 and Major Arterials



Land Use Plan
Diagram
Exhibit No. 3



FREDERICK'S ROAD ALTERNATIVE LUCKEY RANCH SPECIFIC PLAN



**TABLE 1
LAND USE SUMMARY**

| G.P. Category | Land Use | Approx. Gross Acres ¹ | Net Developable Acres ² | Average Gross Density (DU/AC) | Maximum # of Dwelling Units (Based on gross acres) | Population ³ |
|--|--|----------------------------------|------------------------------------|-------------------------------|--|-------------------------|
| | <i>Residential</i> | | | | | |
| Low Density | Single-Family | 146 | 115 | 5.5 | 803 | 2,762 |
| Medium Density | Multi-Family | 39 | 35 | 12.0 | 468 | 1,609 |
| | Sub-Total | 185 | 150 | 9.0 | 1,271 | 4,371 |
| | <i>Public/Institutional</i> | | | | | |
| Public Facility | School Site ⁴ | 5 ⁴ | 5 | | | |
| Public Facility | Park Site ⁵ | 22 ⁵ | 22 | | | |
| Public Facility | Airport Planning Area ⁶ | 37 | 37 | | | |
| | Subtotal | 64 | 64 | | | |
| | <i>Non-Residential</i> | | | F.A.R. | | |
| Commercial | Commercial | 46 | 35 | .25:1 | | |
| Light Industrial / Business Park (LI/BP) | LI/BP ¹ LI/BP ² | 127 58 | 98 56 | .25:1 | | |
| Industrial | Industrial ¹ Industrial ² | 74 26 | 64 26 | .25:1 | | |
| | Subtotal | 331 ¹ | 279 | | | |
| Transportation | SR78/111 and Major Arterials | 0 | 87 | | | |
| | Total | 580 | 580 | | | |

¹ Includes 87 acres for SR78/111 and major arterials.

² Excludes 87 acres for SR78/111 and major arterials.

³ Based on 3.44 persons per household - State of California, Department of Finance - January 1995.

⁴ School site acreage based on obtaining 5 acres from adjoining parkland where parks and schools are adjoining per City of Brawley joint-use policy so school site will be 10 acres in total size.
(Factors: .6 Students per du k-6, .14 Students per du 7-8, .2 Students per du 9-12).

⁵ Includes 3 acres per 1,000 people for community parks and 2 acres per 1,000 people for neighborhood parks. Includes one 22-acre community park of which 5 acres will be shared with adjoining school.

⁶ Public Facility (Airport Planning Area) is reserved for expansion of the Brawley Municipal Airport.

Note: All acreages are approximate and will be more precisely shown at the time of subdivision.

**TABLE 2
LUCKEY RANCH LOT SIZE PROGRAM**

| Land Use | Minimum Lot Size (Square Feet per Dwelling Unit) | Estimated No. Of Dwelling Units* |
|-------------------------|---|------------------------------------|
| Single-Family Detached | Large Lots - 10,000 per du | 40.0 |
| Single-Family Detached | Single-Family - 6,000 per du | 560.0 |
| Duplexes | Duplexes - 6,000 for 2 du 3,000 per unit | 123.0 |
| Multi-Family | 7,500 minimum lot 2,500 per unit | 190 condominiums 278 apartments |
| Mobile Home Subdivision | 5,000 per unit | 80.0 |
| | TOTAL | 1271.0 |

*Numbers are approximate and will change based upon final market conditions at the time of development.

Single-family development areas also include conceptual locations for a school and a park site. These uses are shown on the "Land Use Plan Diagram," Exhibit No. 3, as symbols because the actual location of these facilities will be determined at the time of subdivision, following further discussions with the City of Brawley, the Brawley Elementary School District, and the Brawley Union High School District. Use of symbols is intended to show that the school and/or park site may be located anywhere within the residential development area.

At this time, one elementary school site is planned within the Ranch. The need for one school site has been based upon the following factors provided by the school districts:

- K - 6 .6 students per dwelling unit
- 7 - 8 .14 students per dwelling unit
- 9 - 12 .2 students per dwelling unit

A park site is planned within Luckey Ranch, including one community park of 22 acres. Five acres of the community park site that is adjacent to the school site will become part of the adjacent school site, in concert with the joint use policy of the City of Brawley. The need for one park site (on 22 acres) was determined based upon the City of Brawley requirement of five acres per 1,000 persons and a household size of 3.44 persons per household (State Department of Finance, January 1995). The park site will be dedicated at the time of subdivision to the City of Brawley (and/or the School District where a site is adjacent to a school site).

Airport Planning Area

This designation includes a reservation for the proposed expansion area for the Brawley Municipal Airport. Thirty-seven acres are reserved for the expansion; this reflects expansion of the runway from its current 4,425-foot length to 5,525-feet, consistent with the results of the City of Brawley Draft Airport Master Plan of 1996. The exact parameters of the possible airport expansion and associated acreage needed for land reservation will be determined at the time of subdivision, based upon the conclusions of the Final Airport Master Plan and final Airport design.

Commercial

One area is planned for commercial development within Luckey Ranch. This includes a community-sized area in the southeast corner of the site at existing SR 78 and the proposed SR 78/111, in general conformance with the City of Brawley General Plan. This site could become a community center; it also provides a suitable location for freeway-oriented commercial (including a truck stop) to service State Routes 78 and 111.

This commercial area is anticipated to provide for the retail needs of local Luckey Ranch residents and for market needs of the nearby City of Brawley. This designation will allow for retail, professional, office, and service-oriented businesses ranging from small-scale uses up to large-scale development.

The maximum floor area ratio (F.A.R) is 0.25:1, consistent with floor area ratios found in the area. Forty-six gross acres are designated for this use category.

Light Industrial/Business Park (LI/BP)

This designation will allow for uses that include business/professional offices, light manufacturing, warehouse/distribution, wholesaling, large-scale warehouse retail, service commercial activities, and public uses. Development planned in this designation will contain floor area ratios of 0.25:1, consistent with floor area ratios found within the area.

This land use category is found in the northern portion of the Ranch, on both sides of the proposed airport expansion, in conformance with land uses allowed by the Imperial County Airport Land Use Compatibility Plan (ALUC). Light Industrial/Business Park uses account for 185 acres. LI/BP(1), accounting for 127 gross acres, allows a broad range of light industrial/business park uses, while LI/BP(2), accounting for 58 gross acres, allows a more limited range of uses because it is within the B1 Zone of the ALUC Plan.

Industrial

Industrial uses are planned for 100 gross acres of the site located south of Shank Road and just east of the Southern Pacific railroad. Uses envisioned include a wide range of manufacturing and non-manufacturing uses, ranging from warehouse and distribution facilities to industrial activities also including heavy agriculture. Planned land uses include light manufacturing, storage, warehousing/distribution, wholesaling, large-scale warehouse retail, (beef slaughter houses and packing plants will be allowed with a Conditional Use Permit) automobile dealerships, support commercial services, and public uses. A floor area ratio of .25:1 is planned for these areas, in concert with floor area ratios found in the area. Industrial (1) - A broad range of industrial uses are planned for the northern 74 acres (gross) of the 100-acre parcel. Industrial (2) - Approximately 26 acres (gross) of this area falls within the area designated as B-1 by the Airport Land Use Compatibility Plan (ALUC). Uses within this area will be limited by the ALUC Plan to warehousing, truck terminals, single-story offices, agricultural uses, pastures, field crops, vineyards, and automobile parking.

Transportation Corridor

Proposed State Route 78/111 is shown realigned on a north/south axis. The City of Brawley has chosen the CalTrans Fredericks Road Alternative as the preferred By-Pass route. The Alamitos Land Company has shown a 240-foot wide corridor for this roadway. Major Arterials are shown at Shank Road and at existing SR 78. Best Road is planned as a Major Arterial. If the airport is expanded, Best Road will terminate in a cul-de-sac on either side of the airport. These roadways account for approximately 87 acres and are included in the gross acreage figures in Table 1. The roadways are further discussed in Section V - Infrastructure. Roadway alignments shown in this document are conceptual and may change at the time of subdivision, based upon more detailed engineering.

Development Area Boundaries/Road Alignments

Exhibit No. 3 depicts the "Land Use Plan Diagram" for the Luckey Ranch. Table No. 1, "Land Use Summary" shows the breakdown of land uses within the Luckey Ranch. Table No. 2 "Luckey Ranch Lot Size Program" shows the estimated number of dwelling units broken down by lot size.

Development Area Boundaries, associated acreages, and number and type of dwelling units are approximate and may change during the subdivision process, based upon more detailed engineering and market information. Development Area Boundaries may be expanded or contracted a maximum of 15% during the subdivision process, so long as the maximum number of dwelling units (1,271) is not exceeded and so long as the maximum acreage for that type of land use is not exceeded. Roadway alignments, as shown, are conceptual and may be modified, as necessary, during the subdivision process, based upon more detailed engineering.

▪ LUCKEY RANCH ▪
SPECIFIC PLAN

SECTION IV
DEVELOPMENT STANDARDS

IV. DEVELOPMENT STANDARDS

The purpose of these standards is to guide the future development of the Luckey Ranch Specific Plan so that will protect the public health, safety, and general welfare of the present and future residents of the City of Brawley. This section describes the specific manner in which the Luckey Ranch project will be developed in conformance with the City of Brawley General Plan.

CITY OF BRAWLEY ZONING ORDINANCE

All development within Luckey Ranch Specific Plan shall be in accordance with all provisions of the City of Brawley Zoning Ordinance as it currently exists, except as specifically modified herein.

The City of Brawley Zoning Ordinance - Chapter 27 sets forth the allowed land uses and development regulations within the various zones of the City shall remain in effect within the Luckey Ranch Specific Plan, with the following **changes or additions**:

1. *PD Zone, Planned Development District*

As shown on Exhibit No. 5, "Proposed Zoning Map", the entire Luckey Ranch Specific Plan area is rezoned to Planned Development (PD) District. In accordance with Section 27.123 of the City of Brawley Zoning Ordinance, a Site Plan is required for all development within a PD Zone.

2. *Interim Uses*

Within all zone districts of the Specific Plan, agricultural uses shall be permitted as interim uses until such time as the property is developed for the uses specified herein. Agricultural uses shall include all those permitted by the A-2-R-General Agricultural Rural Zone and the A-3 Heavy Agricultural Zone of Imperial County (see below) and those permitted by the City of Brawley Zoning Ordinance in the Light Agricultural District (see below also).

Imperial County A-2-R, General Agricultural Rural Zone

- (a) All agricultural and grazing uses, including breeding and/or grazing of animals as follows:
 - 1) On parcels greater than 30 acres, no limit for temporary or transitory grazing provided primary food source is a product grown on site and any import is a supplement and does not generate significant vector breeding.

- 2) On parcels less than 30 acres and parcels contiguous to four (4) or more homes.
- Large animals (cattle, horses, etc.) not to exceed one (1) per half (1/2) acre.
 - Medium animals (goats, sheep, swine, etc.) not to exceed five (5) per half (1/2) acre.
 - Small animals (poultry, rabbits, etc.) not to exceed five (5) per acre.

(All such animals shall be maintained at least 100' from any residence).

Strictly prohibited unless approved by CUP are: livestock feed lots; hog ranches, dairies, animal sales yards, cotton gins, dehydration units, labor camps, packing plants and other similar intense uses.

- (b) Any Agricultural use permitted in the A-1 Zone, under Section 90507.01 of the Imperial County Land Use Ordinance.
- (c) Aquaculture to allow for the growing and harvesting of algae, fish, frogs, shrimp, and similar aquatic products. This includes shipping but does not include processing.
- (d) A "temporary" mobile home or recreational vehicle serving as a temporary residence during construction of a single family home, meeting the requirements specified in 90508.11 (D) of the Imperial County Land Use Ordinance.
- (e) Fish farms and frog farms (no processing).
- (f) Day Care home for less than five (5) people.
- (g) Fruit stand for products grown locally (no processing).
- (h) General retail sales for products grown on site (no processing).
- (i) Mineral exploration.
- (j) Oil, gas, and geothermal exploration.
- (k) One single-family dwelling.
- (l) Residential accessory structure(s).
- (m) Residential care facility serving five (5) or fewer persons.

Uses Permitted with a Conditional Use Permit

The following uses and all others determined to be similar to these uses are permitted in the A-2R Zone, subject to securing a Conditional Use Permit in accordance with standards and procedures set forth within this Title.

- (a) Abattoir or animal slaughter.
- (b) Additional dwelling unit (one additional) unit per legal parcel, not to exceed two (2) per legal parcel, which cannot then be subdivided at a later date.

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DEVELOPMENT STANDARDS

- (c) Agricultural related trucking business (trucking predominantly agricultural products).
- (d) Airports or aircraft landing fields.
- (e) Animal hospitals, kennels and veterinarians office.
- (f) Animal Kennel.
- (g) Animal sales yards or stockyard.
- (h) Animal shelters.
- (i) Animal slaughter and/or meat packing facilities.
- (j) Breeding and raising of animals in excess of the limits specified in permitted uses (a) 2) on preceding page.
- (k) Cemetery or Mausoleum.
- (l) Cheese and other dairy product manufacturing.
- (m) Chickory processing facilities.
- (n) Circus or carnival, Country Club, or other amusement facilities.
- (o) City, County, State, and Federal enterprises, including buildings, facilities, and uses of departments or institutions thereof which are necessary or advantages to the general welfare of the community.
- (p) Cold storage facilities for agricultural products only.
- (q) Commercial nurseries.
- (r) Concrete or Asphalt Batch Plant (Temporary, less than 180 days).
- (s) Contract Harvesting businesses.
- (t) Cotton gins.
- (u) Dairies.
- (v) Dehydration mills.
- (w) Electrical generation plants (less than 50mw).
- (x) Electrical Power Generating Plant excluding nuclear or coal fired.
- (y) Electrical substations in an electrical transmission system (500 kv/230 kv/161 kv).
- (z) Equestrian establishments, stables, and riding academies.
- (aa) Facilities for the transmission of energy (100-200 kv).
- (bb) Farm equipment rental agencies.
- (cc) Farm implement sales and farming related metal fabrication.
- (dd) Farm labor housing for on-site farm employees.
- (ee) Flood Control Facility.
- (ff) Fruit and vegetable packing plants.
- (gg) Geothermal test facilities, intermediate projects, and major exploratory wells.
- (hh) Grain storage and loading facilities.
- (ii) Gun Club (shooting).
- (jj) Heliports.
- (kk) Home occupation limited to Division 4, Chapter 4 of this Title.
- (ll) Hunting and fishing clubs.

**LUCKEY RANCH
SPECIFIC PLAN**

DEVELOPMENT STANDARDS

- (mm) Institutions of a philanthropic nature.
- (nn) Land application of sludge or similar “waste” material to agricultural land.
- (oo) Livestock feed yards or stockyards.
- (pp) Manufacturing building materials from agricultural products.
- (qq) Major facilities relating to the generation and transmission of electrical energy, provided such facilities are not, under State or Federal law, to be approved exclusively by an agency or agencies of the State and/or Federal governments and provided that such facilities shall be approved subsequent to coordination and review with the Imperial Irrigation District for electrical matters.
- (rr) Major Geothermal projects overlay zone.
- (ss) Meat and fish packing plants.
- (tt) Mining and Mineral Extraction.
- (uu) Poultry farming including hatching, breeding, butchering, processing, or shipping of chickens, turkeys or other fowl or poultry, including eggs.
- (vv) Public Agency Structure.
- (ww) Racetrack or Test track including automobile, bicycle, horse or motorcycle.
- (xx) Radio and television transmitters.
- (yy) Resource extraction and energy development.
- (zz) Scale repair facility (truck or other large unit).
- (aaa) Seed mills.
- (bbb) Small ethanol plant with a capacity not to exceed one million gallons a year.
- (ccc) Solar Energy Electrical Generator.
- (ddd) Temporary Real Estate offices or Construction office/yard.
- (eee) Trade Fairs and Exhibits (temporary, less than ten (10) days).
- (fff) Transfer Station for solid waste.
- (ggg) Transportation, Treatment Units (TTU’s) which are used to process/treat hazardous and/or non-hazardous waste/material and which may or may not require permit from such agencies as Department of Health Services, Regional Water Quality Control Board and Air Pollution Control Board. TTU’s shall not be allowed in any zone without the issuance of a Conditional Use Permit. TTU’s shall only be considered for permitting if there is an existing industrial, manufacturing or commercial use, and then only for a limited period not to exceed ninety (90) days.
- (hhh) Water to energy facility less than 10 megawatt.
- (iii) Water and/or Wastewater Treatment Plant.
- (ijj) Wind Driven Electrical Generator, not to exceed 10kW.

Imperial County A-3, Heavy Agricultural Zone

Uses Permitted:

The following uses are permitted in the A-3 Zone.

- (a) Agricultural industry and agricultural services when incidental to and secondary to the primary use of the agricultural parcel and by the same landowner.
- (b) Animal sales yards or stockyard.
- (c) Contract harvesting, when incidental to and secondary to the primary use of the premise for agriculture.
- (d) Cotton gins.
- (e) Creameries, cheese processing, yogurt manufacturing.
- (f) Dehydration mills.
- (g) Fruit and vegetable stands, temporary in nature, and incidental to the uses allowed under Subsection A are allowed. Retail sales of processed products, processed under A-3 Zone provided that they are incidental to and secondary to the primary use.
- (h) Fruit and vegetable and plant product processing including, seed mills, cold storage, packaging, preserving, canning and shipping when the agricultural products are produced or grown by the owner of the processing facility.
- (i) Honey extraction.
- (j) One single-family dwelling.
- (k) Residential accessory structure(s).
- (l) The breeding and raising of animals including, bee keeping, cattle or livestock grazing, birds, dairy stock, fish and frogs, hogs, horse, donkeys, mules, poultry, rabbits, and sheep.
- (m) The growing and harvesting of all agricultural crops, including berry crops, bush crops, field crops (both dry and irrigated), flowers, and horticultural specialties, greenhouse, nursery, nut, timber, vegetable and vine.

Special Note:

The uses under agricultural industries may be in the form of a co-operative, corporation, limited partnership or sole proprietorship provided, if the facility continues to be used for agricultural related processing. In the event the facility ceases to operate, it shall not be converted to another non-agricultural related processing or other commercial/industrial use.

- (n) Miscellaneous uses. Accessory building, structures including cargo tank containers, if incidental to and accessory to the primary permitted use, flood control facilities, home occupation, hunting or fishing clubs without permanent structures, water storage or groundwater recharge facilities, water systems, sewage treatment facilities, wildlife or natural preserves.

- (o) Residential accessory structures, farm labor housing under California law.
- (p) Single-family dwelling.
Note: One residential occupancy is legally permitted in any A-3 Zone, any additional residential occupancy shall only be considered and/or permitted through a Conditional Use permit (CUP).
- (q) Transmission lines, including supporting towers, poles microwave towers, utility substations.

Uses Permitted With a Conditional Use Permit Only

The following uses are permitted in the A-3 Zone, subject to first securing a conditional use permit in accordance with the procedures and standards established within this Title.

- (a) Abattoir or animal shelter.
- (b) Additional dwelling unit (one additional) unit per legal parcel, not to exceed two (2) per legal parcel, which cannot then be subdivided at a later date.
- (c) Agricultural chemical storage, shipping and packing facilities (no manufacturing).
- (d) Agricultural animal products processing including, meat packing, canning and shipping, provided the livestock is produced or grown by the owner of the process facility on the premise or on land, leased, rented or owned by the owner of the processing facility. This section does not allow for slaughterhouses, rendering plants or tanning operations or any similar animal or agricultural waste or by product processing.
- (e) Agricultural related trucking facility (hauling primarily agricultural products).
- (f) Airports or aircraft landing fields.
- (g) Animal hospitals, kennels, and veterinarian office.
- (h) Animal shelters.
- (i) Animal slaughter and/or meat packing facilities.
- (j) Bio-mass energy conversion plant.
- (k) Cemeteries, columbariums, crematories, and mausoleums.
- (l) Chickory processing facilities.
- (m) City, County, State and Federal enterprises, including buildings, facilities and uses of departments or institutions thereof, which are necessary or advantageous to the general welfare of the community.
- (n) Cold storage facility for agricultural products.
- (o) Composting Facility.
- (p) Concrete or asphalt batch plants.
- (q) Dams.

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- (r) Drainage control systems.
- (s) Equestrian establishments, stables and riding academies.
- (t) Explosive material storage and handling.
- (u) Farm labor housing for contract labor.
- (v) Farm machinery and equipment repair facilities.
- (w) Fertilizer mixing, storage and transport facilities (not manufacturing).
- (x) Flower mills.
- (y) Fruit and vegetable packing and processing plants.
- (z) Garbage feeding ranches.
- (aa) Geothermal test facilities, Intermediate projects, and major exploratory wells.
- (bb) Glucose processing.
- (cc) Government office or public buildings.
- (dd) Grain elevators for commercial storage and shipping.
- (ee) Guest ranches.
- (ff) Heliport.
- (gg) Hog ranches.
- (hh) Home occupation.
- (ii) Hospitals, sanitariums and rest homes.
- (jj) Institutions of a philanthropic nature.
- (kk) Labor camps.
- (ll) Land application of sludge or similar product/waste to agricultural land.
Major facilities relating to the generation and transmission of electrical energy, provided such facilities are not, under state or federal law, to be approved exclusively by an agency or agencies of the state and/or federal governments and provided that such facilities shall be approved subsequent to coordination and review with the Imperial Irrigation District for electrical matters.
- (mm) Major geothermal projects overlay zone.
- (nn) Meat and fish packing plants.
- (oo) Mining and mineral extraction or rock, gravel, sand and crushing processing.
- (pp) Non-hazardous waste facility.
- (qq) Oil extraction.
- (rr) Private airports.
- (ss) Public agency or public utility buildings and structures.
- (tt) Race tracks (non-motorized).
- (uu) Radio/television or commercial communication transmitters.
- (vv) Restricted Produce Sales. This "restricted" produce sales would allow for the retail sales of minor food items and souvenirs generally attributable to items sold at roadside and fruit stands, provided, however, that such use is otherwise allowable by State and local laws.

- (ww) Septic disposal systems.
- (xx) Shooting range.
- (yy) Small ethanol plants with a capacity not to exceed one million gallons per year.
- (zz) Solar energy plants.
- (aaa) Surface mining operations.
- (bbb) Tasting rooms.
- (ccc) Temporary construction yard/office.
- (ddd) Temporary Real Estate tract offices and sign.
- (eee) Transfer stations (solid waste non-hazardous).
- (fff) Transportation Treatment Units (TTU's) which are used to process/treat process hazardous and/or non-hazardous waste/material and which may or may not required permit from such agencies as Department of Health Services, Regional Water Quality Control Board and Air Pollution Control Board shall only be permitted through a Conditional Use Permit. TTU's shall not be allowed in any other zone and only with the issuance of a Conditional Use Permit. TTU's shall only be considered for permitting in the zones if there is an existing industrial, manufacturing or commercial use to which the TTU would be an accessory use, and then only for a limited period not to exceed ninety (90) days.
- (ggg) Veterinary clinics.
- (hhh) Waste to energy facilities.
- (iii) Water treatment plants.
- (jjj) Wineries.
- (kkk) Wool pulling and scouring.

City of Brawley – Light Agricultural District

Uses Permitted:

- (a) Accessory buildings or structures, including private garages, carports, barns, stables, corrals, and chicken coops.
- (b) Agricultural crops, growing of for personal use only
- (c) Agricultural equipment sales office and display yards for the sale of farm equipment.
- (d) Animals, horses, cows, goats, rabbits, chickens, and other farm animals for personal use.
- (e) Any conditionally permitted use in the R-1 or R-A zone (with a conditional use permit).
- (f) Any use permitted in the R-1 or R-A zone.
- (g) Commercial fruit stands and other stands which sell agricultural products to the general public.

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DEVELOPMENT STANDARDS

- (h) Tractor and other farm implement repair and/or service shops.
- (i) Trucking companies transporting agricultural products/by-products.
- (j) Welding shops which repair agricultural equipment. (with Planning Director conditional use permit).

Section 27.132 Development Standards

No change from City of Brawley standards.

3. *R-2 Zone, Low Density Multiple-Family Residential*

This zone shall apply as shown on the “Proposed Zoning Map,” Exhibit No. 5 herein.

Section 27.72 - Uses by Residential Zoning District

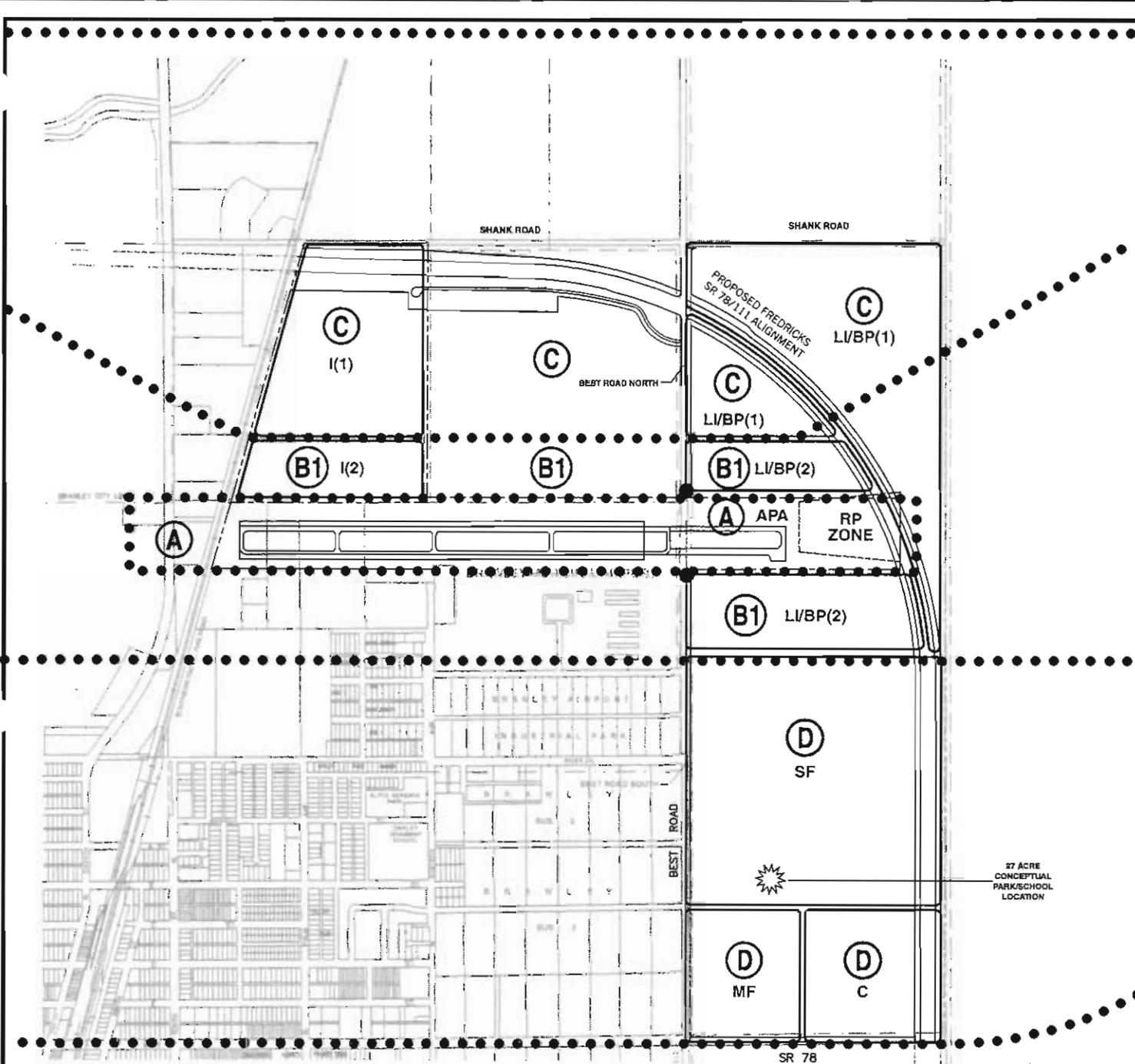
Additional Permitted Uses - Parks, totlots, courts, athletic fields (public and private), community centers, and duplexes. **Planned Development Permit Uses** - Planned Development Permit Uses - Multiple-family Residential consisting of three or more attached dwelling units and reductions in Minimum Lot Size, Minimum Yard Setbacks, and Maximum Building Coverage as specified herein.

Additional Conditional Uses - Modular Homes, Large and Small Family Day Care Homes, Condominium Buildings.

Section 27.73- Residential Development Standards

- a. Minimum Lot Area - 6,000 square feet per site, 3,000 square feet per duplex or single-family attached dwelling unit. (Single-family detached dwelling units - 6,000 square foot minimum lot area.)
- b. Minimum Lot Width - No change.
- c. Minimum Lot Depth - No change.
- d. Minimum Front Yard Setback - No change.
- e. Minimum Side Yard Setback - No change.
- f. Minimum Rear Yard Setback - No change.
- g. Maximum Building Coverage - No change.
- h. Maximum Density - Never shall the average gross density of any single-family development area (boundaries are shown on the “Proposed Zoning Map,” Exhibit No. 5) exceed 5.5 dwelling units per acre. Portions of a development area may exceed 5.5 dwelling units per acre, up to the maximum of nine dwelling units per acre, so long as the minimum lot area referenced above in Section 27.73 a. are maintained in accordance with Section B “Maximum Average Densities” Chapter VIII herein.
- i. Maximum Height - No change.
- j. Off-Street Parking - No change.
- k. Signs - Monument signs to identify villages and/or neighborhoods shall be permitted at major entries and shall not exceed 100 square feet.
- l. Landscape - No change.
- m. Minimum Building Separation - No change.
- n. Accessory Buildings - No change.

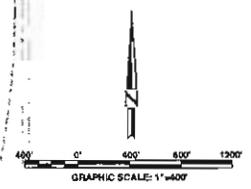
- o. All uses and the development of such uses located in Zone D, as identified in the Imperial County - Airport Land Use Compatibility Plan, shall be in conformance with the requirements of the Federal Aviation Administration, the Airport Land Use Compatibility Plan of Imperial County (see Exhibit No. 4 herein), and the City of Brawley General Plan.



LEGEND:

- Approximate Airport Land use Capability Zone Boundaries
- (A) Runway Protection Zone
- (B1) Approach/Departure Zone
- (C) Common Traffic Pattern Zona
- (D) Other Airport Environs Zone

Note: Boundaries for ALUC Zones are approximate. Exact location of boundaries should be verified with the ALUC at the time of subdivision and/or airport expansion.



Airport Land Use Compatibility Plan Exhibit No. 4



FREDERICK'S ROAD ALTERNATIVE
LUCKEY RANCH
 SPECIFIC PLAN



4. *R-3 Zone, Medium Density Multiple-Family Residential*

This zone shall apply as shown on the “Proposed Zoning Map,” Exhibit No. 5 herein.

Section 27.72 - Uses by Residential Zoning District

Additional Permitted Uses - Parks, totlots, courts, athletic fields (public and private), and zero lot line dwellings.

Planned Development Permit Uses - Reductions in Minimum Lot Size, Minimum Yard Setbacks, and Maximum Building Coverage as specified herein.

Section 27.73- Residential Development Standards

- a. Minimum Lot Area -7,500 square feet per site, 2,500 square feet per attached dwelling unit. (Single-family detached - 6,000 square feet per dwelling unit.)
- b. Minimum Lot Width - No change.
- c. Minimum Lot Depth - No change.
- d. Minimum Front Yard Setback - No change.
- e. Minimum Side Yard Setback - No change.
- f. Minimum Rear Yard Setback - 15 feet.
- g. Maximum Building Coverage - No change.
- h. Maximum Density - Never shall the average gross density of any multi-family development area (boundaries are shown on the “Proposed Zoning Map”, Ex. No. 5) exceed 12 dwelling units per acre. Portions of a development area may exceed 12 dwelling units per acre, up to the maximum of 17 dwelling units per acre so long as the minimum lot area referenced above in section 27.73 a. is maintained consistent with the provisions of Section 3, Chapter VIII, “Maximum /Average Densities” herein.
- i. Maximum Height - No change.
- j. Off-Street Parking - No change.
- k. Signs - Monument signs to identify villages and/or neighborhoods shall be permitted at major entries and shall not exceed 100 square feet.
- l. Landscape - No change.
- m. Minimum Building Separation - No change.
- n. Accessory Buildings - No change.

- o. All uses and the development of such uses located in Zone D, as identified in the Imperial County - Airport Land Use Compatibility Plan, shall be in conformance with the requirements of the Federal Aviation Administration, the Airport Land Use Compatibility Plan of Imperial County (See Exhibit No. 4), and the City of Brawley General Plan.

5. *Mobile Home Subdivisions*

This use is also allowed within the R-2 and/or R-3 residential areas as shown on the “Proposed Zoning Map,” Exhibit No. 5 herein.

Section 27.72 - Uses by Residential Zoning District

Additional Permitted Uses - Parks and totlots.

Planned Development Permit Uses - Mobile Home Subdivisions and reductions in Minimum Lot Size, Minimum Yard Setbacks, and Maximum Building Coverage as specified herein.

Section 27.73- Residential Development Standards

- a. Minimum Site Size - ten acres (2,500 square feet per dwelling unit in multi-family development areas and 5,000 square feet per dwelling unit in single-family development areas.)
- b. Minimum Lot Width - No change.
- c. Minimum Lot Depth - No change.
- d. Minimum Front Yard Setback - No change.
- e. Minimum Side Yard Setback -
Interior Side Yards - 3 feet.
Street Side Yards - No change.
Flag Lot - No change.
- f. Minimum Rear Yard Setback - 10 feet.
- g. Maximum Building Coverage - No change.
- h. Maximum Density - The average gross density of a mobile home subdivision shall be 5.5 dwelling units per acre, with a maximum density of 9 dwelling units per acre in the R-2 residential area shown on Ex. No. 5 “Proposed Zoning Map.” If such subdivision is located in a R-3 residential area shown on Ex. No. 5, “Proposed Zoning Map” the average gross density shall be 12 dwelling units per acre, with a maximum density of 19 dwelling units per acre, so long as the minimum site size provisions in Section 27.73 a. above are maintained.
- i. Maximum Height - No change.
- j. Off-Street Parking - No change.

- k. Signs - Monument signs to identify villages and/or neighborhoods shall be permitted at major entries and shall not exceed 100 square feet.
- l. Landscape - No change.
- m. Minimum Building Separation - No change.
- n. Accessory Buildings - No change.
- o. Minimum Open Space - A minimum of 15% common open space shall be provided within each multi-family development area.
- p. All uses and the development of such uses located in Zone D, as identified in the Imperial County - Airport Land Use Compatibility Plan, shall be in conformance with the requirements of the Federal Aviation Administration, the Airport Land Use Compatibility Plan of Imperial County (See Exhibit No. 4), and the City of Brawley General Plan.

6. C-2 Zone, Medium Commercial

This zone shall apply to the commercial development area within Luckey Ranch located west of proposed SR 78/111, as shown on the "Proposed Zoning Map," Exhibit No. 5 herein.

Section 27.82 - Uses by Commercial Zoning District

Additional Conditional Uses - Academies of Learning (Public or Private), Outdoor Baseball Stadium, Colleges and Universities, Mini-Storage Facilities, Truck, Sales, and Rentals.

Additional Prohibited Uses - Manufacturing, Limited.

Section 27.83- Commercial Development Standards

- a. Minimum Lot Size - No change.
- b. Minimum Lot Width - No change.
- c. Minimum Lot Depth - No change.
- d. Minimum Front Yard Setback - No change.
- e. Minimum Side Yard Setback -
Interior Side - No change.
Street Side - 10 feet.
Flag Lot - 10 feet.
- f. Minimum Rear Yard Setback - No change.
- g. Maximum Building Coverage - No change.
- h. Maximum Floor Area Ratio - .25:1.
- i. Maximum Height - No change.
- j. Off-Street Parking - No change.
- k. Signs - No change.

- l. Landscape - No change.
- m. Minimum Building Separation - No change.
- n. Accessory Buildings - No change.
- o. All uses and the development of such uses located in Zone D, as identified in the Imperial County - Airport Land Use Compatibility Plan, shall be in conformance with the requirements of the Federal Aviation Administration, the Airport Land Use Compatibility Plan of Imperial County (See Exhibit No. 4), and the City of Brawley General Plan.

7. *M-I Zone, Light Manufacturing and Industrial*

This zone shall apply to the Light Industrial/Business Park development areas within Luckey Ranch, as shown on the "Proposed Zoning Map," Exhibit No. 5 herein.

Section 27.92 - Uses by Manufacturing and Industrial Zoning District
No changes.

Section 27.93- Manufacturing and Industrial Development Standards

- a. Minimum Lot Size - No change.
- b. Minimum Lot Width - No change.
- c. Minimum Lot Depth - No change.
- d. Minimum Front Yard Setback - No change.
- e. Minimum Side Yard Setback - No change.
- f. Minimum Rear Yard Setback - No change.
- g. Maximum Building Coverage - No change.
- h. Maximum Floor Area Ratio - .25:1.
- i. Maximum Height - Consistent with the City of Brawley Zoning Ordinance and as specified by airport regulation of the Federal Aviation Administration and the Airport Land Use Compatibility Plan of Imperial County. (See Exhibit No. 4).
- j. Off-Street Parking - No change.
- k. Signs - No change.
- l. Landscape - No change.
- m. Minimum Building Separation - No change.
- n. Accessory Buildings - No change.
- o. Provisions shall be made to reduce the potential for glare in areas surrounding the Brawley Municipal Airport, by using non-reflective building materials, and/or the use of increased landscaping.

- p. All uses and the development of such uses located in Zone C, as identified in the Imperial County - Airport Land Use Compatibility Plan, shall be in conformance with the requirements of the Federal Aviation Administration, the Airport Land Use Compatibility Plan of Imperial County (See Exhibit No. 4), and the City of Brawley General Plan.

8. *M-1A Zone, Light Manufacturing and Industrial Zoning District*

This zone shall apply to the Light Industrial/Business Park development areas within Luckey Ranch, as shown on the "Proposed Zoning Map", Exhibit No. 4 herein.

The following uses permitted by the Imperial County Airport Land Use Compatibility Plan B-1 Zone shall be permitted in this zone: Warehousing, truck terminals, single-story offices, aircraft tiedown aprons, pastures, field crops, vineyards, and automobile parking.

Section 27.93- Manufacturing and Industrial Development Standards

- a. Minimum Lot Size - No change.
- b. Minimum Lot Width - No change.
- c. Minimum Lot Depth - No change.
- d. Minimum Front Yard Setback - No change.
- e. Minimum Side Yard Setback - No change.
- f. Minimum Rear Yard Setback - No change.
- g. Maximum Building Coverage - No change.
- h. Maximum Floor Area Ratio - .25:1.
- i. Maximum Height - Consistent with the City of Brawley Zoning Ordinance and as specified by airport regulation of the Federal Aviation Administration and the Airport Land Use Compatibility Plan of Imperial County. (See Exhibit No. 4).
- j. Off-Street Parking - No change.
- k. Signs - No change.
- l. Landscape - No change.
- m. Minimum Building Separation - No change.
- n. Accessory Buildings - No change.
- o. Provisions shall be made to reduce the potential for glare in areas surrounding the Brawley Municipal Airport, by using non-reflective building materials, and/or the use of increased landscaping.

- p. All uses and the development of such uses located in Zone B-1, as identified in the Imperial County - Airport Land Use Compatibility Plan, shall be in conformance with the requirements of the Federal Aviation Administration, the Airport Land Use Compatibility Plan of Imperial County (See Exhibit No. 4), and the City of Brawley General Plan.

9. *M-2 Zone, Heavy Manufacturing and Industrial*

This zone shall apply to the Industrial development areas within Luckey Ranch, as shown on the "Proposed Zoning Map," Exhibit No. 5 herein.

Section 27.92 - Uses by Manufacturing and Industrial Zoning District
No changes.

Section 27.93- Manufacturing and Industrial Development Standards

- a. Minimum Lot Size - No change.
- b. Minimum Lot Width - No change.
- c. Minimum Lot Depth - No change.
- d. Minimum Front Yard Setback - No change.
- e. Minimum Side Yard Setback - No change.
- f. Minimum Rear Yard Setback - No change.
- g. Maximum Building Coverage - No change.
- h. Maximum Floor Area Ratio - .25:1.
- i. Maximum Height - Consistent with the City of Brawley Zoning Ordinance and as specified by airport regulation of the Federal Aviation Administration and the Airport Land Use Compatibility Plan of Imperial County. (See Exhibit No. 4.)
- j. Off-Street Parking - No change.
- k. Signs - No change.
- l. Landscape - No change.
- m. Minimum Building Separation - No change.
- n. Accessory Buildings - No change.
- o. Provisions shall be made to reduce the potential for glare in areas surrounding the Brawley Municipal Airport, by using non-reflective building materials, and/or the use of increased landscaping.
- p. All uses and the development of such uses located in Zone C, as identified in the Imperial County - Airport Land Use Compatibility Plan, shall be in conformance with the requirements of the Federal Aviation Administration, the Airport Land Use Compatibility Plan of Imperial County (See Exhibit No. 4), and the City of Brawley General Plan.

10. *M -2A, Heavy Manufacturing and Industrial.*

This zone shall apply to the Industrial development areas within Luckey Ranch, as shown on the "Proposed Zoning Map," Exhibit No. 4 herein.

The following uses permitted by the Imperial County Airport Land Use Compatibility Plan B-1 Zone shall be permitted in this zone: Warehousing, truck terminals, single-story offices, aircraft tiedown aprons, pastures, field crops, vineyards, and automobile parking.

Section 27.93- Manufacturing and Industrial Development Standards

- a. Minimum Lot Size - No change.
- b. Minimum Lot Width - No change.
- c. Minimum Lot Depth - No change.
- d. Minimum Front Yard Setback - No change.
- e. Minimum Side Yard Setback - No change.
- f. Minimum Rear Yard Setback - No change.
- g. Maximum Building Coverage - No change.
- h. Maximum Floor Area Ratio - .25:1.
- i. Maximum Height - Consistent with the City of Brawley Zoning Ordinance and as specified by airport regulation of the Federal Aviation Administration and the Airport Land Use Compatibility Plan of Imperial County. (See Exhibit No. 4.)
- j. Off-Street Parking - No change.
- k. Signs - No change.
- l. Landscape - No change.
- m. Minimum Building Separation - No change.
- n. Accessory Buildings - No change.
- o. Provisions shall be made to reduce the potential for glare in areas surrounding the Brawley Municipal Airport, by using non-reflective building materials, and/or the use of increased landscaping.
- p. All uses and the development of such uses located in Zone B-1, as identified in the Imperial County - Airport Land Use Compatibility Plan, shall be in conformance with the requirements of the Federal Aviation Administration, the Airport Land Use Compatibility Plan of Imperial County (See Exhibit No. 4), and the City of Brawley General Plan.

11. *PF Zone, Public Facilities District*

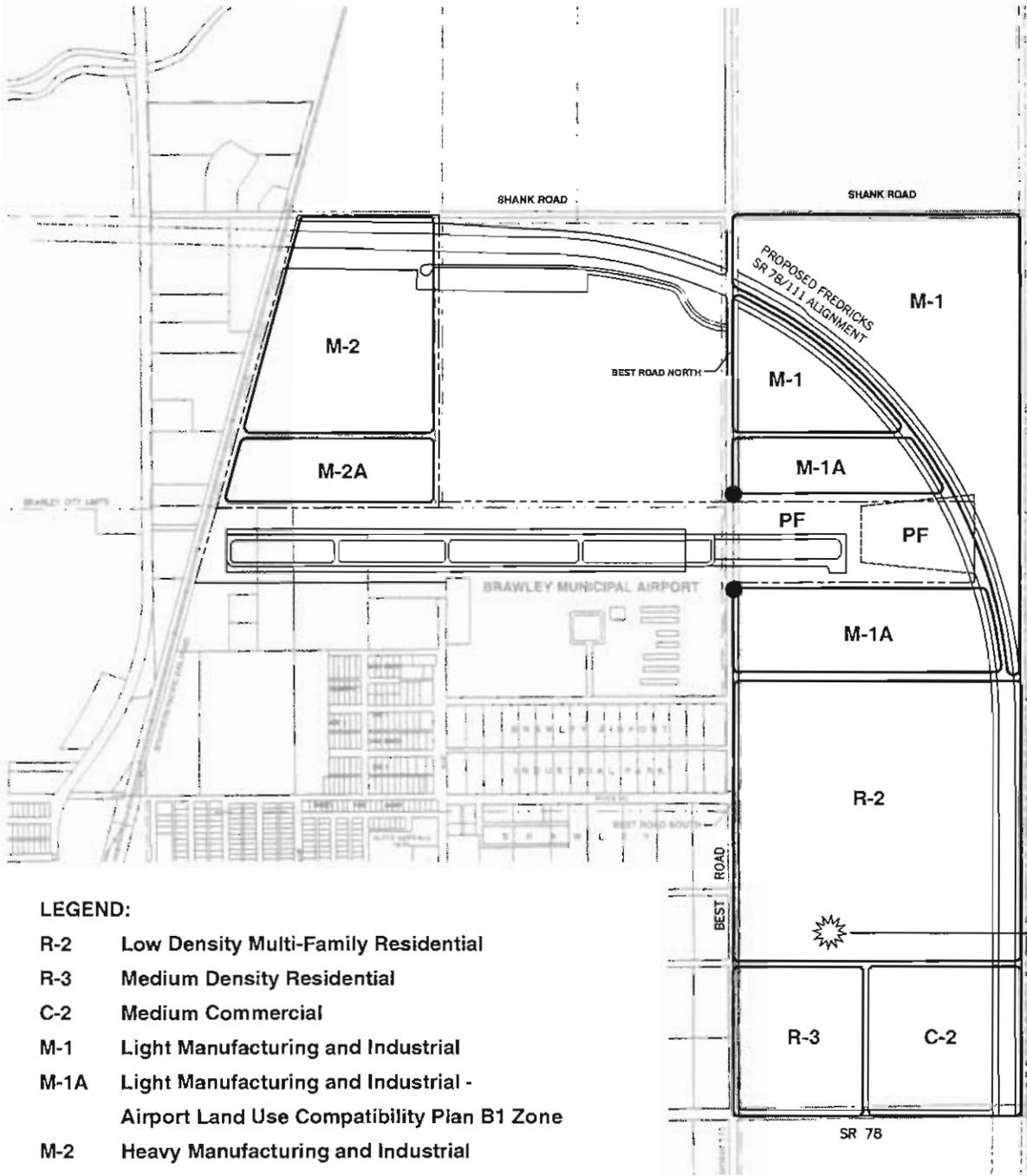
This zone applies as the Airport Planning Area within Luckey Ranch, as shown on the "Proposed Zoning Map" Exhibit No. 5 herein. The final configuration of this zone will be based upon final Airport design. If the Brawley Municipal Airport is not expanded, the eastern portion of the PF Zone will then revert to the M-1A Zone category allowing uses consistent with the ALUC B-1 zone.

Section 27.111 - Uses by Public Facilities District

The only uses that will be permitted within this district are parking lots, pastures, field crops, and vineyards. Airports and airport related uses are also permitted with a Conditional Use Permit.

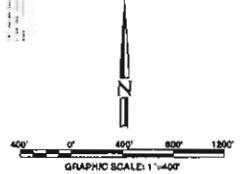
Section 27.112- Public Facilities Development Standards

- a. Minimum Lot Size - No change.
- b. Minimum Lot Width - No change.
- c. Minimum Lot Depth - No change.
- d. Minimum Front Yard Setback - No change.
- e. Minimum Side Yard Setback - No change.
- f. Minimum Rear Yard Setback - No change.
- g. Maximum Building Coverage - No change.
- h. Maximum Floor Area Ratio - No change.
- i. Maximum Height - As specified by airport regulation of the Federal Aviation Administration and the Airport Land Use Compatibility Plan of Imperial County. (See Exhibit No. 4).
- j. Off-Street Parking - No change.
- k. Signs - No change.
- l. Landscape - No change.
- m. Minimum Building Separation - No change.
- n. Accessory Buildings - No change.
- o. All uses and the development of such uses shall be in conformance with the requirements of the Federal Aviation Administration, the Airport Land Use Compatibility Plan of Imperial County (See Exhibit No. 4) and the City of Brawley General Plan.



LEGEND:

- R-2 Low Density Multi-Family Residential
- R-3 Medium Density Residential
- C-2 Medium Commercial
- M-1 Light Manufacturing and Industrial
- M-1A Light Manufacturing and Industrial -
Airport Land Use Compatibility Plan B1 Zone
- M-2 Heavy Manufacturing and Industrial
- M-2A Heavy Manufacturing and Industrial -
Airport Land Use Compatibility Plan B1 Zone
- PF Public Facilities District



Proposed Zoning Map
Planned Development District
Exhibit No. 5

FREDERICK'S ROAD ALTERNATIVE
LUCKEY RANCH
SPECIFIC PLAN



▪ LUCKEY RANCH ▪
SPECIFIC PLAN

SECTION V
INFRASTRUCTURE PLAN

V. INFRASTRUCTURE

A. CIRCULATION PLAN

1. *Proposed Circulation*

The proposed "Conceptual Circulation Plan" is shown as Exhibit 6. Shank Road and existing State Route 78 (Main Street) are proposed to remain in their present alignments and are planned as Major Arterials. New roadways planned for the site include a conceptual realignment for State Route 78/111 (the Brawley By-pass). Best Road is planned as a major arterial; if the Brawley Municipal Airport expands; it will terminate on either side of the Airport in cul-de-sacs.

a. Proposed State Route 78/111 - Presently a two-lane State Highway that provides access north/south through Imperial County.

Proposed State Route 78/111 has been shown within the Luckey Ranch generally consistent with the CalTrans Frederick's Road Alternative. CalTrans is also studying the "Del Rio" Alignment. Should the Frederick's Road Alternative not be selected by CalTrans, the Luckey Ranch proponent will re-evaluate the land uses in the area impacted by the new alignment. If necessary, a General/ Specific Plan Amendment will be requested to adapt to the new alignment and adjust land uses surrounding the alignment.

CalTrans is expecting to begin the construction of the proposed SR 78/111 by the year 2005, with completion planned by the year 2007. The Frederick's Road Alternative will be reserved within the Luckey Ranch for construction of the Brawley By-pass by CalTrans. If development proceeds to the point that construction of SR 78/111 is demanded by the traffic generated within the Ranch, then the project proponent will begin building the roadway, as a phased project. The first phase would consist of a two-lane roadway within the 240-foot wide right-of-way reserved for completion of the roadway as a four-lane expressway. No on-street parking would be permitted, and access would be permitted in two locations with at-grade intersections at Best Road and Main Street.

A second phase of proposed SR 78/111 would result in a roadway improved to expressway standards with four lanes. The final stage would result in a four-lane expressway with signalized intersections (or interchanges) at Best Road and existing SR 78. The second and third stages are anticipated to be built by CalTrans.

b. Major Arterials

Several existing roadways provide access to Luckey Ranch that have the General Plan classification of “Major Arterial.” The General Plan shows that Major Arterials should be developed to the following level of improvement:

“Major Arterial: A four-lane divided roadway with a typical right-of-way width of 100 feet and a curb-to-curb pavement width of 80 feet. On-street parking is allowed on Major Arterials.”

The following “Major Arterials” will provide access to Luckey Ranch:

- 1) Existing Highway 78 - This existing highway runs next to the south side of Luckey Ranch. The northerly portion of this road that is within Luckey Ranch will be improved to Major Arterial status.
- 2) Best Road - This roadway currently exists as a two-lane roadway running through Luckey Ranch in a north/south direction. The project proponent shall, prior to certificate of occupancy, dedicate the ultimate right-of-way and improve Best Road to the north side of the intersection of River Drive to full width standards adjacent to the proposed development (a reimbursement agreement shall be entered into by proponent and City which guarantees a specific time of repayment).

The project proponent shall dedicate ultimate right-of-way and improve Best Road (prior to certificate of occupancy) north of River Drive to half-width major arterials standards to the south intersection of Best and Shank Road adjacent to the proposed development, subject to review and approval by the City’s Public Works Director.

- 3) Shank Road - This existing two-lane roadway runs in an east/west direction through the northern part of the Ranch.
- 3.a.) If the Del Rio alignment is selected by CalTrans and the City Council, the project proponent shall, prior to certificate of occupancy, dedicate the ultimate right-of-way and improve Shank Road to half-width along the 100 acre parcel frontage.

- 3.b.) If the Fredrick's alignment is selected by CalTrans the City Council, adequate interim improvements to secondary arterial standards will be provided by any individual development projects in conformance to city standards to half-width along the Shank Road frontage.
- 3.c.) If the Del Rio alignment is selected by CalTrans and the City Council, the project proponent shall, prior to certificate of occupancy, dedicate the ultimate right-of-way and improve Shank Road to half-width major arterial standards between SR 78/111 Bypass and Best Road.
- 3.d.) If the Fredrick's alignment is selected by CalTrans and the City Council, the project proponent shall, prior to certificate of occupancy, dedicate the ultimate right-of-way and improve Shank Road to half-width major arterial standards between Rockwood Canal and Best Road.

c. Secondary Arterials

There are no existing Secondary Arterials on or adjacent to the Luckey Ranch. Should there be any in the future, these roads are defined by the City of Brawley General Plan as follows:

“Secondary Arterial: A two-lane roadway with a two-way left turn lane. The typical right-of-way is 72 feet, and the typical curb-to-curb pavement width is 52 feet. On-street parking is allowed on Secondary Arterials. Secondary Arterials connect Major Arterials to Collectors.”

d. Collectors

The City of Brawley General Plan specifies minimum requirements for the development of Collector streets. The following is a description:

“A two-lane undivided road with a typical right-of-way width of 60 feet and a curb-to-curb pavement width of 40 feet. On-street parking is allowed on Collectors. These roadways serve as collectors, distributing traffic between local streets and Major and Secondary Arterials.”

Collectors will provide circulation throughout the various neighborhoods of the Ranch. The conceptual location of access points for collectors into development areas are shown on the “Conceptual Circulation Plan,” Ex. 6. More precise collector road locations will be identified during the subdivision process.

e. Local Streets

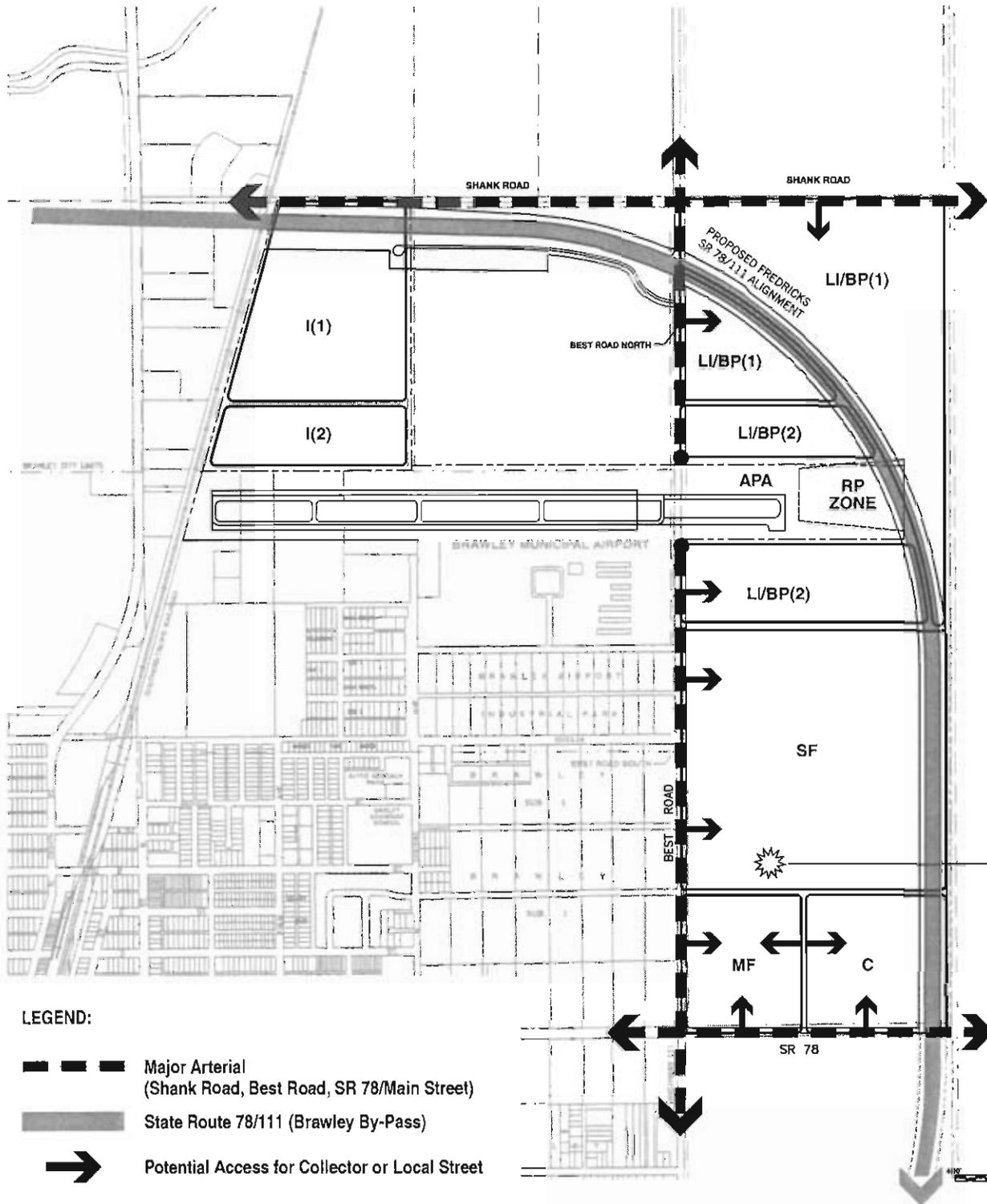
An interior street system will be designed at the time of subdivision to provide access to individual neighborhoods and commercial/industrial development areas. Local streets will meet City of Brawley street design standards.

Conceptual alignments for new roadways as shown on the “Land Use Plan Diagram,” Ex. 3 and “Conceptual Circulation Plan,” Ex. 6 are preliminary and may be adjusted, as necessary, at the time of subdivision, based upon more detailed engineering. Major Arterials, Collectors, and Local Streets will be dedicated to the City of Brawley at the time of subdivision.

2. *Alternative Circulation*

Facilities to accommodate bicycles, pedestrians, and transit facilities are an important part of the Luckey Ranch circulation system.

- a. Bicycle System - Bike lanes will be provided along all Major Arterials and along Collectors in conformance with City of Brawley design standards. If bike lanes are incorporated into the cross section of the Brawley By-pass, they will be designed to meet CalTrans standards.
- b. Transit System - The applicant will work with the Imperial Valley Transit Authority to provide bus stops or shelters and turnouts where appropriate. The specific location of these bus stops, and the type of bus stop or shelter to be provided will be determined at the time of subdivision approval.
- c. Multi-Use Trails - Trails for use by pedestrians will be provided to connect schools, parks, and retail centers with residential neighborhoods. These trails will be located at the time of subdivision.
- d. Sidewalks - Sidewalks are planned on all public streets, providing additional pedestrian linkages from neighborhoods to schools, parks, and retail centers.



LEGEND:

-  Major Arterial
(Shank Road, Best Road, SR 78/Main Street)
-  State Route 78/111 (Brawley By-Pass)
-  Potential Access for Collector or Local Street

FREDERICK'S ROAD ALTERNATIVE
LUCKEY RANCH
 SPECIFIC PLAN

Conceptual
 Circulation Plan
 Exhibit No. 6



B. WATER SYSTEM

1. Existing Conditions

The City of Brawley provides treatment and distribution of potable water. The Public Works Department oversees, plans, constructs, and maintains the water system. The system includes a treatment plant that provides clarification, filtration, and disinfection of Colorado River water. Treated water is stored and pumped as needed to users in the service area through a grid of distribution pipelines and water mains.

The City purchases water from the Imperial Irrigation District (IID) which supplies Colorado River water to Imperial County through an extensive canal system. Water supplied by IID is used primarily for agricultural uses.

IID also supplies raw water to the City of Brawley to treat and distribute for potable uses within its service area. IID currently provides limited water service directly to the study area. Water supplied directly by IID to unincorporated properties is not treated and is for non-potable uses only.

Raw water is supplied to the City via the All American Canal. The water is then processed at the city's water treatment plant, which has a capacity of approximately 12.0 million gallons per day (mgd). Peak water use in Brawley is approximately 10.0 mgd. The plant should not operate consistently above 80% capacity of 9.6 mgd. Brawley has recently upgraded the capacity of the plant. This project will alleviate the existing capacity deficit and provide capacity to fit the Luckey Ranch planned development. The new treatment facility was recently opened. It has an initial capacity of 15.0 mgd and will be expandable in five mgd increments to 30.0 mgd.

The City has currently completed a new three million gallon water storage tank to mitigate a storage capacity deficiency. With this new tank, the City has enough storage capacity to meet current peak summer usage.

Large portions of the Brawley water distribution system were constructed with cast iron pipes when the City was initially urbanized. The pipes have become internally corroded and the movement of water within these pipes is consequently inefficient. The efficiency of some older pipes has substantially decreased.

The City has set up a comprehensive program to improve the water delivery system. The program includes replacing the existing case iron pipes with larger PVC pipes.

Currently water use is not metered by the City. Customers pay a flat rate despite water used. This type of billing does not encourage efficient use of water. The City has intentions of setting up a plan to meter water and bill according to water used.

2. *Proposed Water System Plan*

The City of Brawley prepared a Water and Wastewater Master Plan to coordinate long-term infrastructure improvements throughout the City. The capacity of the facilities recommended in the Water Master Plan include the build out of the Luckey Ranch, as the proposed development is within the Sphere of Influence.

The build out of Luckey Ranch will result in the development of new residential, commercial, industrial, and public facility uses. A maximum of 1,271 new dwelling units on 185 gross acres could be constructed. The remaining 395 gross acres are reserved for non-residential uses. Based on IID recommendations for calculating residential consumption, the total water use at build out of the Luckey Ranch is projected to be 2.8 mgd. This projection assumes that water use will be metered in future years.

Treatment and supply to potable water for existing water facilities is the responsibility of the City of Brawley. The improvements required to extend water service into the Luckey Ranch can be grouped into two categories:

- a. Raw water storage, treatment facilities, treated water storage, and water distribution pumping outside the study area.
- b. Distribution pipelines within the study area.

The items in category a. are already in place to provide water to the existing service area. They are independent of the location of the Luckey Ranch. As development begins and continues throughout the Ranch, the capacities of these facilities can be increased to meet the demand of the development. The design and construction of these facilities will be undertaken by the City of Brawley to provide adequate service to their entire service area including the Luckey Ranch.

Distribution pipelines in category b. refer to the piping network installed to the project. These pipelines include newly or up sized pipes from the storage tank(s) to the Luckey Ranch, new distribution pipes within Luckey Ranch, and new mains to supply existing or future users beyond the proposed service area.

Meters will be required by the City for connections in the Luckey Ranch project.

Arrangement will be made with IID to accommodate the various canals, if necessary. The canals will be moved, fenced or placed underground through the project.

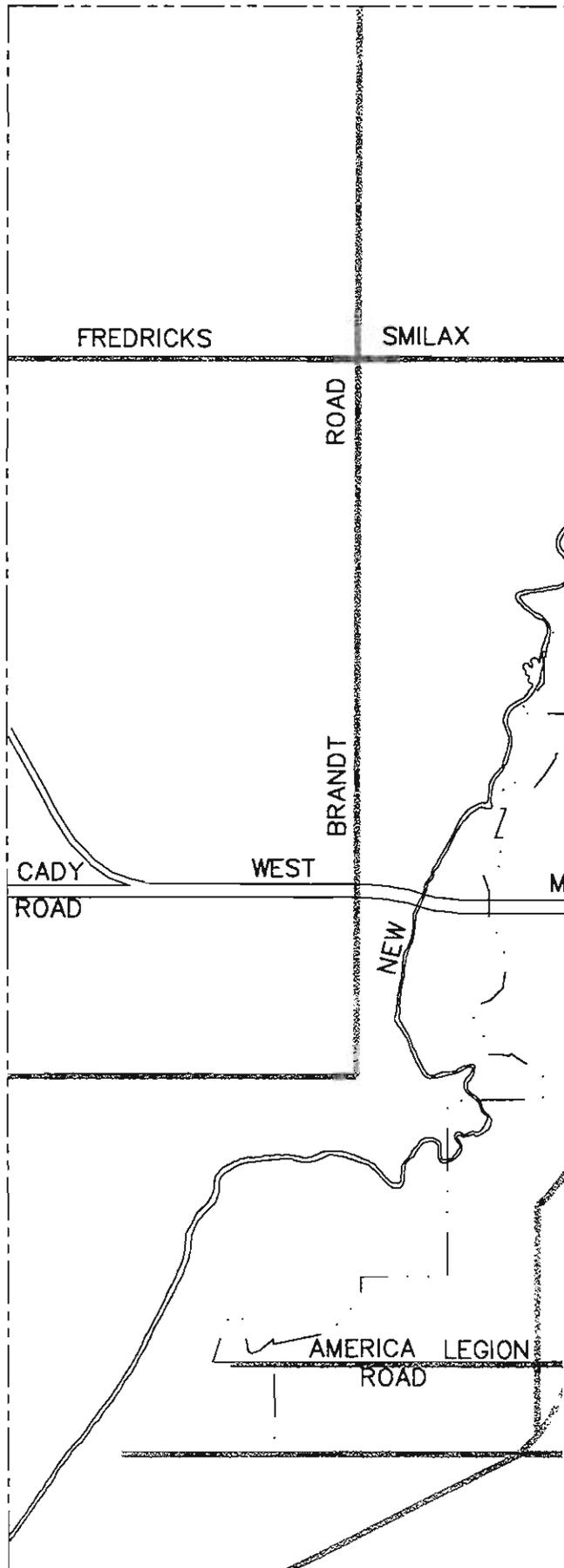
Storage capacity will need to be available to ensure that projected peak summer demands can be met. Adequate water pressure must be available for fire protection. Development projects will only be approved with adequate provision of water services and appropriate improvements to the water distribution infrastructure.

The City of Brawley Public Works Department will determine the materials, standards, and specifications for the proposed water system. Exhibit No. 7 "Water System Exhibit," shows the proposed backbone water service for Luckey Ranch.

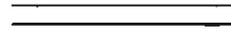
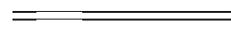
OF BRAWLEY KEY RANCH WATER SYSTEM EXHIBIT

EXHIBIT 7

APRIL 13, 2000



LEGEND

-  LUCKY RANCH PROPERTY BNDY.
-  CITY OF BRAWLEY PLANNING BNDY.
-  EXIST. ROADWAY
-  PROP. EXPRESSWAY
-  PROP. MAJOR ARTERIAL
-  PROP. COLLECTOR ROAD
-  CITY OF BRAWLEY PROPOSED CAPITAL IMPROVEMENT - 24" WATER MAIN
-  LUCKY RANCH BACKBONE WATER SYSTEM

SOURCE: DEVELOPMENT RESOURCE CONSULTANTS

C. SEWER SYSTEM

1. Existing Conditions

The City of Brawley provides sewer collection, treatment and disposal services. Sewer or “Wastewater” refers to the collection and treatment of wastewater for residential, commercial and industrial uses. The City of Brawley oversees, plans, constructs, and maintains the sewer system. The system includes a collection network of pipes and a treatment plant.

Municipal sewer and drainage collection systems are combined in the City of Brawley. Drainage water is consequently treated at the sewage treatment plant and accounts for a substantial part of the treatment plant operation load. During rain events, the combined system often overflows and raw sewage is spilled.

Brawley’s sewer treatment plant was constructed in 1962 and has a capacity of approximately 3.9 million gallons per day (mgd). The plant presently processes about 3.2 mgd of wastewater to secondary standards and uses oxidation ponds for further treatment. Treated effluent is deposited in the New River.

A expansion is currently planned for the treatment plant to 6 mgd based upon the Water and Wastewater Master Plan recommendations.

No municipal sewer service is currently provided to the Luckey Ranch study area. Structures requiring disposal of sewage do so through on-site individual or community septic tank and leach field systems according to the requirements of the Imperial County Health Department.

2. Proposed Sewer System

As indicated above, the City’s sewer infrastructure requires major improvements to provide adequate service to the study area.

Wastewater collection and treatment would become the responsibility of the City of Brawley Public Works Department. The improvements needed to extend sewer service to the Luckey Ranch project area can be grouped into two categories:

- a. Treatment facilities pump stations, forced mains, trunk lines, and collection lines external to the study area.

- b. Pump stations, forced mains, trunk lines, and collection lines within the study area.

The items in category a. are already in place to provide sewer service to the existing service area. They are mostly independent of the location of the Luckey Ranch. As development begins and continues throughout the Ranch, the capacities of these facilities can be increased to meet the demand of the development. Design and construction of these facilities will be undertaken by the City of Brawley to provide adequate service to their entire service area including the Luckey Ranch.

The items in category b. refer to the wastewater collection system installed within the study area. These items include sewer laterals connected to new structures, collection mains with manholes, pump stations and forced mains if required. Mains can provide service beyond the study area are also included in this category.

The build out of Luckey Ranch will result in the development of new residential, commercial, industrial, and public facility uses. A maximum of 1,271 new dwelling units on 185 gross acres could be constructed. The remaining 395 gross acres are reserved for non-residential uses. Based on the factors used in the City of Brawley 1994 General Plan Environmental Impact Report, the total sewer flow at build out for the Luckey Ranch is projected to be 2.0 mgd.

The increased wastewater flows will affect the capacity of the collection lines and trunk lines. The existing capacity may be inadequate in some reaches to handle rising volumes. To hold the increased wastewater flows, the capacity of trunk lines will need to be expanded and new collection lines may need to be extended to the limits of the study area. The increased wastewater flows will also affect the capacity of the treatment plant. Wastewater treatment for the study area will need to be accommodated by an expansion of the treatment plant.

The City of Brawley has completed a Water and Wastewater Master Plan to coordinate long-term infrastructure improvements throughout the City. Capacity of the facilities recommended in the Master Plan will include the build-out of the Luckey Ranch.

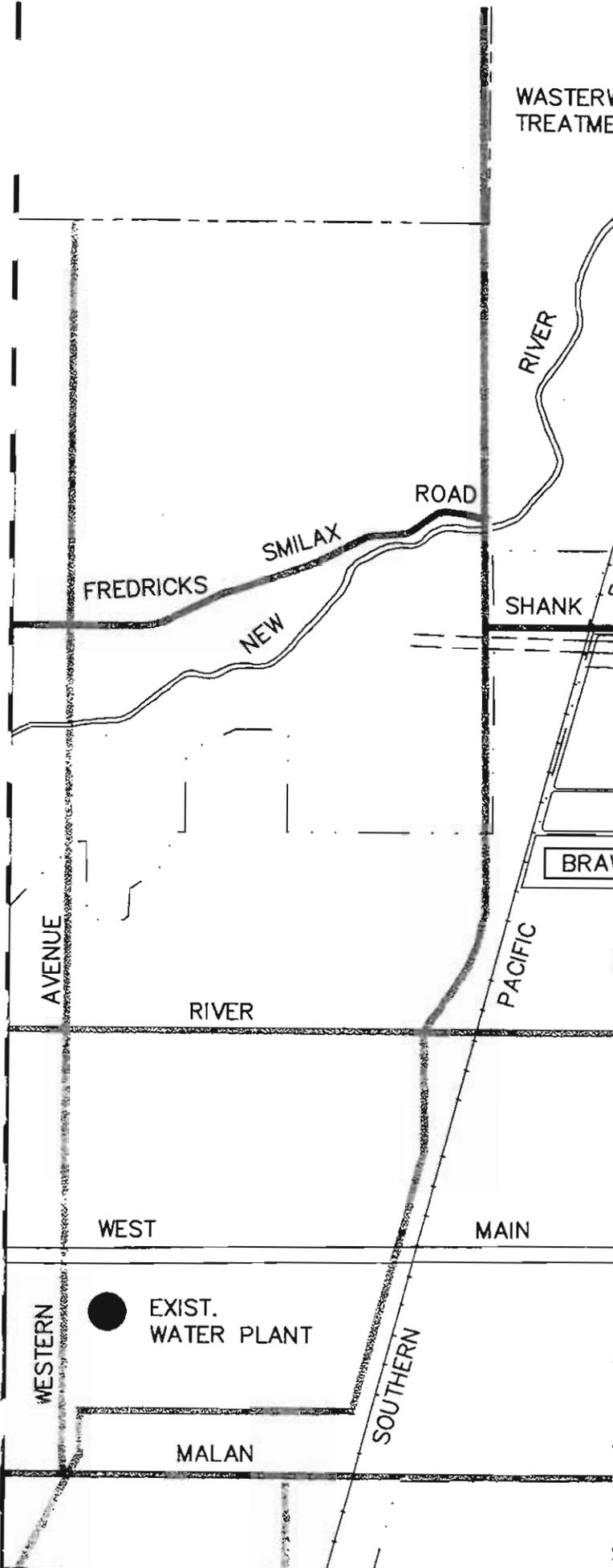
Development projects will only be approved with adequate provision of sewer services and appropriate improvements to the sewer infrastructure. The City of Brawley Public Works Department will determine the materials, standards, and specification for the proposed sewer system. Exhibit No. 8 "Sewer System Exhibit" shows the backbone sewer system proposed for Luckey Ranch.

CITY OF BRAWLEY LUCKY RANCH SEWER SYSTEM EXHIBIT

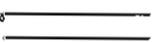
WASTEWATER
TREATMENT

EXHIBIT 8

REVISION 13, 2000



LEGEND

-  LUCKY RANCH PROPERTY BNDY.
-  CITY OF BRAWLEY PLANNING BNDY.
-  CITY OF BRAWLEY BNDY.
-  EXIST. ROADWAY
-  PROP. EXPRESSWAY
-  PROP. MAJOR ARTERIAL
-  PROP. COLLECTOR ROAD
-  EXIST. SEWER MAIN
-  CITY OF BRAWLEY PROPOSED CAPITAL IMPROVEMENT-24" SEWER MAIN
-  LUCKY RANCH BACKBONE SEWER SYSTEM

SOURCE: DEVELOPMENT RESOURCE CONSULTANTS

D. STORM DRAINAGE SYSTEM

1. Existing Conditions

Luckey Ranch lies within the established jurisdictional boundaries of Imperial County and the Imperial Irrigation District (IID). It is not designated by the National Flood Insurance Program for being in a flood plain.

Drainage is currently conveyed through and away from the study area through a network of drains including; the McNeale, the Shellenberger, and the Stahl. These drains convey drainage northerly and westerly to the New River.

The City of Brawley maintains a drainage system within its urban area that is currently combined with the City's sewer system. This has caused the wastewater treatment plant to overload during rainstorm events. The City is preparing to separate these systems and convey the storm drainage to a safe outlet.

2. Proposed Drainage System

The City will require drainage facilities to be installed as development proceeds. Drainage facilities within the study area will include the following:

- Street improvements will include curb and gutter to convey surface flows in an orderly and easily maintained manner.
- Catch basins and underground storm drains will be installed to convey flows as the street capacities are exceeded.
- Detention basin(s) will be constructed to control the developed run off, help mitigate downstream drainage problems, and replenish ground water supplies.

The City of Brawley Public Works Department will determine the materials, standards and specifications for the proposed drainage system.

Exhibit No. 9, "Storm Drainage System Exhibit," shows the backbone storm drainage system proposed for Luckey Ranch. This exhibit illustrates an underground storm system conveying drainage to two separate detention basins placed within community park sites. Each basin outlets

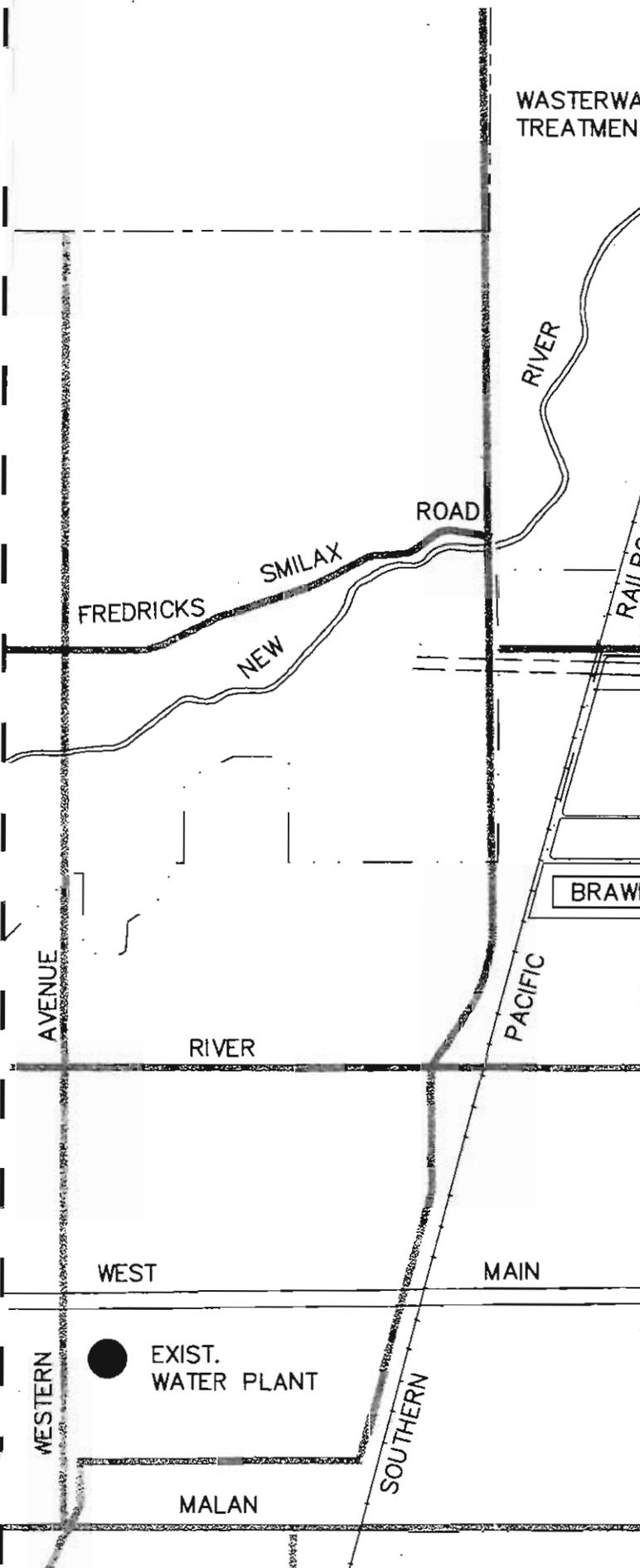
into a corresponding drain to mitigate the possibility that any single drain will be overloaded.

Exhibit No. 10, "Alternative Storm Drainage System Exhibit," illustrates the possibility that the City will maintain one large detention basin for the entire service area. As the City separates the existing storm drain/sewer system, the resulting runoff, and the flows from Luckey Ranch, may be transmitted underground or in an open channel to one large detention basin. The basin will be found near the sewer treatment plant and will outlet into the New River.

BRAWLEY RANCH

WASTEWATER TREATMENT PLANT

RAIN SYSTEM EXHIBIT



LEGEND

LUCKY RANCH PROPERTY BNDY.

CITY OF BRAWLEY PLANNING BNDY.

CITY OF BRAWLEY BNDY.

EXIST. ROADWAY

PROP. EXPRESSWAY

PROP. MAJOR ARTERIAL

PROP. COLLECTOR ROAD

LUCKY RANCH BACKBONE STORM DRAIN SYSTEM

RUNOFF CATCH POINT

DETENTION BASIN

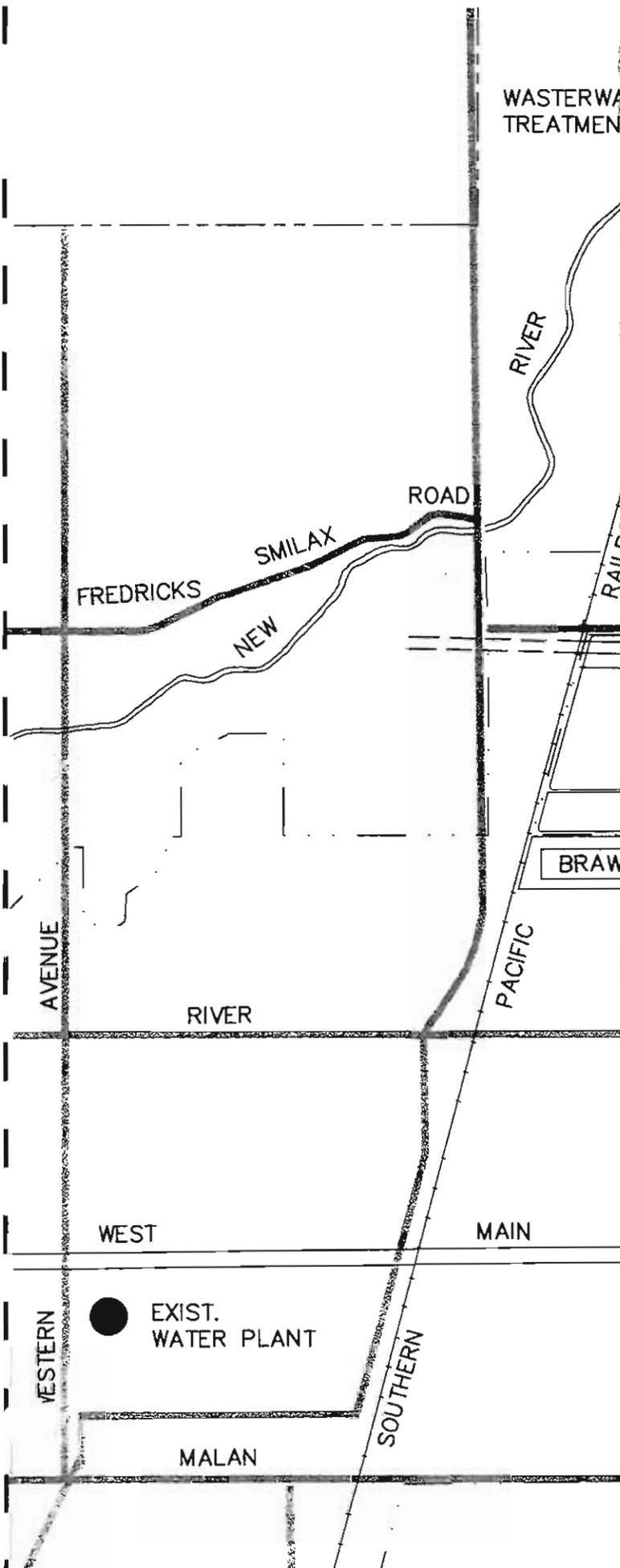
SOURCE: DEVELOPMENT RESOURCE CONSULTANTS

BRAWLEY RANCH

WASTEWATER TREATMENT

STORM DRAIN SYSTEM EXHIBIT

STORM DRAIN SYSTEM EXHIBIT



LEGEND

LUCKY RANCH PROPERTY BNDY.

CITY OF BRAWLEY PLANNING BNDY.

CITY OF BRAWLEY BNDY.

EXIST. ROADWAY

PROP. EXPRESSWAY

PROP. MAJOR ARTERIAL

PROP. COLLECTOR ROAD

LUCKY RANCH BACKBONE STORM DRAIN SYSTEM

RUNOFF CATCH POINT

DETENTION BASIN

E. FIRE PROTECTION

Proposed Services

The Luckey Ranch is outside the 1.5-mile response standard. To assure adequate geographical coverage of the expanding City limits, a satellite fire station may be required. Placement of a satellite fire station will depend upon the concentration and rate of development in different sectors of the City.

At the time of subdivision of any parcel (except the 100-acre parcel that is the subject of the Tentative Map processed with this Specific Plan), it shall be determined by the City of Brawley whether or not a satellite fire station is needed on this project. If the need for a fire station is established, a fire station site should then be reserved within the Luckey Ranch, at a location specified by the City.

Additional information regarding fire protection is contained in the Service Area Plan that accompanies the General Plan Amendment associated with this project.

F. POLICE PROTECTION

Proposed Services

Based on the service level preferred by the City (1.4:1,000 ratio of sworn officers to population), to maintain an acceptable level of police protection, approximately 6.5 additional police officers would be needed to provide for adequate patrol of the Luckey Ranch.

Existing station facilities may not be adequate to adapt to projected staffing levels required upon build-out of the Luckey Ranch. At the time of subdivision of any parcel (except the 100-acre parcel that is the subject of the Tentative Map processed with this Specific Plan), it shall be determined by the City of Brawley whether or not a satellite police station is needed on this project. If the need for a police station is established, a police station site should then be reserved within the Luckey Ranch, at a location specified by the City.

To maintain adequate service, the Police Department will add new personnel and purchase new equipment as the Luckey Ranch develops over a 15 to 20-year period.

Additional information regarding police protection is contained in the Service Area Plan that accompanies the General Plan Amendment associated with this project.

G. PARKS AND RECREATION

Proposed Services

As discussed in the Conceptual Land Use Plan section, Luckey Ranch will generate a need for 22 acres of parkland. The need for park sites is based upon the City of Brawley requirement for five acres per 1,000 persons and a household size of 3.44 persons per household. (Household size based on State of California, Department of Finance - January 1995).

The 22 acres have been placed in one community site planned for Luckey Ranch between the single-family and multi-family areas in the southern part of the project. A conceptual location for the park site is identified on the "Land Use Plan Diagram," Exhibit #3. The precise acreage and location of the park site will be identified at the time of subdivision based upon the final number of dwelling units built within the Ranch. The park site will be dedicated to the City of Brawley (and/or the appropriate school district, if the park site is to become part of a school site) at the time of subdivision.

Open space is not specifically designated as a land use category on the Land Use Plan. However, as discussed previously, open space will be provided consistent with the City of Brawley General Plan policies. Open space will be strategically located throughout the project within each development area at the time of subdivision.

H. SCHOOLS

Proposed Services

Based upon student generation rates provided by the Brawley Elementary and the Brawley Union High School Districts (see General Plan Amendment for detail), a need for one elementary school site on the Luckey Ranch has been identified.

The school site has been conceptually placed within the southern-most residential area next to a community park site. The conceptual location of this school is shown on the "Land Use Plan Diagram." The precise size and location of the school site will be determined based upon the final number of dwelling units built within the Ranch and discussions with the affected school districts at the time of subdivision approval, following annexation. A specific site will be reserved for school use at the time of subdivision. Further information regarding these services is included in the Service Area Plan that accompanies this submittal.

▪ LUCKEY RANCH ▪
SPECIFIC PLAN

SECTION VI
CONCEPTUAL PHASING PLAN

VI CONCEPTUAL PHASING PLAN

The development of the Luckey Ranch is proposed to proceed in four phases over a 20-year or more time period. The location of the four phases, along with the number of proposed dwelling units and/or net acreage of development, is shown on Exhibit No. 11, "Conceptual Phasing Plan." This phasing plan is conceptual and will be affected by the rate of development related to market demand and the rate of construction of the Brawley By-pass.

Phase 1 includes the 100 acre industrial park located adjacent to the Southern Pacific Railroad tracks. This phase includes 100 gross acres (90 net acres) of industrial area. Infrastructure and roadways necessary to serve this development will be constructed during this phase. Best Road will remain in its current location until the Brawley Municipal Airport is expanded. It is expected that the first phase would be initiated in the year 2000 and would be completed within a year of initiation, depending on the speed of construction.

Phase 2 will contain 23 gross acres (17.5 net acres) of commercial uses. A light industrial/business park area of 127 gross acres (98 net acres) is also included. Infrastructure and roadway improvements necessary to serve this area will be constructed during this phase. It is anticipated that this phase would start within the next 3 to 4 years and be completed within 6 years after start-up, depending on market conditions.

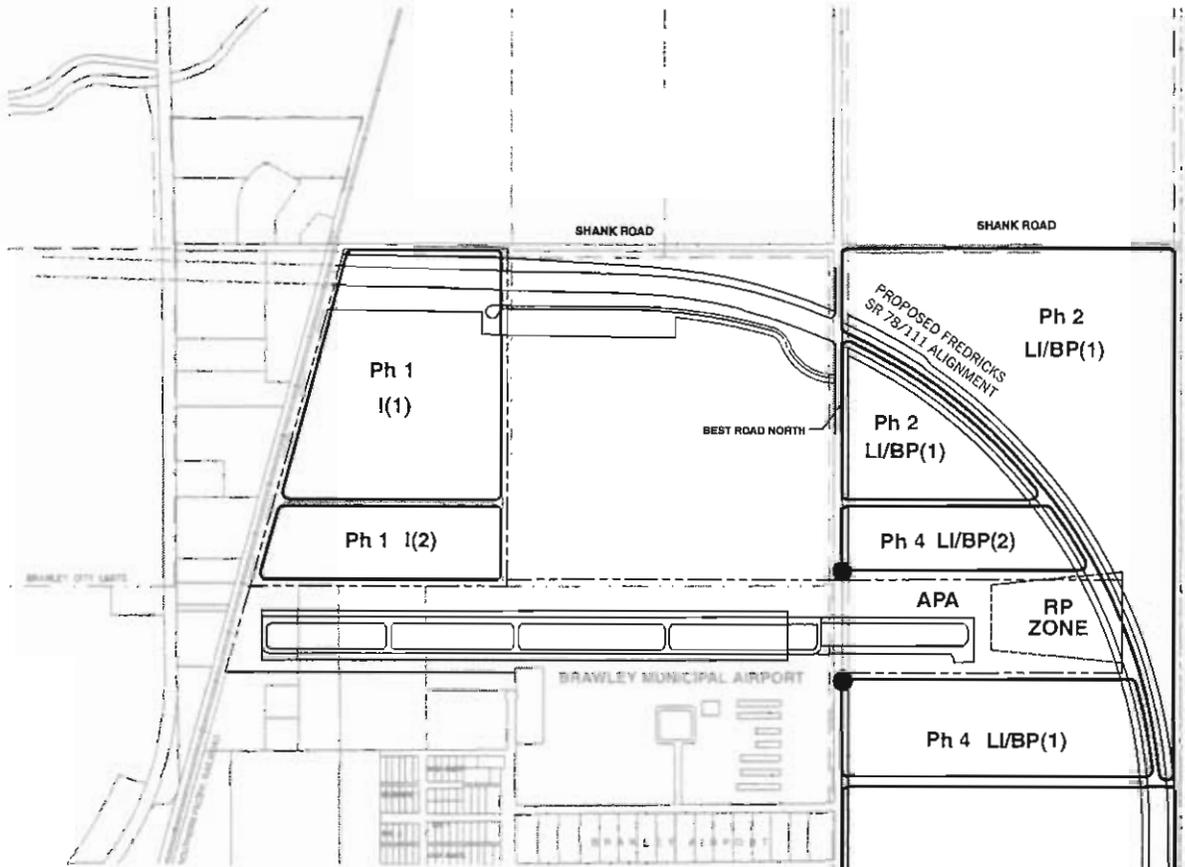
Phase 3 will include 73 gross acres (57.5 net acres) of single-family (with 402 dwelling units) 19.5 gross acres (17.5 net) of multi-family (with 235 dwelling units). 19.5 gross acres (17.5 net) of commercial along existing SR 78 is also planned in this phase. Infrastructure and roadway improvements necessary to serve this area will be constructed during this phase. A school/park site of up to 27 acres will be dedicated in this phase. It is anticipated that this phase would begin within the next 5 years and be completed within 12 years of start-up, depending on market conditions.

Phase 4 will include 73 gross acres (57.5 net) of single-family (with 401 dwelling units), 19.5 gross acres (17.5 net) of multi-family use (with 234 dwelling units), and 58 gross acres (56 net) of light industrial/business park. Infrastructure and roadway improvements necessary to serve this area will be constructed during this phase. It is

anticipated that this phase would begin within the next 10 years and be completed within 10 years of initiation, depending on market conditions.

Improvement of Major Arterials will be made consistent with the mitigation measures included in the Luckey Ranch Conditions of Approval. The timing of the proposed SR 78/111 improvements will be determined by the schedule established by CalTrans in combination with the pace of development of the Luckey Ranch. As discussed previously, CalTrans is expecting to begin the construction of the proposed SR 78/111 by the year 2004, with completion planned by the year 2005. The "Fredrick's Road" alignment will be reserved within the Luckey Ranch for construction of the Brawley By-pass by CalTrans. If the development of the Luckey Ranch proceeds to the point whereby the construction of SR 78/111 is necessitated by the traffic generated within the Ranch, then the project proponent will begin building the roadway as a phased project. The first phase would consist of a two-lane roadway within the 240-foot wide right-of-way reserved for completion of the roadway as a four-lane expressway. No on-street parking would be permitted, and access would be permitted in only two locations with at-grade intersections from Best Road and existing State Route 78.

A second phase of proposed SR 78/111 would result in a roadway improved to expressway standards with four lanes. The final stage would result in a four-lane expressway with signalized intersections (or interchanges) at Best Road and at existing SR 78. The second and third stages are anticipated to be built by CalTrans.



CONCEPTUAL PHASING SCHEDULE

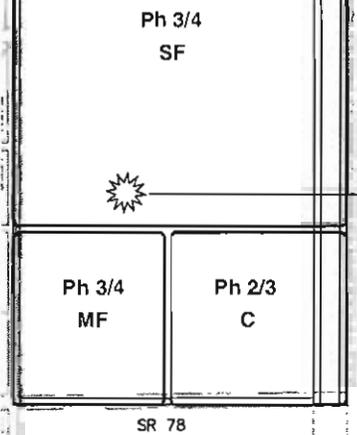
| Phase | Single Family | | Multi-Family | | School/Park | Commercial | LI/BP ² & | Total Net Acres ³ |
|-----------|------------------------|-----|------------------------|-----|------------------------|------------------------|-----------------------------------|------------------------------|
| | Net Acres ¹ | DU | Net Acres ¹ | DU | Dedication Gross Acres | Net Acres ¹ | Industrial Net Acres ¹ | |
| Phase 1 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | |
| Phase 2 | 0 | 0 | 0 | 0 | 0 | 17.5 | 98 | |
| Phase 3 | 57.5 | 402 | 17.5 | 234 | 27 | 17.5 | 0 | |
| Phase 4 | 57.5 | 401 | 17.5 | 234 | 0 | 0 | 56 | |
| Subtotals | 115.0 | 803 | 35.0 | 468 | 27 | 35.0 | 244 | = 456 ³ |

1 Net Acres excludes acreage for SR 78/111 and Major Arterials

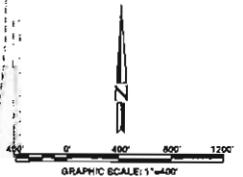
2 LI/BP = Light Industrial/Business Park

3 Total acres excludes 87 acres for SR 78/111, Major Arterials, and 37 acres for Airport Planning Area (APA)

Note: Major Arterials will be built concurrent with adjacent development. SR 78/111 will be built by CALTrans per CALTrans schedule. The APA is reserved for expansion of the Brawley Municipal Airport by the City of Brawley according to the City's expansion schedule.



27 ACRE CONCEPTUAL PARK/SCHOOL LOCATION



FREDERICK'S ROAD ALTERNATIVE
LUCKEY RANCH
 SPECIFIC PLAN

Conceptual Phasing Plan Exhibit No. 11



▪ LUCKEY RANCH ▪
SPECIFIC PLAN

SECTION VII
GENERAL PLAN CONSISTENCY

VII. GENERAL PLAN CONSISTENCY

A. RELATIONSHIP WITH GENERAL PLAN

The Specific Plan must be consistent with the General Plan and serve to implement all aspects of the General Plan concerning the applicable areas. A Specific Plan is a plan adopted either by ordinance or resolution for a particular area of land. A Specific Plan contains its own development standards that serve as zoning, providing greater flexibility in the distribution of the land uses.

The Luckey Ranch Specific Plan has been designed to be supportive of and consistent with the goals of the City of Brawley General Plan. The following is a listing of the City of Brawley General Plan goals and policies relating to Land Use, Infrastructure, and Resource Management; each City goal and policy is presented in bold type. Under each goal and policy is a discussion regarding the Luckey Ranch's Specific Plan's conformance to that goal and policy in nonbold type.

B. LAND USE ELEMENT - GOALS AND POLICIES

Balanced Development

Goal 1

Provide for a well-balanced land use pattern that accommodates existing and future needs for housing, commercial and industrial land, open space, agricultural land, and community facilities and services, while maintaining a healthy, diversified economy adequate to provide future City services.

A primary objective of the Luckey Ranch Specific Plan is to develop a master-planned community within the larger Brawley community; it will feature a mixture of commercial and industrial uses, along with a series of residential neighborhoods, each with a variety of housing opportunities and educational and community facilities. The Luckey Ranch Land Use Plan Diagram provides a balanced land use pattern that addresses existing and future needs for housing, commercial and industrial land, open space, and community facilities and services. A broad range of housing types is proposed to meet the diverse needs of the Imperial Valley housing market.

A mixture of commercial and industrial land uses are proposed to provide retail and employment opportunities to maintain a healthy, diversified economy. Open space areas will be created at the time of subdivision to provide urban relief and a landscaped outdoor setting.

The Infrastructure Plan section of the Luckey Ranch Specific Plan describes the community facilities and services that will be provided to meet the needs of the proposed Luckey Ranch master-planned community.

Luckey Ranch will benefit the entire community through new tax sources and the reservation of places for possible airport expansion and for proposed SR 78/111.

Policy 1.1 Not applicable.

Policy 1.2 Provide for and encourage the development of neighborhood serving commercial uses in areas of Brawley presently under served by such uses. Encourage the integration of retail or service commercial uses on the street level of office projects. Neighborhood-serving commercial centers should primarily provide convenience goods and services and be consistent with the scale of the surrounding neighborhood.

A community-sized commercial area is included within the Luckey Ranch Plan.

Policy 1.3 Facilitate the development of vacant and under utilized highway parcels with commercial uses where appropriate and compatible with surrounding uses to capitalize on their highway access and visibility.

Commercial uses are planned along SR 78 within the Luckey Ranch, consistent with this policy.

Policies 1.4 & 1.5 Not applicable.

Policy 1.6 Ensure an adequate supply of commercial and industrial land for potential commercial and industrial expansion and development.

Luckey Ranch is planned for 46 gross acres (35 net) of commercial, 185 gross acres (154 net) of light industrial, and 100 gross acres (74 net) of industrial use.

Policy 1.7 As part of the City's attraction to business and industry, designate adequate residential land to house future employees.

Luckey Ranch also provides 185 gross acres (150 net) for residential use to house its future employees.

Policy 1.8 Not Applicable.

Policy 1.9 Provide development of light industrial and Business Park uses under strict performance development standards. Encourage industrial and business parks as the preferred method of accommodating industrial growth.

Light industrial and business park uses will conform with the City of Brawley development standards, as described herein.

Policy 1.10 Ensure that the distribution and intensity of land uses are consistent with the Land Use Plan and classification system contained in the Land Use Element.

The Luckey Ranch Land Use Diagram is consistent with the classification system of the Land Use Element.

Policy 1.11 Where feasible, increase the amount and network of public and private open space and recreational facilities which will be adequate in size and location to be usable for active or passive recreation as well as for visual relief.

Luckey Ranch provides 22 acres of land for park use.

Policy 1.12 Maintain sufficient flexibility in the types of uses allowed in commercially designated areas to address changes in market conditions and to encourage competition.

A wide range of commercial uses will be permitted within the Luckey Ranch.

Policy 1.13 Attempt to establish a regional shopping center with the Brawley planning area.

A 46 gross acre (35 net) parcel is planned for commercial use along SR 78 that could accommodate a community shopping center.

Goal 2

Ensure that future land use decisions are the result of sound and comprehensive planning.

The process of preparing a Specific Plan requires a critical analytical and decision-making process. The result of employing this thought process would be a highly desirable, organized, efficient, and economically viable community where people live, work, and play. The Specific Plan process allows land planners to devise communities specifically based on site conditions, further promoting and ensuring sound and comprehensive planning practices.

Policy 2.1 Consider all General Plan goals and policies, including those in other General Plan elements, in evaluating proposed development projects for General Plan consistency.

All General Plan policies have been considered in the development of the Luckey Ranch land use plan.

Policy 2.2, 2.3, 2.4, & 2.5 Not Applicable.

Goal 3

Coordinate with other federal, state and local public agencies and other community oriented organizations to ensure that services to the public are effectively provided.

The Specific Plan includes a detailed Infrastructure section designed to ensure that all land uses are adequately served. In addition, a Service Area Plan accompanies this project.

Policies 3.1, 3.2, & 3.3 Not Applicable.

Compatible and Complementary Development

Goal 4

Ensure that development is compatible with surrounding land uses in the community and in adjacent unincorporated areas, the City's circulation network, availability of public facilities, existing development constraints and the City's unique characteristics and resources.

Luckey Ranch is designed with appropriate land uses and land use transitions to ensure that development will be compatible with the surrounding land uses. Changes were necessary for a portion of the Specific Plan area because of the need for conformity to the Imperial County Airport Land Use Compatibility Plan and to accommodate some single-family residential development. Potential expansion of the Brawley Municipal Airport is provided by

designating a parcel within the Ranch as an “Airport Planning Area.” Directly north and east of the Airport Planning Area is planned for Industrial, Light Industrial and Business Park uses, as this area is along the flight path. Lower-density residential uses are proposed in the southern portion of Luckey Ranch, adjacent to the existing non-urban uses to the east of the site. The Luckey Ranch “Conceptual Circulation Plan” includes the improvement of existing SR 78, Best Road, and Shank Road and for the reservation of proposed SR 78/111 through the Luckey Ranch. In addition, the Infrastructure Plan sets forth provisions for adequate public facilities to serve the Ranch.

Policy 4.1 Not Applicable.

Policy 4.2 Locate major commercial uses in areas that are easily accessible to major transportation facilities.

The largest concentration of commercial land in the Luckey Ranch is planned at the corner of SR 78 and the Brawley By-pass.

Policy 4.3 Regulate development in identifiable hazardous areas or in areas that are environmentally sensitive.

Luckey Ranch will be developed consistent with the findings and mitigation measures contained within the project-related Environmental Impact Report.

Policy 4.4 Encourage the preservation and enhancement of public vistas, particularly those seen from public places.

This issue will be addressed within Luckey Ranch at the subdivision stage.

Policy 4.5 Encourage consolidation of parking and reciprocal access agreements among adjacent businesses.

This issue will be addressed within Luckey Ranch at the site planning stage.

Policy 4.6 For mixed-use development, ensure that parcels of adequate size are used.

This issue will be addressed within Luckey Ranch at the subdivision stage.

Goal 5

Assure a safe, healthy, and aesthetically pleasing community for residents and businesses.

Luckey Ranch is a community specifically planned to draw character from the existing environment and site conditions, while establishing its own identity. Section IV establishes development regulations, which will ensure that a high level of aesthetic quality is achieved for residents and businesses.

Public facilities and services including water, sewer, storm drainage, police and fire protection, parks and recreation, and schools will be provided to the proposed community further providing the residents and businesses with a safe, healthy and aesthetically pleasing environment.

Policy 5.1 Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors.

Luckey Ranch will be developed consistent with mitigation measures identified in the project-related Environmental Impact Report (EIR) and the approved Conditions of Approval.

Policy 5.2 Ensure a sensitive transition between commercial or industrial uses and residential uses by means of such techniques as buffering, landscaping, and setbacks.

Luckey Ranch will be developed consistent with this policy, which will be addressed at the subdivision and site planning stage.

Policy 5.3 Where mixed uses are permitted, ensure compatible integration of adjacent uses to minimize conflicts.

Luckey Ranch will be developed consistent with this policy, which will be addressed at the subdivision and site planning stage.

Policy 5.4 Not Applicable.

Policy 5.5 Ensure adequate monitoring of those uses, which involve hazardous materials to avoid industrial accidents, chemical, spills, fires and explosions.

Luckey Ranch will conform to state, county, and city regulations regarding this matter.

Policy 5.6 Maintain and enhance the quality of healthy residential neighborhoods, and safeguard neighborhoods from intrusion by non-conforming and disruptive uses.

Luckey Ranch will be developed consistent with this policy.

Goal 6

Ensure that development in the County-designated Urban Area surrounding the City is compatible with existing and planned City land uses.

The land uses proposed herein generally conform to the land uses designated by the Brawley General Plan. Some changes were made to allow consistency with the Imperial County Airport Land Use Compatibility Plan and to allow for single-family residential use.

Policy 6.1 Identify appropriate uses for the Urban Area and discuss potential development strategies with the County Planning Department.

The Luckey Ranch proposal is being reviewed by Imperial County throughout the approval process.

Policy 6.2 Not Applicable.

Revitalization of Older Commercial, Industrial and Residential Uses and Properties

Goal 7

Although new commercial and industrial uses will be constructed as part of Luckey Ranch, the additional residents in the area will promote the economic revitalization of the older, commercial and industrial areas by expanding the market base.

Policies 7.1 through 7.6 Not Applicable.

Policy 7.7 Establish incentive to improve edge conditions and buffers between older residential neighborhoods and adjacent highway edges and commercial and industrial uses.

Luckey Ranch will be developed consistent with this policy.

Policies 7.8 & 7.9 Not Applicable.

Improved Citywide Urban Design

Goal 8

Improve urban design in Brawley to ensure development that is both architecturally and functionally compatible.

Lucky Ranch is master-planned to draw character from the existing environment and site conditions while establishing its own identity. Development Regulations are included to promote a high level of design.

Policy 8.1 Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, bicycle trails (where feasible) and public identity graphics along major street corridors.

Lucky Ranch will be developed consistent with this policy.

Policy 8.2 Encourage and promote high quality design and physical appearance in all development projects.

Lucky Ranch will be developed consistent with this policy.

Policy 8.3 Improve the image of major highways through the use of landscaping, lighting, graphics, and/or streetscape treatments.

This policy will be addressed at the time of subdivision.

Policy 8.4 Preserve and enhance the City's special residential character and small town quality by encouraging and maintaining Brawley's low-density residential neighborhoods through enforcement of existing land use and property development standards and the harmonious blending of buildings and landscape.

Lucky Ranch is planned with low densities overall and will be developed to be harmonious with the City's small town quality.

Policy 8.5 Not Applicable.

Policy 8.6 Improve the overall quality of Brawley's multi-family neighborhoods through: a) improved buffers between multi-family residences and adjacent highway edges, commercial and industrial uses; b) provision of usable private and common open space in multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.

Luckey Ranch will be developed consistent with this policy.

Policy 8.7 Not Applicable.

Policy 8.8 Wherever possible, create an office-park or campus-like environment for industrial and business park development.

Luckey Ranch will be developed consistent with this policy.

Policy 8.10 Reinforce Brawley's image and community identity within the greater Imperial County area.

The development of Luckey Ranch will help to reinforce Brawley's image through provision of high quality development.

Policies 8.11, 8.12, & 8.13 Not Applicable.

Economic Expansion and Diversification

Goal 9

Promote expansion of the City's economic base and diversification of economic activity.

Luckey Ranch contains 46 gross acres (35 net) of commercial land, 185 gross acres (154 net) of light industrial/business park land, and 100 gross acres (74 net) of industrial land. In addition, 37 acres are designated as Airport Planning Area, which will be reserved for the possible expansion of Brawley Municipal Airport. The entire development will add substantially to the City's economic base as well as its diversity. Many new businesses and residents will live, work, and play in Brawley.

The proposed SR 78/111 through Luckey Ranch will bring through travelers into Luckey Ranch commercial areas, furthering the City's goals for economic expansion.

Policy 9.1 Broaden the City's tax base by attracting businesses which will contribute to the City's economic growth and employment opportunities while ensuring compatibility with other General Plan goals and policies.

The development of Luckey Ranch will help the City meet this policy.

Policies 9.2. & 9.2 Not Applicable.

Goal 10

Provide for an adequate amount of industrial land use to serve the needs of Brawley residents to the year 2010, providing a full range of industrial activity and employment opportunities for City residents.

The Luckey Ranch Specific Plan includes a large industrial area that will generate a substantial amount of employment opportunities as well as serve the needs of Brawley and area residents.

Policy 10.1 Not Applicable.

Policy 10.2 Encourage industrial development in areas that have readily available rail and truck access.

The Southern Pacific Railroad runs along the western edge of on of the major industrial parcels planned for Luckey Ranch.

Policy 10.3 Not Applicable.

Policy 10.4 Maintain sufficient flexibility in the types of uses allowed in industrially designated areas, provided these uses are environmentally safe and do not endanger the surrounding population.

A broad range of industrial land uses is planned within Luckey Ranch.

Development Coordinated with Public Facilities and Services

Goal 11

Ensure that necessary public facilities and services are available to accommodate development proposed on the Land Use Policy Map.

The land uses for Luckey Ranch are modified from the land uses designated by the City's "Land Use Policy Map" to accommodate expansion of the Brawley Municipal Airport, ensure compatibility with the Airport Land Use Compatibility Plan, and to allow for single-family residential use. The Infrastructure Plan section of this Specific Plan includes provisions for community facilities and services to meet the needs of the proposed Luckey Ranch master-planned community. These issues are also addressed in the accompanying Service Area Plan.

Policy 11.1 Encourage within economic capabilities, a wide range of accessible public facilities and community services including fire and police protection, flood control and drainage, educational, cultural and recreational opportunities and other governmental and municipal services.

All of these facilities are planned at Luckey Ranch.

Policies 11.2 & 11.3 Not Applicable.

Policy 11.4 Coordinate the construction of all public utilities to minimize disruption of vehicular traffic and negative impacts on roadways.

Luckey Ranch will be developed consistent with this policy.

Policy 11.5 Continue to make incremental improvements to the flood control and drainage system.

The Luckey Ranch development will include provisions for flood control and storm drainage.

Policy 11.6 Encourage planned improvements to electricity, natural gas, and communication service systems.

The Luckey Ranch development will include provisions for these services.

Policy 11.7 To ensure an orderly extension of essential services and facilities, and preservation of a free-flowing circulation system, continue to require provision of essential facilities and services at the developer's expense where these systems do not exist or are not already part of the City's financed capital improvement program.

Luckey Ranch will be developed consistent with this policy.

Policy 11.8 Maintain and improve, where necessary, the City's infrastructure and facilities.

The development of Luckey Ranch will include all infrastructure needed to serve the project.

Policy 11.9 Not Applicable.

Policy 11.10 Establish a paramedical rescue unit/fire station to serve the area of the City east of the railroad tracks.

Luckey Ranch has made provisions to accommodate a new fire station.

Policies 11.11 & 11.12 Not Applicable.

Policy 11.13 Encourage joint use facilities for future parks and schools.

The school and community park within Luckey Ranch are planned adjacent to each other to facilitate joint use.

Policies 11.14, 11.15, & 11.16 Not Applicable.

Policy 11.17 Encourage the use of assessment districts, Mello-Roos districts, and other techniques for financing improvements serving existing and new development.

These types of financing methods may be used in the development of the Luckey Ranch.

Policy 11.18 Not Applicable.

Policy 11.19 Ensure the orderly construction of adequate permanent school facilities within the jurisdictions of the Brawley School District and the Brawley Union High School District in order to house students generated from new development.

The Luckey Ranch development includes the reservation of one school site to serve the needs of future students.

Policies 11.20 & 11.21 Not Applicable.

Conservation of Agricultural Land and Open Space

Goal 12

Identify and encourage conservation of prime agricultural lands adjacent to the City of Brawley.

The City of Brawley General Plan designates the areas to the north, south, and west of the City limits for agricultural uses, while allowing for urban expansion to the east. The Luckey Ranch represents a logical extension of urban growth, as it adjoins the eastern edge of the developed portion of the City.

Policy 12.1 Not Applicable.

Policy 12.2 See response to Goal 12.

Policy 12.3 Not Applicable.

Policy 12.4 See response to Goal 12.

Goal 13

Designate appropriate locations and adequate acreage for non-agricultural open spaces.

There is one community park with a total of 22 acres planned at Luckey Ranch. The community park site is located adjacent to the school site, and these facilities will be shared. Parks and recreation facilities will be located within the residential area in a manner that provides maximum opportunities for joint use of school/park facilities.

Policy 13.1 Encourage common open space areas in planned developments (Pds).

Common open space will be provided within Luckey Ranch at the time of subdivision.

Policy 13.2 Require new common open space areas in planned developments and new residential subdivisions to be privately maintained.

Luckey Ranch will be developed consistent with this policy.

Policy 13.3 Public open spaces should be developed for multiple purposes to the extent that is economically, physically, and environmentally practical. Active recreation, wildlife habitat, and passive recreation are examples of such open space uses.

Luckey Ranch will be developed consistent with this policy.

C. INFRASTRUCTURE ELEMENT - GOALS AND POLICIES

Local Thoroughfares and Transportation Routes.

Goal 1

Provide a system of streets that meets the needs of current and future inhabitants and facilitates the safe and efficient movement of people and goods.

The "Conceptual Circulation Plan" shows a roadway system with a functional hierarchy that provides a safe and efficient circulation system to meet the traffic demands of the development. Proposed State Route 78/111 will also improve the regional circulation system.

Policy 1.1 Develop and maintain a circulation system that is based upon and is in balance with the Land Use Element of the General Plan.

Luckey Ranch will provide a circulation system commensurate with needs generated by its land use plan.

Policy 1.2 Not Applicable.

Policy 1.3 Coordinate roadway improvements with applicable regional, state, and federal transportation plans and proposals and local long-term needs.

The roadway improvements planned within Luckey Ranch are being coordinated during the review process with all affected agencies.

Policies 1.4 & 1.5 Not Applicable.

Policy 1.6 Develop and improve the City's transportation network consistent with available funding; scheduling shall be coordinated with new development to ensure the orderly extension of facilities and to preserve a free-flowing circulation system.

The Luckey Ranch circulation system will be phased consistent with the phasing of land development.

Policy 1.7 Not Applicable.

Policy 1.8 Limit driveway access onto arterial streets to maintain a desired quality of flow.

Luckey Ranch will be developed consistent with this policy.

Policy 1.9 Design local and collector streets to discourage their use as through routes.

Luckey Ranch will be developed consistent with this policy.

Policy 1.10 Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate any identified project impacts.

The Luckey Ranch EIR includes a detailed traffic study.

Policy 1.11 Encourage new development which facilitates transit services, provides for non-vehicular circulation and minimizes vehicle miles traveled.

Luckey Ranch will accommodate non-vehicular circulation including trails for bicycle and pedestrian use and bus transit. These will be addressed at the time of subdivision.

Policy 1.12 Minimize pedestrian and vehicular conflicts through street design and well-market pedestrian crossings.

Luckey Ranch will be developed consistent with this policy.

Policy 1.13 Minimize effects of transportation noise wherever possible so as to comply with the Public Safety/Noise Element.

Luckey Ranch will be developed consistent with the recommendations of the project EIR regarding noise.

Policy 1.14 Enhance the important role that streetscapes play in defining the character of the City by expanding street planning and design procedure to include aesthetic and environmental concerns, as well as traffic considerations. Develop a circulation system, which highlights environmental amenities and scenic areas.

Luckey Ranch will be developed consistent with this policy.

Policy 1.15 Ensure construction of existing roadways to planned widths, as new developments are constructed.

Development of Luckey Ranch will include expansion of existing facilities to planned widths.

Policy 1.16 Continue to require dedication of right-of-way and construction of required public improvements on streets adjacent to construction projects at the developer's expense.

This policy will be in effect as Luckey Ranch develops.

Policy 1.17 Direct through traffic from local streets to collector, secondary, and arterials to reduce traffic on local streets, and improve neighborhood safety and environmental quality.

Luckey Ranch will be developed consistent with this policy.

Policies 1.18, 1.19 & 1.20 Not Applicable.

Policy 1.21 Permit restricted local streets in residential areas where such streets would be appropriate.

Luckey Ranch will be developed consistent with this policy.

Policy 1.22 Not Applicable.

Policy 1.23 Route arterial streets for entire sphere of influence.

Arterial streets are planned to extend into the Luckey Ranch.

Policy 1.24 Not Applicable.

Goal 2

Provide for a truck circulation system that provides for the effective transport of commodities while minimizing negative impacts throughout the City.

The Conceptual Circulation Plan section provides for the improvement of existing SR 78, Best and Shank Roads and for the reservation of State Route 78/111 through the Luckey Ranch. These roads will continue to provide truck service to the City. Proposed SR 78/111 will reroute truck traffic away from downtown Brawley.

Policy 2.1 & 2.2 See Goal 2 response.

Policy 2.3 Provide loading areas and access ways for industrial and commercial development that are designed and located so as to avoid conflicts with efficient traffic circulation.

Luckey Ranch will be designed consistent with this policy.

Policy 2.4 Not Applicable.

Policy 2.5 Discourage on-street loading and unloading of commercial and industrial products.

Luckey Ranch will be developed consistent with this policy.

Policy 2.6 & 2.7 See Goal 2 response.

Goal 3

Provide for well-designed and convenient parking facilities.

The Specific Plan includes parking regulations for the specific land uses proposed within the community.

Policy 3.1 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Luckey Ranch will be developed consistent with this policy.

Policy 3.2 Provide sufficient off-street parking for all land uses.

Lucky Ranch will be developed consistent with this policy.

Policy 3.3 Encourage the efficient use of parking facilities, including provisions for shared use of facilities, smaller vehicles, and other provisions to improve the effectiveness of City codes and ordinances.

Lucky Ranch will be developed consistent with this policy.

Policy 3.4 Reduce use of key arterial streets for on-street parking in an effort to maximize traffic flow characteristics of roadways.

Lucky Ranch will be developed consistent with this policy.

Policy 3.5 Encourage clustered site designs, which share parking.

Lucky Ranch will be developed consistent with this policy.

Policy 3.6 Require proper screening of parking areas.

Lucky Ranch will be developed consistent with this policy.

Policy 3.7 Encourage off-street truck parking lots adjacent to designated truck routes.

Lucky Ranch will be developed consistent with this policy.

Goal 4

Support development of a network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodates the regional travel demands of developing areas outside the City.

The Lucky Ranch Conceptual Circulation Plan section proposes that existing SR 78 and Shank Road be improved as Major Arterials and includes the reservation of proposed SR 78/111. It also reserves an area for the expansion of the airport, which will increase air travel opportunities for the City of Brawley.

Policy 4.1 Monitor and coordinate with CalTrans highway and County roadwork as it affects Brawley's circulation and require modifications as necessary.

Luckey Ranch is being planned in close coordination with CalTrans and the County.

Policy 4.2 Not Applicable.

Policy 4.3 See 4.1 Response.

Policy 4.4 Support the presence of the Brawley Municipal Airport consistent with its maintaining safe operation, avoiding noise impacts, and ensuring compatibility with land uses in Brawley.

Luckey Ranch is being planned to accommodate future expansion of the airport.

Goal 5

Encourage appropriate expanded air operations to the City of Brawley.

The "Land Use Plan Diagram" sets aside 37 acres for the airport expansion, consistent with the preliminary recommendations of the Airport Master Plan of 1996.

Policy 5.1 See response to 4.4.

Policy 5.2 Encourage the By-pass of Highway 78 and Highway 111, which will allow runway airport expansion.

Luckey Ranch is being planned to accommodate the Brawley By-pass and the airport expansion.

Policy 5.3 See 5.2 Response.

Policy 5.4 Encourage the development of an airport concept and compatible aircraft industrial commercial uses.

The Luckey Ranch "Land Use Plan Diagram" provides an area called "Airport Planning Area" to accommodate expansion of the airport.

Policy 5.5 Not Applicable.

Goal 6

Encourage the continued service and the enhancement of rail transportation in Brawley.

The 100 gross acres (74 net) of the Ranch closest to the Southern Pacific rail line is designated for industrial land use to take advantage of the location of the railway.

Policy 6.1 Identity and mitigate any negative impacts regarding development adjacent to the railroad.

Industrial uses are planned adjacent to the railroad.

Policies 6.2 & 6.3 Not Applicable.

Transportation System/Demand Management

Goal 7

Maximize the efficiency of the circulation system through the use of transportation system management and demand management strategies.

The proposed circulation system will provide for the use of transportation system management and demand management strategies as specified by the City at the time of subdivision.

Policy 7.1 Implement traffic signal coordination on arterial streets to the maximum extent practical, integrate signal coordination efforts with those of adjacent jurisdictions, and implement other operational measures where possible to maximize the efficiency of the existing circulation system and to minimize delay and congestion.

Lucky Ranch will be developed consistent with this policy.

Policy 7.2 Implement intersection capacity improvements where feasible.

Improvements will be made to intersections as required by the Lucky Ranch Conditions of Approval.

Policy 7.3 Not Applicable.

Policy 7.4 Implement traffic signage coordination on residential and collector streets to the maximum extent feasible.

Lucky Ranch will be developed consistent with this policy.

Policy 7.5 Not Applicable.

Policy 7.6 Encourage employers to reduce vehicular trips by offering employee incentives.

Lucky Ranch will be developed consistent with this policy.

Goal 8

Support development of an appropriate public transportation system that provides mobility to City inhabitants and encourages use of public transportation as an alternative to automobile travel.

The proposed circulation system for the Lucky Ranch will accommodate and encourage the use of a public transportation system.

Policy 8.1 Support the efforts of the appropriate transportation agencies to provide additional local and express bus service to Brawley.

Lucky Ranch will be developed consistent with this policy.

Policy 8.2 Ensure accessibility of public transportation for elderly and disabled persons.

Lucky Ranch will be developed consistent with this policy.

Policy 8.3 Promote new development that is designed in a manner, which facilitates provision or expansion of transit service.

Lucky Ranch will be developed to accommodate transit service.

Policy 8.4 Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or employees.

Luckey Ranch will be developed consistent with this policy.

Policy 8.5 Encourage the provision of safe transit stops.

Luckey Ranch will be developed consistent with this policy.

Policy 8.6 Not Applicable.

Goal 9

Increase the use of non-motorized modes of transportation.

The Plan provides for non-motorized modes of transportation. The location of non-motorized transportation routes, including bike and pedestrian facilities will be identified at the time of subdivision.

Policy 9.1 Promote the safety of pedestrians and bicyclists by adhering to uniform standards and practices, including designation of bicycle lanes, proper signage, and adequate sidewalk, bicycle lane, and off-road bicycle trails.

Luckey Ranch will be developed consistent with this policy.

Policy 9.2 Maintain existing pedestrian facilities and require new development to provide pedestrian walkways between developments, schools, and public facilities.

Luckey Ranch will be developed consistent with this policy.

Policy 9.3 Ensure accessibility of pedestrian facilities to the elderly and disabled.

Luckey Ranch will be developed consistent with this policy.

Policy 9.4 Support and coordinate the development and maintenance of regional bikeways in conjunction with the County of Imperial.

Luckey Ranch will be developed consistent with this policy.

Policy 9.5 Develop programs that encourage the safe utilization of easements and/or rights-of-way, and street rights-of-way wherever possible for the use of bicycles and/or pedestrian/equestrian trails.

Lucky Ranch will be developed consistent with this policy.

Policies 9.6, 9.7, & 9.8 Not Applicable.

Policy 9.9 Provide for a non-vehicular circulation system that encourages bicycle transportation and pedestrian circulation.

Lucky Ranch will be developed consistent with this policy.

Water

Goal 10

Provide adequate water service and infrastructure for existing development while planning and implementing improvements to accommodate planned growth in Brawley.

The Infrastructure Plan includes provisions that address water and infrastructure service requirements for Lucky Ranch.

Policy 10.1 Establish and implement a program to increase the capacity of the water treatment plant and increase water storage to provide for new development and ensure adequate supplies during the summer months.

Lucky Ranch will provide off-site improvements as identified in the Conditions of Approval.

Policy 10.2 Not Applicable.

Goal 11

Promote citywide water conservation to reduce the projected demand for water service and associated treatment.

Water conservation techniques will be incorporated into the design of the community at the time of subdivision.

Policy 11.1 Require new development projects to incorporate water-conserving fixtures and low flow toilets.

Luckey Ranch will be developed consistent with this policy.

Policies 11.2 & 11.3 Not Applicable.

Sewer

Goal 12

Provide adequate sewer collection infrastructure and treatment facilities for existing development while planning and implementing improvements to accommodate planned growth in Brawley.

The Infrastructure Plan addresses provisions to ensure that adequate infrastructure for sewer collection is provided for at Luckey Ranch.

Policy 12.1 Establish a program to increase the head works and primary treatment capacity of the sewage treatment plant.

Luckey Ranch will provide for off-site improvements as identified in the Conditions of Approval.

Goal 13

Minimize impacts associated with the combined sewage and drainage collection system.

The Infrastructure Plan includes both sewer and storm drainage plans for the proposed community.

Policy 13.1 Require separate sewage and drainage systems in new development projects. Plan for the future state mandate to pre-treat storm run-off prior to discharge to state water project for a central collection and one-point discharge in coordination with the IID.

Luckey Ranch will be developed consistent with this policy.

Policy 13.2 Not Applicable.

Policy 13.3 See response to 12.1

Policy 13.4 See response to 13.1.

Goal 14

Ensure the provision of adequate power and communication service and transmission infrastructure to serve existing and planned development.

Luckey Ranch is adjacent to an existing urban area and will be served by logical extensions from existing power and communication services.

Policy 14.1 Coordinate with the Imperial Irrigation district, southern California Gas, and communication service providers to identify easements and right-of-ways required to provide power and communication service for future development.

Luckey Ranch will be developed consistent with this policy.

Policy 14.2 Coordinate the provision of power and communication service to new development with the Imperial Irrigation District, southern California Gas, and communication service providers.

Luckey Ranch will be developed consistent with this policy.

Policy 14.3 Encourage under grounding of existing power and telephone lines.

Luckey Ranch will be developed consistent with this policy.

Policy 14.4 Encourage low maintenance landscaping of area around all existing substations and require it for all new substations.

Luckey Ranch will be developed consistent with this policy.

Goal 15

Promote citywide energy conservation to reduce the projected demand for electricity and gas.

The design of individual structures will incorporate energy-saving devices and materials, as required by the City of Brawley at the time of issuance of building permits. Consideration will be given to energy-saving devices and programs as recommended by utility companies.

Policy 15.1 Require new development projects to incorporate energy efficient lighting and air conditioning and heating systems.

Policy 15.2 Not Applicable.

Goal 16

Define and evaluate alternative financing methods for infrastructure management and maintenance costs on a citywide and area-wide basis.

The use of assessment districts and Mello-Roos districts will be explored as possible methods for funding of infrastructure improvements.

Policy 16.1 Develop an infrastructure and circulation improvement fee program which will enable infrastructure and circulation improvements to be funded by new development.

Luckey Ranch will be responsible for the required infrastructure and circulation improvements necessary to serve the Ranch and will also pay City development impact fees as required by the Conditions of Approval.

Policy 16.2 Prepare a phasing plan for cumulative infrastructure and circulation improvements that identifies project specific responsibilities and requires fair share funding.

A phasing plan is included in the Luckey Ranch Specific Plan.

Policy 16.3 Not Applicable.

Policy 16.4 Encourage the use of assessment districts, industrial development bonds, and other techniques for financing improvements serving existing and new development.

Luckey Ranch will be developed consistent with this policy.

D. RESOURCE MANAGEMENT ELEMENT - GOALS AND POLICIES

Air Quality

Goal 1

Reduce air pollution through proper land use, transportation and energy use planning.

Luckey Ranch is proposed as a complete community within the City of Brawley featuring residential neighborhoods, educational facilities, commercial service/community shopping facilities, and employment opportunities. The Specific Plan creates a balance of land uses, and therefore reduces the distances of vehicular travel between major activity centers such as home, work, school, shopping, and recreation areas. The Conceptual Circulation Plan section provides for a comprehensive system of motorized and non-motorized transportation routes, which promotes alternatives to automobile use. Furthermore, the "Conceptual Circulation Plan" arranges roadways into a functional hierarchy to meet the traffic demands of the development, thereby avoiding traffic congestion, and reducing air pollution impacts.

Policy 1.1 Cooperate with the Imperial County air Pollution Control District and the Southern California Association of Governments in their effort to implement provisions of the region's Air Quality Management Plan, as amended.

Luckey Ranch will conform to mitigation measures contained in the Luckey Ranch EIR.

Policy 1.2 Design vehicular access to commercial land uses from arterial streets to improve vehicular ingress and egress.

Luckey Ranch will be developed consistent with this policy.

Policy 1.3 Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.

The Luckey Ranch "Land Use Plan Diagram" provides a multi-family area close to the commercial area.

Policy 1.4 Develop neighborhood parks and/or joint use facilities near future concentrations of residents to encourage pedestrian travel to the recreation facilities.

Residential areas within Luckey Ranch contain a community park/school site.

Policy 1.5 Provide commercial areas that are conducive to pedestrian and bicyclist circulation.

The commercial area is planned adjacent to multi- and single-family areas within the Luckey Ranch.

Policy 1.6 See 1.1 response.

Policy 1.7 Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational uses.

Lucky Ranch will include bike lanes and trails, which will be designed at the time of subdivision.

Goal 2

Improve air quality by influencing transportation choices of mode, time of day or whether to travel.

The proposed circulation system will accommodate and encourage the use of a public transportation system. The Conceptual Circulation Plan section addresses the need for non-motorized modes of transportation such as bike paths and sidewalks, which will be identified at the time of subdivision.

Policy 2.1 Seek to reduce vehicle trips through incentives, regulations, and/or Transportation Demand Management (TDM) programs.

Lucky Ranch will be developed consistent with this policy.

Policy 2.2 Seek to reduce total vehicles miles traveled (VMT) through incentives, regulations, and/or Transportation Demand Management.

Lucky Ranch will be developed consistent with this policy.

Policy 2.3 Promote modified work schedules, which reduce peak period auto travel.

Lucky Ranch will be developed consistent with this policy.

Policy 2.4 Promote all forms of transit serving the City and the urbanized portions of Imperial County.

Lucky Ranch will be developed consistent with this policy.

Policy 2.5 Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.

Lucky Ranch will be developed consistent with this policy.

Policy 2.6 Encourage employer ride share and transit incentive programs by local businesses.

Luckey Ranch will be developed consistent with this policy.

Policy 2.7 Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours.

Luckey Ranch will be developed consistent with this policy.

Policies 2.8 & 2.9 Not Applicable.

Policy 2.10 Promote the development of new commercial, industrial, and recreational businesses to provide local jobs for City residents and reduce commuting traffic.

Luckey Ranch includes a large area of commercial and industrial use for local residents and new residents.

Goal 3

Reduce particulate emissions to the greatest extent feasible.

Throughout the grading and construction of Luckey Ranch, appropriate dust control measures will be followed as specified by the Environmental Impact Report.

Policy 3.1 See response to 1.1.

Goal 4

Reduce emissions through reduced energy consumption.

The Specific Plan creates a balance of land uses in order to reduce the distances of vehicular travel between major activity centers such as home, work, school, shopping, and recreation areas. The Conceptual Circulation Plan section provides for a comprehensive system of motorized and non-motorized transportation routes. These measures will help reduce emissions. The Luckey Ranch EIR and Conditions of Approval contain energy conservation requirements.

Policy 4.1 Promote energy conservation in all sectors of the City including residential, commercial, and industrial.

Luckey Ranch will be developed consistent with this policy.

Policy 4.2 Promote local recycling of wastes and the use of recycled materials.

Luckey Ranch will be developed consistent with this policy.

Policy 4.3 Encourage and promote all new development to be constructed with energy efficient lighting, air conditioning, and heating systems.

Luckey Ranch will be developed consistent with this policy.

Policy 4.4 Encourage and promote all new developments to be designed structurally to maximize cooling efficiency and natural shade.

Luckey Ranch will be developed consistent with this policy.

Policy 4.5 Encourage and promote all new developments to incorporate trees to maximize shade and air pollution control.

Luckey Ranch will be developed consistent with this policy.

Natural Resources and Unique Natural Features.

Goal 5

Conserve and protect natural plant and animal communities.

The Luckey Ranch has been actively farmed for a number of years; therefore, it is unlikely that any unusual wildlife or associated habitat occurs on the site. The Imperial County General Plan – “Habitat Map” designates the Luckey Ranch area as “disturbed.” This issue is further addressed by the Environmental Impact Report associated with this project.

Policy 5.1 Identify and conserve important plant communities and wildlife habitats, such as riparian areas, wildlife movement corridors, wetlands, and significant tree stands by requiring development proposals in areas expected to contain important plant and animal communities to include biological assessments.

Lucky Ranch will be developed in conformance with mitigation measures contained in the project EIR.

Policy 5.2 **Require new development to re-vegetate environmentally sensitive graded areas.**

Lucky Ranch will be developed in conformance with mitigation measures contained in the project EIR.

Policy 5.3 **Not Applicable.**

Goal 6

Conserve and protect significant topographical features, important watershed areas, resources and soils.

The site is fairly flat, with elevations ranging from 130 feet to 140 feet and does not contain any significant topographic features.

The City of Brawley General Plan preserves farmland north, south, and west of the City limits allowing for urban development east of the town. Lucky Ranch is adjacent to an existing urban area and, as a logical extension of urban growth, will help to prevent “leap frog” development patterns from occurring.

Policy 6.1 **Not Applicable.**

Policy 6.2 **Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.**

Lucky Ranch will be developed consistent with this policy.

Policy 6.3 **Encourage the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems.**

Lucky Ranch will be developed consistent with this policy.

Policy 6.4 **Place restrictions upon and apply standards to the development of floodplain areas, ecologically sensitive areas and potentially hazardous areas.**

No flood plains exist within the Luckey Ranch.

Policy 6.5 Review applications for building and grading permits, and applications for subdivision for adjacency to, threats from, and impacts on geological hazards arising from seismic events, landslides, or other geologic hazards such as expansive soils and subsidence areas.

Luckey Ranch will be developed consistent with this policy.

Policy 6.6 Site planning and architectural design shall respond to the natural landform whenever possible to minimize grading and viewshed intrusion.

Luckey Ranch will be developed consistent with this policy.

Policy 6.7 Not Applicable.

Policy 6.8 Require geotechnical studies for developments that are proposed for steep slopes and where geological instability may be suspected.

Luckey Ranch will be developed consistent with this policy.

Policy 6.9 Significant natural features shall be preserved and incorporated into proposed development projects.

Luckey Ranch will be developed consistent with this policy.

Policy 6.10 Mitigate the impacts of development on sensitive lands such as steep slopes, wetlands, cultural resources, and sensitive habitats through the environmental review process.

Luckey Ranch will be developed consistent with mitigation measures of the project EIR.

Policy 6.11 Encourage retention of permanent open space through dedication as a part of the development review/subdivision process.

Luckey Ranch will be developed consistent with this policy.

Policy 6.12 Concentrate higher intensity uses in areas containing less sensitive landforms and preserve the most sensitive landform resources as open space.

Lucky Ranch will be developed consistent with this policy.

Policy 6.13 Non-developable or constrained areas should be evaluated for possible use as open space or recreational use.

Lucky Ranch will be developed consistent with this policy.

Policy 6.14 Design an integrated open space system in the City that includes landscaped medians and parkways in City streets, the City's park system, bicycle and pedestrian trail systems, and active and passive open space with consideration given to developing guidelines to integrate the system with private open space.

Lucky Ranch will be developed consistent with this policy.

Policy 6.15 Site buildings and align roadways to maximize public visual exposure to natural features.

Lucky Ranch will be developed consistent with this policy.

Goal 7

Coordinate with the County to conserve important natural resources in the unincorporated land in the Brawley Planning area.

See Goal 6 response.

Policy 7.1 Review all applications for development in the unincorporated land in the Brawley Planning Area and recommend any necessary revisions to conserve natural resources.

Lucky Ranch will be developed consistent with this policy.

Policy 7.2 Identify important natural resources in the unincorporated land in the Brawley Planning Area and apply conservation strategies with the County Planning Department.

Lucky Ranch will be developed consistent with this policy.

Water Resources

Goal 8

Protect water quality and conserve water supply.

Lucky Ranch will be designed to incorporate measures for water quality protection and the conservation of the water supply as required by the State of California and the City of Brawley. Erosion control techniques will be employed during the grading and construction of Lucky Ranch as specified in the EIR.

Policy 8.1 Protect groundwater resources from depletion and sources of pollution.

Lucky Ranch will be developed consistent with this policy.

Policy 8.2 Conserve imported water by requiring water conservation techniques and water conserving appliances, in rehabilitated and new projects.

Lucky Ranch will be developed consistent with this policy.

Policy 8.3 Support the development and usage of wastewater recycling production and use wherever possible and economically feasible.

Lucky Ranch will be developed consistent with this policy.

Policy 8.4 Protect water quality by supporting the efforts of agencies responsible for enforcement of water quality standards for water imported into the county and the quality of water in the groundwater basin and streams.

Lucky Ranch will be developed consistent with this policy.

Policy 8.5 Coordinate water quality and supply programs with all responsible water agencies, and cooperate and participate in plan preparation and programs.

Lucky Ranch will be developed consistent with this policy.

Policies 8.6 & 8.7 Not Applicable.

Policy 8.8 Encourage the Imperial Irrigation District to promote water conservation practices and safety in agricultural activities.

Lucky Ranch will be developed consistent with this policy.

Solid Waste Recycling

Goal 9

Reduce or control solid waste produced in the City.

Lucky Ranch is adjacent to an existing urban area and will be served by logical extensions of existing solid waste collection services.

Policy 9.1 Implement policies of the Brawley source Reduction and Recycling Plan, which will become an Element of the County IWMP in 1994.

Lucky Ranch will be developed consistent with this policy.

Policies 9.2 through 9.5 Not Applicable.

Energy Resource Conservation

Goal 10

Conserve energy resources through use of available energy technology and conservation practice.

The design of individual structures will incorporate energy-saving devices and materials, as required by the City of Brawley at issuance of building permit. Consideration will be given to energy saving devices and programs as recommended by utility companies.

Policy 10.1 Encourage innovative building design, site design, and orientation techniques, which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

Lucky Ranch will be developed consistent with this policy.

Policy 10.2 Not Applicable.

Historical and Archaeological Resources

Goal 11

Maintain and enhance the City's unique culturally and historically significant building sites or features.

The Luckey Ranch is an active farm and has been farmed for a number of years. The Imperial County General Plan – “Sensitivity Map” for Cultural Resources identifies the Ranch as “zero to rare” indicating the absence of any significant cultural resources on the site. This issue is further explored in the Environmental Impact Report that is associated with this project.

Policy 11.1 Identify, designate, and protect facilities of historical significance and maintain an inventory.

No such facilities were found on Luckey Ranch as discussed in the project EIR.

Policies 11.2 through 11.4 See 11.1 response.

Goal 12

Preserve Brawley's archaeological resources.

The topic of archaeological resources is thoroughly examined in the Environmental Impact Report prepared for the Specific Plan.

Policies 12.1 & 12.2 See 11.1 response.

Agricultural Soils/Lands

Goal 13

Conserve and protect designated agricultural lands and plan for their continued use.

The City of Brawley General Plan preserves farmland north, south, and west of the City limits allowing for urban development east of the town. Luckey Ranch is adjacent to an existing urban area and is a logical extension of urban growth, which will help meet the City's objective of preventing “leap frog” development patterns.

Policy 13.1 See Goal 13 response.

Policy 13.2 Not Applicable.

Policy 13.3 See Goal 13 response.

Policy 13.4 Require adequate drainage facilities for all new development projects to prevent runoff into agriculture lands and subsequent erosion of agricultural soils.

Drainage facilities will be provided to accommodate the need of the Luckey Ranch development.

Policies 13.5 & 13.6 See Goal 13 response.

Policy 13.7 Not Applicable.

Policy 13.8 See Goal 13 response.

Policy 13.9 Where new residential uses are established next to agricultural lands, require residential developers to mitigate adverse effects from the exposure of residents to agricultural chemicals, dust and other “nuisances” in a manner that is consistent with the County Right-to-Farm Ordinance.

Luckey Ranch will be developed consistent with this policy.

Goal 14

Manage the production of economically valuable agricultural resource to achieve a balance between current market forces and long-term community values.

See response to Goal 13.

Policy 14.1 See response to Goal 13.

■ LUCKEY RANCH ■
SPECIFIC PLAN

SECTION VIII
IMPLEMENTATION

VIII. IMPLEMENTATION

This section is intended to provide specific measures for the implementation and development of the Luckey Ranch. The measures define the relationship between the Specific Plan and other City Codes and establish the sequence and process for obtaining approval of development projects.

A. GENERAL PLAN AMENDMENT

The City of Brawley General Plan currently includes this portion of the Luckey Ranch. An amendment to the General Plan is being requested concurrently with this Specific Plan to adjust some of the land use areas for compatibility with the airport expansion plans and the Airport Land Use Compatibility Plan and to allow for a limited amount of residential use in the area.

B. MAXIMUM/AVERAGE DENSITIES

The single-family land use designation (zoned PD-R-2) allows single family detached, or attached, duplexes, zero lot line units, and mobile home subdivisions. The single-family residential areas will maintain an average gross density of 5.5 dwelling units. Portions of development area may exceed 5.5 dwelling units per acre up to a maximum of nine dwelling units per acre so long as minimum lot sizes are maintained. The minimum lot size for single-family detached units will be 6,000 square feet, mobile home subdivisions – 5,000 sq. ft. and duplexes – 6,000 sq. ft. per lot and 3,000 sq. ft. per unit and single-family attached – 3,000 sq. ft. per dwelling unit.

The multi-family residential land use designation (zoned PD-R-3) allows single-family detached, duplexes, single-family attached, mobile home subdivisions, and multi-family (condominium, townhouse, and apartment) uses. Portions of a development area may exceed 12 dwelling units per acre, up to a maximum of 17 dwelling units per acre overall for a development area, so long as the required minimum lot sizes are met, single-family – 6,000 square feet per dwelling unit, attached, duplex, multi-family, and mobile home subdivisions at 2,500 sq. ft. per dwelling unit.

Average densities by land use are shown on Table 1 “Land Use Summary.” Land use designations are shown on Ex. No. 3 “Land Use Plan Diagram and zoning is shown on Ex. No. 5 “Proposed Zoning Map.”

C. DEVELOPMENT AREA BOUNDARIES/ROAD ALIGNMENTS

Development Area Boundaries, associated acreages, and number and type of dwelling units are approximate and may change during the subdivision process, based upon more detailed engineering and market information. Development Area Boundaries may be expanded or contracted a maximum of 15% during the subdivision process, so long as the maximum number of dwelling units (1,271) is not exceeded, and so long as the maximum acreage for that type of land use is not exceeded.

Roadway alignments, as shown, are conceptual and may be modified, as necessary, during the subdivision process, based upon more detailed engineering. Development Area Boundaries are shown on Ex. No. 3, "Land Use Plan Diagram," and Ex. No. 5, "Proposed Zoning Map."

D. REZONING

The Imperial County Zoning Map currently designates the Luckey Ranch with the following zoning districts: A2 (General Agricultural), A2G (General Agricultural Zone with Geothermal Overlay), A3G (Heavy Agricultural Zone with Geothermal Overlay) and MIG (Light Manufacturing Zone with Geothermal Overlay). Since the proposal is to establish a master planned community with mixed uses, a zone change to Planned Development/Specific Plan is being requested as a part of the Specific Plan. A "Proposed Zoning Map" is included herein as Exhibit #5.

E. ENVIRONMENTAL IMPACT REPORT

An Environmental Impact Report accompanies the General Plan Amendment/Zone Change/Specific Plan.

F. ANNEXATION

Following City Council action on the General Plan Amendment, Environmental Impact Report, and Specific Plan for the Luckey Ranch, an Annexation will be sought with the Local Agency Formation Commission (LAFCO).

G. TENTATIVE/FINAL MAPS

A Tentative (or Parcel) Map (s) will be necessary to create separate lots within residential, commercial, industrial, light industrial/business park development areas of the Specific Plan, as required by the City of Brawley Subdivision Ordinance and the

Subdivision Map Act. Such maps should be generally consistent with the previously approved Specific Plan; however road alignments, development area acreage, and final configuration of the Airport Planning Area may be adjusted, as necessary, based on more detailed engineering, final Airport design and compatibility with the Airport Land Use Compatibility Plan, provided the maximum number of dwelling units, nor the maximum acreages for the different land use types is not exceeded as specified herein. Such maps may be processed concurrent with the Specific Plan.

Subsequent Final Maps shall be processed to recordation with the County of Imperial Recorder's Office, in accordance with the aforementioned regulations and codes. A Vesting Tentative Map shall be processed in the same manner as a Tentative Map.

H. CONDITIONAL USE PERMITS

For all development subject to the Conditional Use Permit requirements of the City of Brawley Zoning Ordinance and this Specific Plan, a Conditional Use Permit must be applied for and granted pursuant to Section 27.270 of the City of Brawley Zoning Ordinance, except as otherwise modified herein.

The Developer/Builder may submit applications for Conditional use Permits concurrent with applications for Tentative Maps and other such entitlements.

I. SITE PLAN REVIEW

A site plan application shall be submitted for development of any property for which the City of Brawley currently requires a site plan per Sections 27.123 and 27.260 to 27.269 of the City of Brawley Zoning Ordinance. Uses that require site plan review include new construction of residential, commercial, and industrial uses.

J. SPECIFIC PLAN AMENDMENTS

The Luckey Ranch Specific Plan may be amended at any time with Planning Commission review and City Council approval, pursuant to the procedures in Sections 27.120 to 27.129 of the City of Brawley Zoning Ordinance.

K. SPECIFIC PLAN ENFORCEMENT

The development standards, regulations, and mitigation measures included in the Specific Plan and EIR shall be administered and enforced as follows:

1. City of Brawley - Community Development Department
 - ◆ Luckey Ranch Specific Plan and amendments subject to 27.120 to 27.129 of the City of Brawley Zoning Ordinance.
 - ◆ Tentative, Vesting Tentative, or Parcel Maps subject to the City of Brawley Subdivision Ordinance.
 - ◆ Conditional Use Permits subject to Section 27.270 of the City of Brawley Zoning Ordinance.
 - ◆ Site Plan Review subject to Section 27.123 & 27.260 to 27.269 of the City of Brawley Zoning Ordinance.
 - ◆ Grading Permit subject to City of Brawley requirements.
 - ◆ Building Permit subject to City of Brawley requirements.
2. Department of Public Works
 - ◆ Drainage Improvements subject to the City of Brawley requirements.
 - ◆ Street Improvements subject to the City of Brawley requirements.
 - ◆ Water and Sewer Facilities subject to the City of Brawley requirements.
3. Fire Department
 - ◆ Fire Protection Improvements & Facilities subject to the City of Brawley requirements.
4. Police Department
 - ◆ Law enforcement
5. State of California
 - A. Regional Water Quality Control Board
 - ◆ Waste Discharge

B. Drinking Water & Services

◆ Water Treatment

6. Imperial Irrigation District

- ◆ Irrigation Canals and Drains
- ◆ Power Lines