

# **City of Brawley**

## **Final General Plan 2030**



**City of Brawley  
400 Main Street  
Brawley, CA 92227**



**CITY OF BRAWLEY  
Final  
GENERAL PLAN UPDATE, 2030**

*Prepared for:*

City of Brawley  
400 Main Street  
Brawley, CA 92227  
Contact: Gordon Gaste, AICP

*Prepared by:*

ICF Jones & Stokes  
9775 Businesspark Avenue, Suite 200  
San Diego, CA 92131

September 2008



# Contents

SECTION	PAGE
<b>Introduction to the General Plan</b> .....	<b>INT-1</b>
Need for a Revised Plan and Previous Planning Efforts .....	INT-1
Brawley Planning Area .....	INT-2
History of Brawley .....	INT-2
Purpose of the General Plan .....	INT-7
A Vision for the Future .....	INT-7
Organization of the General Plan .....	INT-8
Public Participation Process .....	INT-11
Relationship to Related Plans, Programs, and Ordinances .....	INT-11
<b>Land Use Element</b> .....	<b>LUE-1</b>
Related Plans and Programs .....	LUE-1
Goals, Objectives, and Policies .....	LUE-2
<b>Land Use Plan</b> .....	<b>LUE-13</b>
Introduction .....	LUE-13
Land Use Map .....	LUE-13
Land Use Intensity/Density .....	LUE-19
Land Use Designations .....	LUE-20
Special Study Areas .....	LUE-22
Implications of the Land Use Plan .....	LUE-25
General Plan/Zoning Relationship .....	LUE-28
Related Goals, Objectives, and Policies .....	LUE-28
<b>Infrastructure Element</b> .....	<b>IE-1</b>
Related Plans and Programs .....	IE-1
<b>Circulation</b> .....	<b>IE-3</b>
Introduction .....	IE-3
Goals, Objectives, and Polices .....	IE-4
Circulation Plan .....	IE-11
<b>Water</b> .....	<b>IE-29</b>
Introduction .....	IE-29
Goals, Objectives, and Policies .....	IE-30
Water Plan .....	IE-31

<b>Wastewater .....</b>	<b>IE-33</b>
Introduction .....	IE-33
Goals, Objectives, and Policies.....	IE-34
Wastewater Plan .....	IE-34
<b>Power/Communication .....</b>	<b>IE-37</b>
Introduction .....	IE-37
Goals, Objectives, and Policies.....	IE-37
Power/Communication Plan .....	IE-38
<b>Infrastructure Financing.....</b>	<b>IE-39</b>
Introduction .....	IE-39
Goals, Objectives, and Polices .....	IE-39
Infrastructure Financing Plan .....	IE-40
Related Goals and Policies .....	IE-41
<b>Resource Management Element.....</b>	<b>RME-1</b>
Introduction .....	RME-1
Related Plans and Programs .....	RME-2
<b>Air Quality .....</b>	<b>RME-3</b>
Introduction .....	RME-3
Goals, Objectives, and Policies.....	RME-5
Plan .....	RME-10
<b>Unique Topographic Features .....</b>	<b>RME-11</b>
Introduction .....	RME-11
Goals, Objectives, and Policies.....	RME-11
Plan .....	RME-13
<b>Water Resources.....</b>	<b>RME-17</b>
Introduction .....	RME-17
Goals, Objectives, and Policies.....	RME-17
Plan .....	RME-18
<b>Solid Waste/Recycling.....</b>	<b>RME-21</b>
Introduction .....	RME-21
Goals, Objectives, and Policies.....	RME-22
Plan .....	RME-22
<b>Energy Conservation .....</b>	<b>RME-23</b>
Introduction .....	RME-23
Goals, Objectives, and Policies.....	RME-23
Plan .....	RME-24
<b>Cultural and Paleontological Resources .....</b>	<b>RME-25</b>
Introduction .....	RME-25
Goals, Objectives, and Policies.....	RME-26
Plan .....	RME-27

<b>Agricultural Lands .....</b>	<b>RME-31</b>
Introduction .....	RME-31
Goals, Objectives, and Policies.....	RME-31
Plan .....	RME-32
<b>Geothermal Resources .....</b>	<b>RME-35</b>
Introduction .....	RME-35
Goals, Objectives, and Policies.....	RME-35
Plan .....	RME-36
Related Goals and Policies .....	RME-37
<b>Open Space/Recreation Element.....</b>	<b>OSRE-1</b>
Related Plans and Programs .....	OSRE-2
<b>Open Space for Preservation of Natural Resources.....</b>	<b>OSRE-3</b>
Introduction .....	OSRE-3
Goals, Objectives, and Policies.....	OSRE-3
Plan .....	OSRE-3
<b>Open Space for Managed Production of Resources .....</b>	<b>OSRE-7</b>
Introduction .....	OSRE-7
Goals, Objectives, and Policies.....	OSRE-7
Plan .....	OSRE-7
<b>Open Space for Protection of Public Health and Safety.....</b>	<b>OSRE-11</b>
Introduction .....	OSRE-11
Goals, Objectives, and Policies.....	OSRE-11
Plan .....	OSRE-11
<b>Land for Parks and Recreation .....</b>	<b>OSRE-15</b>
Introduction .....	OSRE-15
Goals, Objectives, and Policies.....	OSRE-15
Plan .....	OSRE-16
Park Classifications and Standards .....	OSRE-17
Existing and Planned Park and Recreational Facilities.....	OSRE-18
Methods to Achieving Additional Park and Recreation Facilities.....	OSRE-24
<b>Recreation Programs.....</b>	<b>OSRE-25</b>
Introduction .....	OSRE-25
Goals, Objectives, and Policies.....	OSRE-25
Plan .....	OSRE-27
Related Goals and Policies .....	OSRE-29

<b>Public Safety And Noise Element.....</b>	<b>PSNE-1</b>
Related Plans and Programs .....	PSNE-1
<b>Flooding.....</b>	<b>PSNE-3</b>
Introduction .....	PSNE-3
Goals, Objectives, and Policies.....	PSNE-3
Plan .....	PSNE-4
<b>Seismic and Other Geologic Hazards .....</b>	<b>PSNE-7</b>
Introduction .....	PSNE-7
Goals, Objectives, and Policies.....	PSNE-7
Plan .....	PSNE-8
<b>Hazardous and Toxic Materials .....</b>	<b>PSNE-17</b>
Introduction .....	PSNE-17
Goals, Objectives, and Policies.....	PSNE-17
Plan .....	PSNE-19
<b>Fire.....</b>	<b>PSNE-21</b>
Introduction .....	PSNE-21
Goals, Objectives, and Policies.....	PSNE-21
Plan .....	PSNE-22
<b>Emergency Preparedness Planning/Disaster Response.....</b>	<b>PSNE-23</b>
Introduction .....	PSNE-23
Goals, Objectives, and Policies.....	PSNE-23
Plan .....	PSNE-24
<b>Aircraft Overflights .....</b>	<b>PSNE-29</b>
Introduction .....	PSNE-29
Goals, Objectives, and Policies.....	PSNE-29
Plan .....	PSNE-30
<b>Transportation Noise.....</b>	<b>PSNE-31</b>
Introduction .....	PSNE-31
Goals, Objectives, and Policies.....	PSNE-31
Plan .....	PSNE-34
Existing and Future Noise Conditions .....	PSNE-39
<b>Non-Transportation Noise.....</b>	<b>PSNE-51</b>
Introduction .....	PSNE-51
Goals, Objectives, and Policies.....	PSNE-51
Plan .....	PSNE-51
<b>Noise and Land Use Planning Integration.....</b>	<b>PSNE-55</b>
Introduction .....	PSNE-55
Goals, Objectives, and Policies.....	PSNE-55
Plan .....	PSNE-56
Related Goals and Policies .....	PSNE-57



<b>Economic Development Element .....</b>	<b>EDE-1</b>
Related Plans and Entities .....	EDE-1
<b>Fiscal Strength And Stability .....</b>	<b>EDE-3</b>
Introduction .....	EDE-3
Goals, Objectives, and Policies.....	EDE-3
Fiscal Strength and Stability Plan .....	EDE-4
<b>Business Promotion .....</b>	<b>EDE-5</b>
Introduction .....	EDE-5
Goals, Objectives, and Policies.....	EDE-5
Business Promotion Plan .....	EDE-6
<b>Promotion of Downtown Business District .....</b>	<b>EDE-9</b>
Introduction .....	EDE-9
Goals, Objectives, and Policies.....	EDE-9
Promotion of Downtown Business District Plan .....	EDE-9
<b>Balanced Employment and Housing .....</b>	<b>EDE-11</b>
Introduction .....	EDE-11
Goals, Objectives, and Policies.....	EDE-11
Balanced Employment and Housing Plan .....	EDE-11
Related Goals and Policies .....	EDE-13
<b>Housing Element.....</b>	<b>HE-1</b>
<b>Implementation.....</b>	<b>IMP-1</b>
Use of the General Plan Implementation Program .....	IMP-1
<b>Land Use Element Implementation .....</b>	<b>IMP-3</b>
<b>Infrastructure Element Implementation .....</b>	<b>IMP-13</b>
<b>Resource Management Element Implementation .....</b>	<b>IMP-27</b>
<b>Open Space/Recreation Element Implementation .....</b>	<b>IMP-37</b>
<b>Public Safety/Noise Element Implementation .....</b>	<b>IMP-45</b>
<b>Economic Development Element Implementation.....</b>	<b>IMP-59</b>

# Tables

<b>TABLE</b>	<b>ON PAGE</b>
INT-1	Relationship Of Brawley General Plan Elements to State-Mandated Elements ..... INT-9
LUE-1	Development Density/Intensity Standards.....LUE-20
LUE-2	Future Land Use Density/Intensity of the Downtown Overlay Districts ..... LUE-25
LUE-3	Future Land Use Density/Intensity and Population Capacity of the Land Use Plan.....LUE-27
LUE-4	General Plan/Zoning Relationship.....LUE-28
LUE-5	Land Use Related Goals, Objectives, and Policies By Element.....LUE-29
IE-1	Level of Service for Brawley Circulation Performance Criteria..... IE-12
IE-2	ADT level of service volumes by roadway type ..... IE-13
IE-3	Cross-Section Design Criteria for Recommended Roadway Classifications—City Of Brawley ..... IE-17
IE-4	Infrastructure Related Goals and Policies by Element ..... IE-41
RME-1	Resource Management Related Goals and Policies by Element .....RME-35
OSRE-1	Existing Developed Parks and Recreational Facilities .....OSRE-18
OSRE-2	Planned Parks and Recreational Facilities .....OSRE-21
OSRE-3	Existing and Future Park Acreage Needs .....OSRE-22
OSRE-4	Existing and Future Mini Park Acreage Requirements.....OSRE-22
OSRE-5	Existing and Future Neighborhood Park Acreage Requirements.....OSRE-23
OSRE-6	Existing and Future Community Park Acreage Requirements .....OSRE-23
OSRE-7	Open Space and Recreation Related Goals and Policies by Element .....OSRE-29

PSNE-1 Typical A-Weighted Noise Levels..... PSNE-33  
PSNE-2 Noise/Land Use Compatibility Matrix..... PSNE-38  
PSNE-3 Interior and Exterior Noise Standards ..... PSNE-40  
PSNE-4 Highway Traffic Noise Contours ..... PSNE-47  
PSNE-5 Railroad Noise Contours (8 trains per day) ..... PSNE-48  
PSNE-6 Public Safety/Noise Related Goals and Policies by Element ..... PSNE-59  
EDE-1 Economic Development Related Goals and Policies by Element ..... EDE-13

# Figures

<b>FIGURE</b>		<b>ON PAGE</b>
INT-1	Regional Location.....	INT-3
INT-2	Brawley Planning Area .....	INT-5
LUE-1	Land Use Map .....	LUE-15
LUE-2	Special Study Areas .....	LUE-17
IE-1	Typical Street Cross Sections .....	IE-15
IE-2	Circulation Element Plan .....	IE-19
IE-3	Designated Truck Routes .....	IE-21
IE-4	Proposed Bicycle Facilities.....	IE-27
RME-1	Natural Resources for Conservation .....	RME-15
RME-2	Important Archaeological Areas .....	RME-27
RME-3	Important Farm Lands .....	RME-31
OSRE-1	Designated Open Space .....	OSRE-5
OSRE-2	Important Farmland and Designated Agricultural Areas.....	OSRE-9
OSRE-3	Important Land Uses Surrounding Municipal Airport.....	OSRE-13
OSRE-4	Existing and Planned Parks .....	OSRE-19
PSNE-1	Flood Zone .....	PSNE-5
PSNE-2	Alquist-Priolo Zones (Faults) .....	PSNE-11
PSNE-3	Potential Liquefaction .....	PSNE-13
PSNE-4	Unstable Slopes .....	PSNE-15

PSNE-5 Evacuation Routes ..... PSNE-29  
PSNE-6 Railroad Noise Impact Criteria..... PSNE-41  
PSNE-7 Existing Airport Noise Contours ..... PSNE-43  
PSNE-8 Future Airport Noise Contours..... PSNE-45  
PSNE-9 Train Horn Impact Zones..... PSNE-49

# Glossary

The following sets of terms are used in the General Plan and can be defined as noted. Certain terms are also defined within individual elements.

**Access**—A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

**Acres, Net**—The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road right-of-way, public open space, and flood ways.

**ADT**—Average daily trips made by vehicles on persons in a 24-hour period.

**Air Basin**—One of 14 self-contained regions of California minimally influenced by air quality in contiguous regions.

**Air Pollutant Emissions**—Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

**Air Pollution**—The presence of contaminants in the air in concentrations that exceed naturally occurring quantities and are undesirable or harmful.

**Air Quality Standards**—The prescribed (by the Environmental Protection Agency and the California Air Resources Board) level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

**ALUC**—Airport Land Use Commission.

**Ambient Noise Level**—The overall of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**Animal Control**—A service provided by or contracted for by local government under which animals constituting a potential nuisance or health problem are captured, retained, and disposed.

**Annexation**—The incorporation of a land area into an existing city with a resulting change in the boundaries of that city.

**Application For Development**—The application form(s) and all accompanying documents and exhibits required of an applicant by an approving authority for development review by governmental agency(s).

**Aquifer**—An underground bed or layer of earth, gravel or porous stone that contains water.

**Archaeological Site**—Land or water areas which show evidence of human, plant or animal activity, usually dating from periods of which only vestiges remain.

**Arterial**—A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

**Assisted Housing**—Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

**A-Weighted Decibel (dBA)**—A numerical method of rating human judgment of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

**Base Flood Elevation**—The highest elevation, expressed in feet above sea level, of the level of flood waters expected to occur during a 100-year flood (i.e., a flood that has 1 percent likelihood of occurring in any given year).

**Benefit Assessment District**—An area within a public agency’s boundaries which receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets and Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

**Bicycle Lane (Class II facility)** —A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

**Bicycle Path (Class I facility)** —A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

**Bicycle Route (Class III facility)** —A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

**Bikeways**—A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

**Blight**—A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

**Buffer**—A strip of land designated to protect one type of land use from another with which it is incompatible. Where a commercial district abuts a residential district, for example, additional use, yard,

or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones such as a multi-family housing zone between single family housing and commercial uses.

**Building**—Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods or materials of any kind or nature.

**California Environmental Quality Act (CEQA)**—A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a “program EIR.”

**California Housing Finance Agency (CHFA)**—A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low and moderate income housing.

**Caltrans**—California Department of Transportation.

**Capital Improvement Program (CIP)**—A proposed timetable or schedule of all future capital improvements (government acquisition of real property, major construction project, or acquisition of long lasting, expensive equipment) to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project. Capital improvement programs are usually projected five or six years in advance and should be updated annually.

**Census**—The official decennial enumeration of the population conducted by the federal government.

**City**—City, with a capital “C,” generally refers to the government or administration of a city. City, with a lower case “c” may mean any city, or may refer to the geographical area of a city (e.g., the city’s bikeway system.)

**Clean Air Act**—Federal legislation establishing national air quality standards.

**Clustered Development**—Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

**Collector**—A street for traffic moving between arterial and local streets, generally providing direct access to properties.

**Community Development Block Grant (CDBG)**—A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

**Community Facilities District (CFD)**—Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq), a legislative body may create within its jurisdiction a special district that can issue tax exempt bonds for the planning, design, acquisition, construction, and/or



operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

**Community Noise Equivalent Level (CNEL)**—The average equivalent sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. See also “A-Weighted Decibel.”

**Community Redevelopment Agency (CRA)**—A local agency created under California Redevelopment Law, or a local legislative body which has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, replanning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency’s plans must be compatible with adopted community general plans.

**Compatibility**—The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts are intended to achieve compatibility within the district. Some elements affecting compatibility include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or the presence of hazardous materials. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

**Condominium**—A building, or group of buildings, in which units are owned individually, and the structure, common areas and facilities are owned by all the owners on a proportional, undivided basis.

**Congestion Management Plan (CMP)**—A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

**Congregate Care Housing**—Generally defined as age segregated housing built specifically for the elderly which provides services to its residents, the minimum of which is usually an on-site meal program, but which may also include housekeeping, social activities, counseling, and transportation. There is generally a minimum health requirement for acceptance into a congregate facility as most do not offer supportive health care services, thus differing from a nursing home. Residents usually have their own bedrooms and share common areas such as living rooms, dining rooms, and kitchens; bathrooms may or may not be shared.

**Conservation**—The management of natural resources to prevent waste, destruction or neglect.

**Cooperative**—A group of dwellings or an apartment building that is jointly owned by the residents, the common ownership including the open space and all other parts of the property. The purchase of stock entitles the buyer to sole occupancy, but not the individual ownership of a specified unit.

**Council of Governments (COG)**—A regional planning and review authority whose membership includes representation from all communities in the designated region. The Southern California

Association of Governments (SCAG) and the San Bernardino Association of Governments (SANBAG) are examples of COGs in Southern California.

**Coverage**—The proportion of the area of the footprint of a building to the area of the lot on which it stands.

**CRA**—Community Redevelopment Agency.

**Critical Facility**—Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility “lifeline” facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

**Cumulative Impact**—As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

**Day-Night Average Level (Ldn)**—The average equivalent sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. See also “Community Noise Equivalent Level.”

**Decibel (dB)**—A unit for describing the amplitude of sound, as it is heard by the human ear. See also “A-Weighted Decibel,” “Community Noise Equivalent Level,” and “Day-Night Average Level.”

**Dedication**—The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

**Density**—The number of families, individuals, dwelling units or housing structures per unit of land; usually density is expressed “per acre.” Thus, the density of a development of 100 units occupying 20 acres is 5.0 units per acre.

**Density Bonus**—The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

**Density Transfer**—A way of retaining open space by concentrating densities, usually in compact areas adjacent to existing urbanization and utilities, while leaving unchanged historic, sensitive, or hazardous areas.

**Developer**—An individual who or business which prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

**Development**—The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; any mining, excavation, landfill or land disturbance, and any use or extension of the use of land.

**Development Impact Fees**—A fee or charge imposed on developers to pay for the costs to the City of providing services to a new development.

**Development Plan**—A plan, to scale, showing uses and structures proposed for a parcel or multiple parcels of land. It includes lot lines, streets, building sites, public open space, buildings, major landscape features and locations of proposed utility services.

**Development Rights**—The right to develop land by a land owner who maintains fee simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts.

**Dwelling**—A structure or portion of a structure used exclusively for human habitation.

**Dwelling, Multi-Family**—A building containing two or more dwelling units for the use of individual families maintaining households; an apartment or condominium building is an example of this dwelling unit type.

**Dwelling, Single-Family Attached**—A one family dwelling attached to one or more other one family dwellings by a common vertical wall; duplexes and townhomes are examples of this dwelling unit type.

**Dwelling, Single-Family Detached**—A dwelling which is designed for and occupied by not more than one family and surrounded by open space or yards and which is not attached to any other dwelling.

**Dwelling Unit**—One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the unit for the exclusive use of a single family maintaining a household.

**Easement**—A grant of one or more of the property rights by the property owner to and/or for use by the public, a corporation, or another person or entity.

**Economic Base**—The production, distribution and consumption of goods and services within a planning area.

**Element**—A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

**Eminent Domain**—The authority of a government to take, or to authorize the taking of, with compensation, private property for public use.

**Endangered Species**—A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

**Environment**—The sum of all external conditions and influences affecting the life, development and, ultimately, the survival of an organism.

**Environmental Impact Report (EIR)**—A report, as prescribed by the California Environmental Quality Act (CEQA), on the effect of a development proposal and other major actions which significantly affect the environment.

**Essential Facilities**—Those facilities whose continued functioning is necessary to maintain public health and safety following a disaster. These facilities include fire and police stations, communications facilities, emergency operation centers, hospitals, administrative buildings, and schools designated as mass care shelters. Also included are key transportation facilities and utility facilities such as water supply, sewage disposal, gas storage facilities and transmission lines, and electric generation stations and transmission lines.

**Exaction**—A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

**Fault**—A fracture in the earth’s crust forming a boundary between rock masses that have shifted.

**Fault, Active**—A fault that has moved within the last 11,000 years and which is likely to move again within the next 100 years.

**Fault, Inactive**—A fault which shows no evidence of movement in the last 11,000 years and no potential for movement in the relatively near future.

**Fault, Potentially Active**—A fault that last moved within the Quaternary Period (the last 2,000,000 to 11,000 years) before the Holocene Epoch (11,000 years to the present); or a fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

**FEMA**—Federal Emergency Management Agency.

**FHWA**—Federal Highway Administration.

**Finding(s)**—The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

**Fire Flow**—A rate of water flow that should be maintained to halt and reverse the spread of a fire.

**Flood Insurance Rate Map (FIRM)**—For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

**Flood Plain**—A lowland or relatively flat area adjoining the banks of a river or stream which is subject to a one percent or greater chance or flooding in any given year (i.e., 100-year flood).

**Flood, Regulatory Base**—Flood having a one percent chance of being equalled or exceeded in any given year (100-year flood).

**Floodway**—The channel of a watercourse or river, and portions of the flood plain adjoining the channel, which are reasonably required to carry and discharge the base flood of the channel.

**Floor Area Ratio (FAR)**—The gross floor area of all buildings on a lot divided by the lot area; usually expressed as a numerical value (e.g., a building having 5,000 square feet of gross floor area located on a lot of 10,000 square feet in area has a floor area ratio of .5:1).

**FmHA**—Farmers Home Administration.

**Franchise Fee**—A fee paid to a governmental entity for the exclusive right to provide a service or market a product within the jurisdictional area of the governmental entity.

**General Plan**—A legal document which takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

**Goal**—The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., “A balance of land use types within the city”).

**Grade**—The degree of rise or descent of a sloping surface.

**Greenbelt**—An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

**Ground Failure**—Mudslide, landslide, liquefaction or the compaction of soils due to ground shaking from an earthquake.

**Ground Shaking**—Ground movement resulting from the transmission of seismic waves during an earthquake.

**Groundwater**—The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

**Group Quarters**—A dwelling that houses unrelated individuals.

**Growth Management**—Techniques used by government to control the rate, amount and type of development.

**Habitat**—The physical location or type of environment in which an organism or biological population lives or occurs.

**HCD**—State Department of Housing and Community Development.

**HDC**—Non-profit Housing Development Corporation.

**HMDA**—Home Investment Partnership Act.

**HOME**—Home Investment Partnership Act.

**HOPE**—Homeownership for People Everywhere.

**Hazardous Materials**—An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals and nuclear fuels.

**Historic Area**—A district, zone or site designated by local, state or federal authorities within which buildings, structures and places are of basic and vital importance due to their association with history, or

their unique architectural style and scale, or their relationship to a square or park, and therefore should be preserved and/or developed in accord with a fixed plan.

**Household**—According to the Census, a household is all persons living in a dwelling unit whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

**Household Income**—The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and upper income for that household size, based on their position relative to the regional median income.

**Housing Affordability**—Based on State and Federal standards, housing is affordable when the housing costs are no more than 30 percent of household income.

**Housing Unit**—A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

**HUD**—U.S. Department of Housing and Urban Development.

**Human Services**—The programs which are provided by the local, state, or federal government to meet the health, welfare, recreational, cultural, educational, and other special needs of its residents.

**Implementation Measure**—An action, procedure, program, or technique that carries out general plan policy.

**Income Categories**—Four categories for classifying households according to income based on the median income for each County. The categories are as follows: Very Low (0-50% of County median); Low (50-80% of County median); Moderate (80-120% of County median); and Upper (over 120% of County median).

**Infrastructure**—The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

**Intensity**—A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or dwelling units per acre of land for residential development (also called “density”).

**Intersection**—Where two or more roads cross at grade.

**Issue**—A problem, constraint, or opportunity requiring community action.

**Jobs/Housing Balance; Jobs/Housing Ratio**—The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute of employed persons; less than 1.0 indicates a net out-commute of employed persons.

**Joint Powers Authority (JPA)**—A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

**Landfill**—A site for solid waste disposal.

**Landscaping**—Planting including trees, shrubs, and ground covers suitably designed, selected, installed, and maintained as to enhance a site or roadway.

**Land Use**—A description of how land use is occupied or used.

**Land Use Plan**—A plan showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational and other public and private purposes or combination of purposes.

**Landslide**—A general term for a falling or sliding mass of soil or rocks.

**LIHPRHA**—Low Income Housing Preservation and Resident Homeownership.

**Liquefaction**—A process by which water saturated granular soils transform from a solid to a liquid state due to ground shaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

**Local Agency Formation Commission (LAFCo)**—A five or seven member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

**Local Street**—A street providing direct access to properties and designed to discourage through traffic.

**Lot**—The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

**LOS**—Level of Service.

**Manufactured Housing**—Residential structures which are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD).

**Median Income**—The annual income for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half are below.

**Mineral Resource**—Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

**Mining**—The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

**Mitigate**—To ameliorate, alleviate, or avoid to the extent reasonably feasible.

**Mobile Home**—A structure, transportable in one or more sections, which is at least 8 feet in width and 32 feet in length, which is built on a permanent chassis and designed to be used as a dwelling unit, with or without a permanent foundation when connected to the required utilities.

**Modular Unit**—A factory fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called Factory-built Housing and regulated by State law of that title.

**National Environmental Policy Act (NEPA)**—An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

**National Flood Insurance Program**—A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

**National Historic Preservation Act**—A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

**Noise**—Any undesired audible sound.

**Noise Exposure Contours**—Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and  $L_{dn}$  are the metrics utilized to describe community noise exposure.

**Non-attainment**—The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

**Non-conforming Use**—A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. “Non-conforming use” is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use.

**Non-Domestic Water**—Water consisting of but not limited to, a combination of treated wastewater and intercepted surface stream flow, supplemented by other waters including potable water.

**Open Space**—Any parcel or area of land or water essentially set aside, designated, dedicated or reserved for public or private use or enjoyment.

**Ordinance**—A law or regulation set forth and adopted by a governmental authority, usually a city or county.



**Overcrowding**—As defined by the Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches.

**Parcel**—A lot or tract of land.

**Planning and Research, Office of (OPR)**—A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

**Planning Area**—The Planning Area is the land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence which encompasses land both within the City Limits and potentially annexable land.

**Planning Commission**—A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

**PM-10**—Fine particulate matter arising from such sources as road dust, diesel soot, abrasion of tires and brakes, and wind storms, that is smaller than 10 microns in diameter.

**Policy**—Statements guiding action and implying clear commitment found within each element of the general plan (e.g., “Provide incentives to assist in the development of affordable housing”).

**Pollution**—The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

**Program**—A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the general plan.

**Reclaimed Water**—Degraded water that has been treated or improved to allow its continued use.

**Recreation, Active**—A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children’s play equipment.

**Recreation, Passive**—Type of recreation or activity which does not require the use of organized play areas.

**Redevelopment**—Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense, redevelopment is a process in which existing development and use of land is replaced with newer development and/or use.

**Regional**—Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

**Regulation**—A rule or order prescribed for managing government.

**Rehabilitation**—The upgrading of a building previously in a dilapidated or substandard condition, for human habitation or use.

**Restoration**—The replication or reconstruction of a building’s original architectural features, usually describing the technique of preserving historic buildings.

**Retrofit**—To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

**Rezoning**—An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

**Right-of-way**—A strip of land acquired by reservation, dedication, prescription or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

**Risk**—The danger or degree of hazard or potential loss.

**Sanitary Landfill**—The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

**Sanitary Sewer**—A system of subterranean conduits which carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (which carry surface water) and septic tanks or leech fields (which hold refuse liquids and waste matter onsite).

**Sanitary Sewer Collection Line**—Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

**SCAG**—Southern California Association of Governments.

**Seiche**—An earthquake generated wave in an enclosed body of water such as a lake, reservoir, or bay.

**Seismic**—Caused by or subject to earthquakes or earth vibrations.

**Sensitive Species**—Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game according to Section 3 of the Federal Endangered Species Act. Endangered—any species in danger of extinction throughout all, or a significant portion of, its range. Threatened—a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are, therefore, referred to as “federally listed” species.

**Septic System**—A sewage treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual home waste disposal where an urban sewer system is not available.

**Sewer Treatment Plant**—A man-made facility designed to treat and improve the quality of effluent to permit discharge into the natural environment.

**Significant Effect**—A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area’s air, water, and land resources.

**Site**—A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

**Site Plan**—The development plan for one or more lots on which is shown the existing and proposed conditions of the lot including: topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

**Slope**—Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

**Soil**—The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

**Solar Access**—A property owner’s right to have the sunlight shine on his/her land.

**Solid Waste**—Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in landfills or incinerated.

**Solid Waste Recycling**—The process by which solid waste is reduced to raw materials and transformed into useful products.

**Special District**—A district created by act, petition or vote of the residents for a specific purpose with the power to levy taxes.

**Special Needs Groups**—Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under State planning law, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farm workers and the homeless.

**Specific Plan**—Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

**Sphere of Influence**—The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

**Standard Metropolitan Statistical Area (SMSA)**—A county or group of contiguous counties which contains at least one city of 50,000 inhabitants or more, or twin cities of a combined population of at least 50,000.

**Standards**—(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, “standards,” and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire

and improve. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

**Stationary Source**—A nonmobile emitter of pollution.

**Storm Sewer Collection Lines**—A pipe or conduct used to collect and carry away storm water runoff from the generating source to receiving storms.

**Structure**—Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

**Subdivision**—The division of a lot, tract or parcel of land that is the subject of an application for subdivision.

**Subdivision Map Act**—Division 2 (Sections 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See “Subdivision.”)

**Subsidence**—The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes.

**Subsidize**—To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

**Substantial**—Considerable in importance, value, degree, or amount.

**Survey**—The process of precisely ascertaining the area, dimensions and location of a piece of land.

**Topography**—Configuration of a surface, including its relief and the position of natural and man-made features.

**Transit**—The conveyance of persons or goods from one place to another by means of a local, public transportation system.

**Transportation Demand Management (TDM)**—A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

**Transportation Systems Management (TSM)**—Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

**Trip**—A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end,” (or origin often from home, but not always), and one “attraction end,” (destination).

**Truck**—A heavy motor-driven vehicle used to transport large volumes of materials and goods along highways and other major roadways.

**Uniform Building Code (UBC)**—A national, standard building code which sets forth minimum standards for construction.

**Units At-Risk of Conversion**—Housing units that are currently restricted to low-income housing use and will become unrestricted and possibly be lost as low-income housing.

**VMT**—Vehicle Miles Traveled.

**Water Course**—Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine or wash in which water flows in a definite channel, bed and banks, and includes any area adjacent thereto subject to inundation by reason of overflow or flood water.

**Water Lines and Distribution**—A pipe or conduit system for the collection and distribution of potable water from the source of supply to the consumer.

**Water Plant**—A man-made facility designed to treat and improve the quality of water, and to produce potable water for human use and consumption.

**Wetland**—An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

**Zoning**—A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

**Zoning District**—A geographical area of a city zoned with uniform regulations and requirements.

**Zoning Map**—The officially adopted zoning map of the city specifying the location of zoning districts within all geographic areas of the city.



# INTRODUCTION TO THE GENERAL PLAN

## Need for a Revised Plan and Previous Planning Efforts

The effectiveness of a City's General Plan is contingent upon the practical applicability of the Plan to changing priorities and conditions. Monitoring and reevaluating the validity of the General Plan policies and periodically amending the Plan are essential to ensure its continued consistency and usefulness. A comprehensive update of the Plan should be undertaken every five years to ensure that the Plan accurately reflects the City policies, conforms to any changes in State law, reflects current court decisions, and provides an integrated and internally consistent set of goals, objectives, and policies designed to reflect the changing characteristics and growth of the community.

The most recent comprehensive update to the General Plan was prepared by the City of Brawley in 1995. Amendments to the General Plan have occurred since then and the Housing Element was last updated in 2001. As a result, the Brawley City Council authorized a program in 2005 to begin to undertake a comprehensive update of the General Plan with a planning horizon to 2030.

### *Location and Setting*

The City of Brawley is located in central Imperial County, which is in the southeastern corner of California near the Mexican border as shown in Figure INT-1. Brawley is located approximately 6 miles southeast of the City of Westmorland, approximately 9 miles to the south of the City of Calipatria, 9 and 12 miles north of the Cities of Imperial and El Centro respectively, and approximately 21 miles north of Calexico situated along the Mexican border. Within the context of the County, Brawley is located at the intersection of State Route 78 with State Route 86 and State Route 111. The New River flows from the southwest to the northern portion of the Brawley Planning Area and the Union Pacific Railroad generally extends north-to-south and bisects central Brawley.

Imperial County is located in a broad desert that has been transformed to productive agricultural lands by the importation of irrigation water. The City of Brawley has historically played a significant role in the agricultural economy that characterizes Imperial County. Brawley's strategic crossroads location at several major highways and the railroad facilitates easy access for residents and visitors, and regional shipping services. The City continues to provide a unique urban setting for residential, commercial, agribusiness, and industrial uses. The City is distinguished by a historic downtown commercial and civic center surrounded by a variety of distinct residential neighborhoods, parks, some industrial development, agriculture, and a municipal airport. The landscape around the urbanized areas is dominated by agricultural fields, scattered farmhouses, and related agricultural structures. Scenic views are enjoyed throughout Brawley including panoramic views of the stark topography of the Chocolate Mountains in the east and the foothills of the Peninsular Range in the west, the New River riparian corridor, and agricultural open space.

## Brawley Planning Area

The Brawley Planning Area consists of approximately 10,845 acres and encompasses the City's incorporated areas and the City's Sphere of Influence (SOI). The City's incorporated areas and the SOI include approximately 4,902 acres and 5,943 acres respectively as shown in Figure INT-2. The SOI includes areas that are currently under the jurisdiction of Imperial County but are expected to be annexed and incorporated into the City's boundary. The Sphere of Influence was last approved by the Imperial Valley Local Agency Formation Commission (LAFCO) in 2006 as the City's probable ultimate physical boundaries and service area and is to be updated at least once every five years.



The New River

## History of Brawley

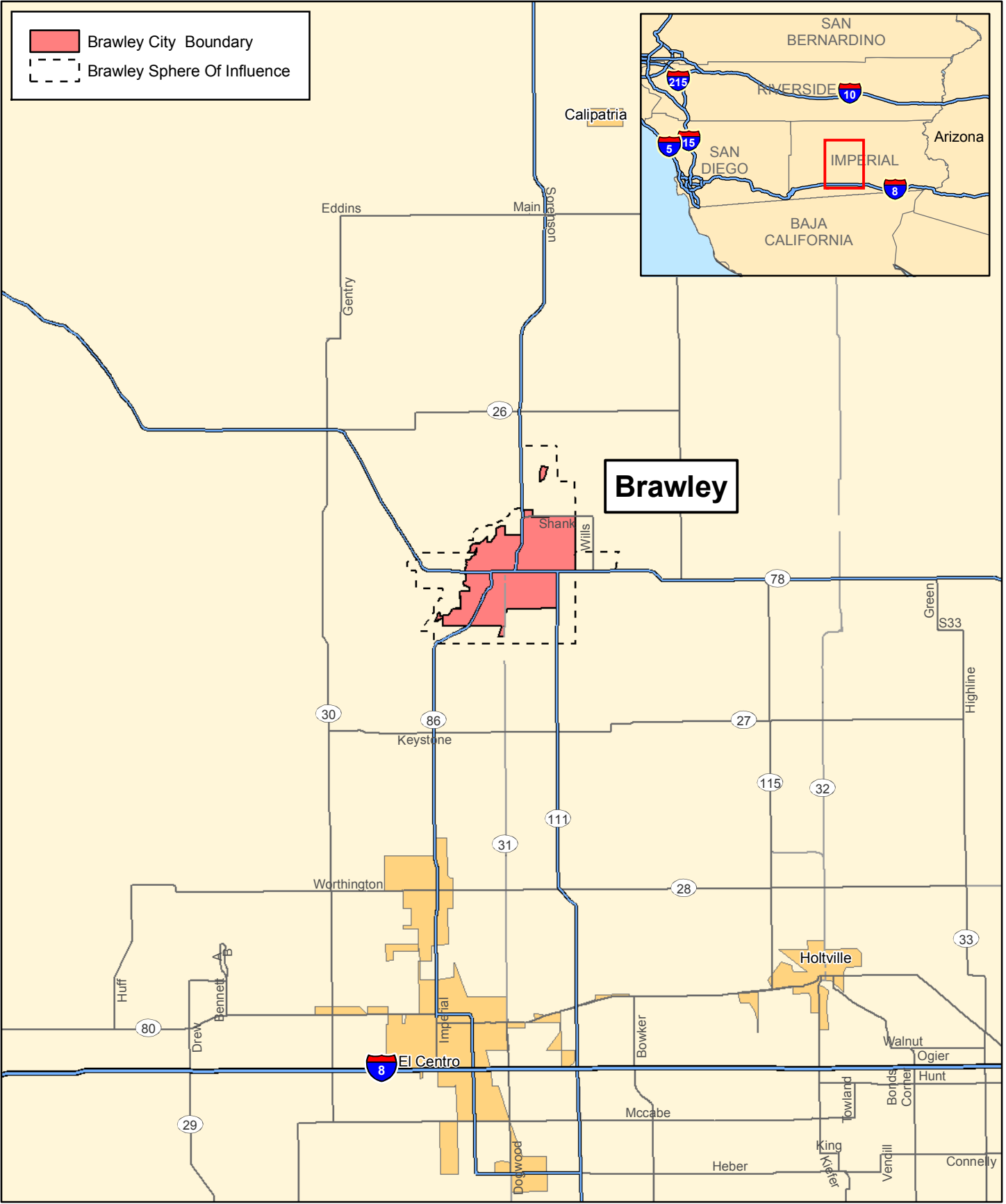
In 1902, J.H. Braly, a Los Angeles investor, was assigned 4,000 acres of land in the center of the area representing the present-day City of Brawley. U.S. Government Circular No. 9 was shortly released after Braly took control of the land and it claimed that nothing would grow in the desert area of Imperial Valley, even with plentiful water. In response to this news, Braly sold the land to G.A. Carter who shortly sold the land to the Imperial Land Company.

In defiance of the government circular, the Imperial Land Company ordered the new town plotted and began promoting the agricultural potential of the area. Colorado River water was initially diverted to Imperial Valley in 1901 and irrigated agriculture in the Valley was showing promise. People had already begun to call the new townsite "Braly." However, Mr. Braly prohibited the use of his name for the town because he was convinced the town would fail miserably. A.H. Heber, one of the principals of the Imperial Land Company, suggested that the town be named Brawley: "I have a friend in Chicago named Brawley - we'll name the town after him," said Mr. Heber. The town developed that year with approximately a dozen tent houses and the railroad reached Brawley in September 1903. Due to the town's location at the end of the rail, new immigrants hopped off the train and often remained in Brawley for a while. By Christmas of 1903, the town's success was sure.

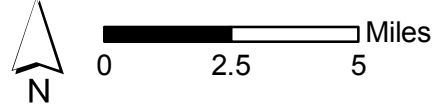
Brawley incorporated as a City in 1908. The City initially served as a bedroom community for farmers and cattlemen working in the central part of Imperial Valley. Due to the historic location of Brawley along the railroad, the City also served as an important trading and shipping center. For many years, Brawley contained the largest concentration of people in Imperial Valley.



K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\00136-07\_GENERAL\_PLAN\MAPDOC\FIG1\_REGLOC.MXD AS (09-24-07)





Source: ESRI Streetmap USA (2006)

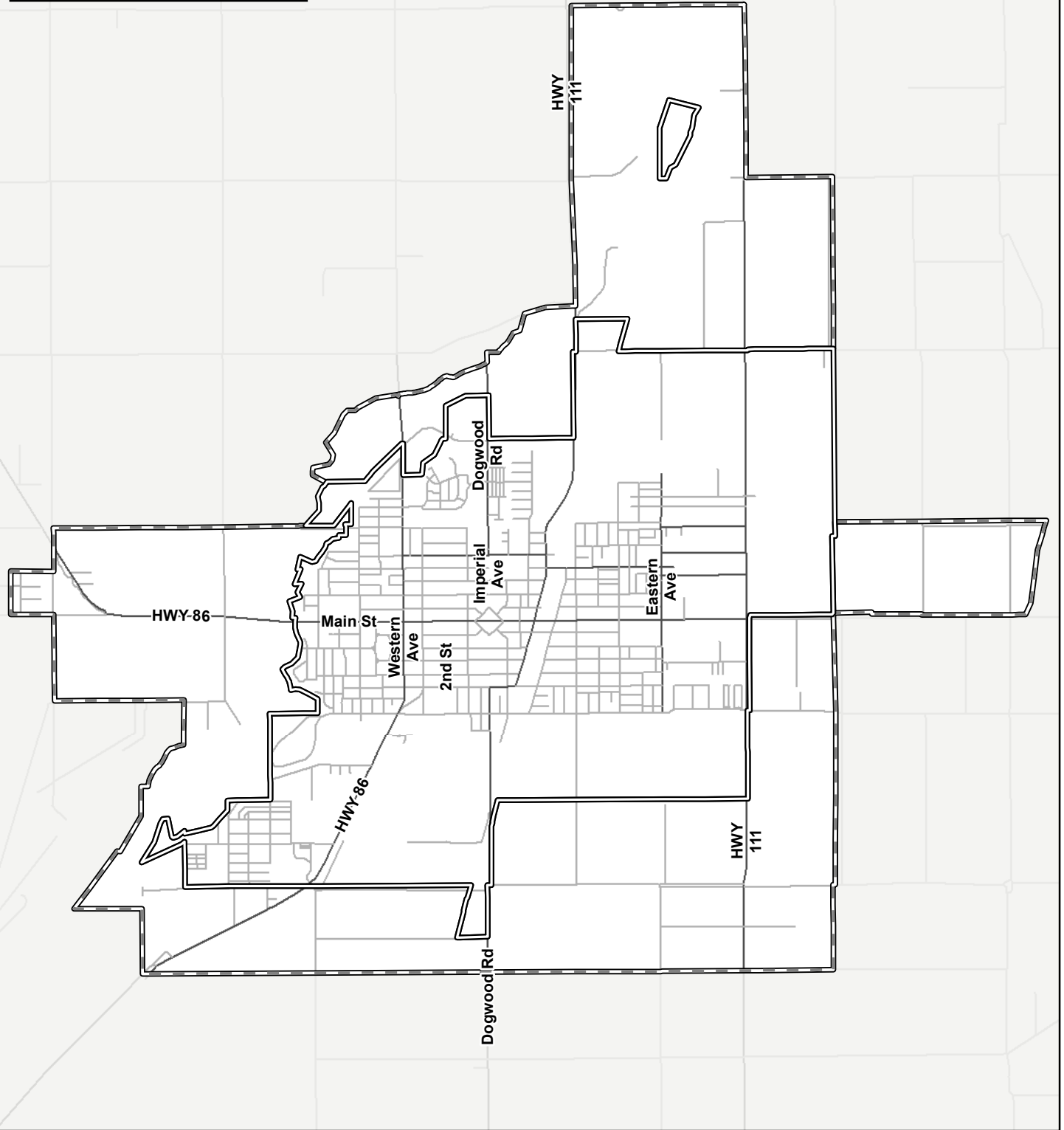




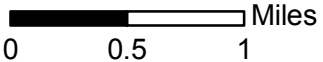
K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\00136\_07\_GENERAL\_PLAN\MAPDOC\FIG1\_PLANNINGAREA.MXD AS (09-24-07)

**Legend**

-  City's Boundary
-  City's Sphere Of Influence



Source: Imperial County Assessor's Office, July 2007.





During World War II, the City of El Centro exceeded Brawley’s population due to the large military installations located near El Centro and Brawley consequently had become the second largest city in the Valley. Today, the cities of El Centro and Calexico each surpass the population of Brawley as a result in part to their advantageous position near Interstate 8 and the international border. According to the Southern California Association of Governments’ 2005 projections, the population within the City of Brawley is 25,216. As such, Brawley is the third most populous city in Imperial County after El Centro and Calexico.

Brawley’s strategic crossroads location with several major highways and the railroad as well as the City’s proximity to Mexico continue to provide convenient access and opportunities for residents, visitors and businesses. The City’s employment base, low cost of living, historic character, and recreational opportunities have made Brawley an attractive place to live.

## Purpose of the General Plan

California State law requires each City to adopt a comprehensive, long-term general plan to guide the physical development of the incorporated city and any land outside of the city boundaries, which bears a relationship to its planning activities. In essence, a city's general plan serves as the blueprint for future growth and development. As a blueprint for the future, the plan must contain policies and programs designed to provide decision makers with a solid basis for land use related decisions.



Brawley’s City Hall

The general plan must address many issues which are directly related to and influence land use decisions. In addition to land use, State law requires that the plan address circulation, housing, the conservation of natural resources, the preservation of open space, the noise environment, and the protection of public safety. These issues are to be discussed to the extent that they apply to a particular jurisdiction. The general plan may also cover topics of special or unique interest to a city, such as growth management and economic development.

## A Vision for the Future

Whether the General Plan is a blueprint, a constitution, or set of instructions, it must be focused on a community vision. The General Plan’s vision statement is to be achieved by the plan’s goals, objectives, and policies. The following vision statement was instrumental in preparing General Plan and was derived from input during the public participation process.

**Vision Statement:** In 2030, the City of Brawley is a desirable community that has retained its quiet, safe, small town “village” character, a revitalized downtown, predominantly single-family character

amid the beauty of its natural open spaces, parks, the New River corridor, and stunning mountain views. Gateways identify and beautify the City's unique character. The downtown is vibrant, attractive, and caters to the City's residents with a variety of excellent dining establishments, coffee shops, movie and civic theatres, public art, and local serving businesses, within a walkable, pedestrian scale village atmosphere. Neighborhoods and homes are well maintained, with rich landscaping and diverse housing styles that are in scale with their neighborhoods and allow for a range of incomes and a variety of life stages. A wide variety of recreational opportunities are incorporated throughout the City and linked by a comprehensive pedestrian and bike trail system. The City supports balanced growth and the preservation of agriculture. The environmental restoration along the New River allows for scenic and recreational opportunities. Educational facilities, such as the extension of San Diego State University, continue to achieve the highest academic standards in up-to-date facilities. And, a diversity of employment opportunities, particularly higher income, non-seasonal, and youth oriented, enables residents to work within their community.

## **Organization of the General Plan**

### ***State Mandated Elements***

The Brawley General Plan has been prepared in accordance with the requirements of State law and addresses all required issues and topics. The Plan contains the Introduction to the General Plan, seven General Plan elements, the Implementation Program, and the General Plan Glossary. The elements and the Implementation Program consist of the bulk of the General Plan. The seven elements consist of the following:

- Land Use
- Infrastructure
- Resource Management
- Open Space/Recreation
- Public Safety/Noise
- Economic Development
- Housing (The Housing Element is required to be updated every five years and is typically bound under a separate cover)

Each of the General Plan elements examines a specific issue area, such as land use, resource management, or infrastructure. Despite the subject division, each element's content partially overlaps with other elements. Table INT-1 illustrates the relationship between the seven elements of the Brawley General Plan and the seven State-mandated general plan elements.

**TABLE INT-1. Relationship of Brawley General Plan Elements to State-mandated Elements**

<b>Brawley General Plan Element</b>	<b>State-Mandated General Plan Elements</b>							
	Land Use	Housing	Circulation	Noise	Safety	Conservation	Open Space	Optional
Land Use	X							
Infrastructure			X					
Resource Management						X		
Open Space/ Recreation <sup>(a)</sup>							X	X
Public Safety/ Noise				X	X			
Economic Development								X
Housing		X						

Notes:  
(a) The Recreation component of this Element is optional.

### ***Organization of the General Plan Elements***

Each of the seven updated General Plan elements is organized according to the following format:

- Introduction
- Goals, Objectives, and Policies
- Plan

The Introduction section describes the purpose and focus of the element. It also lists other plans and programs that are not a part of the General Plan that were used to help formulate General Plan policies or which may be used to achieve specific General Plan policies. Many of the related programs or plans relate to more than one element, and, as a result, each will be identified in the appropriate element but discussed in the General Plan’s Introduction Chapter.

The Goals, Objectives, and Policies section presents the City's long-term desires for the subject area of each element. A goal is a general expression of community values and, therefore, may be abstract in nature. Consequently, a goal is generally not quantifiable or time-dependent. An objective is a specified end, condition, or state that is an intermediate step toward attaining a goal. An objective may pertain to one particular aspect of a goal or it may be one of several successive steps toward goal achievement. Consequently, there may be more than one objective for each goal. A policy is a specific statement that guides decision- making. It indicates a commitment of the local legislative

body to a particular course of action. A policy is based on and helps implement a general plan's objectives. A policy is carried out by implementation measures contained in the Implementation Program of the General Plan.

Each element also contains a Plan section. The plan provides an overview of the City's course of action to implement the identified goals, objectives, and policies. For example, the Land Use Element contains a "Land Use Plan" which indicates the types and intensities of land use permitted city-wide. Wherever possible, the plans contain illustrative maps, figures, and tables.

### ***Implementation Chapter and Glossary***

Following the elements is the Implementation Chapter, which identifies specific actions to achieve the policies identified in each General Plan element. The Implementation Chapter should be reviewed and updated periodically to help identify specific actions, schedules, responsible parties, and measures to ensure that General Plan policies are implemented. The General Plan's Glossary provides a set of definitions for terms used in the General Plan, which require clarification and understanding.

### ***How to Use the General Plan***

The organization of the General Plan allows those using the Plan to turn to the section that interests them and to quickly obtain a perspective on the City's policies on the subject. However, those using the General Plan should realize that the Plan policies in the different sections are interrelated and should be viewed comprehensively. Since Plan policies are presented as both written statements and figures, both must be referred to when making planning decisions.

The General Plan is not a zoning ordinance or map. The General Plan text and figures are intended to provide general, broad direction for long-range planning and should be used as a policy guide only. The Zoning Ordinance or subsequent specific plans, on the other hand, are specific implementation mechanisms, which must be consistent with the goals, objectives, policies, and standards contained in the General Plan.



## Public Participation Process

The public played an important role in the preparation of the General Plan. Citizen input was essential in formulating goals, objectives, and policies. Public participation in the General Plan preparation process occurred through the following methods, which assisted City decision makers:

- City staff identified local stakeholder groups and created the General Plan Advisory Committee (GPAC), a group of individuals appointed by the City Council representing the stakeholder groups the City identified to oversee the General Plan process. A series of GPAC meetings were held to discuss the General Plan update and gather input.
- Two public workshops were held in two different locations in the City to both inform the citizens about the General Plan process, and gather input and maximize participation. A separate session was also held with a Brawley High School government class to gain the unique perspective of local youth. At each meeting, a questionnaire was distributed and tabulated regarding what aspects of land use are most important to the residents of Brawley, including quality of life considerations.



General Plan Public Workshop

## Relationship to Related Plans, Programs, and Ordinances

Long-range comprehensive planning in the General Plan must be linked to the on-going actions of the City, and the State of California requires consistency of certain local actions with the General Plan. An action, program, or project is considered consistent with the General Plan if it furthers the objectives and policies of the General Plan and does not obstruct the attainment of these objectives and policies.

Following is a list of provisions in State law that requires local actions as well as related plans and programs. These laws and related plans and programs were used to help formulate General Plan policies and/or may be used to achieve specific General Plan policies. Some of the various documents below that are within control of the City may need to be revised to reflect the updated General Plan. Part of the purpose of the General Plan Update is to help provide the impetus to update other local planning documents.

### *Alquist-Priolo Special Studies Zones Act*

Special studies zones, usually one-quarter mile or less in width, along the traces of potentially and

recently active major faults are delineated by the State Geologist and the affected city or county must inform the public of their locations. Disclosure of these zones may be by reference in the general plan and on other local maps. Proposed development plans within these zones must be accompanied by a registered geologist's report which describes any possibility of a surface rupture (Public Resources Code Section 2621 et. seq.).

### ***Brawley Economic Development Commission***

The Brawley Economic Development Commission (BEDC) was formed as an arm of the Chamber of Commerce in late 1990. BEDC efforts to promote economic development include: 1) internal marketing to generate interest in the community's future; 2) targeting of specific industries that are appropriate for the community (food/beverage processing, electronic and computer components assembly, pharmaceuticals/biotech); and 3) expansion of tourism and related activities. The BEDC Board includes business leaders, community activists, and other leaders within the community who are interested in Brawley's future and wish to promote its economic growth.

### ***Brawley Municipal Airport Master Plan, 2003***

The overall intent of this master plan is to provide a guide for improvements made to the airport and, when approved by the Federal Aviation Administration (FAA), will outline a program containing elements eligible for federal assistance.

### ***California Air Resources Board***

In California, CARB, which became part of the California Environmental Protection Agency (CalEPA) in 1991, is responsible for meeting the state requirements of the Federal Clean Air Act (FCAA), administering the California Clean Air Act (CCAA), and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibly reducing particles. CARB regulates mobile air pollution sources, such as motor vehicles. The agency is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.

### ***California Environmental Quality Act Law and Guidelines***

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate that called for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedure, and any subsequent analysis are described in the CEQA Law and Guidelines. CEQA will continue to be instrumental in ensuring that the impacts of all potentially significant projects are assessed and mitigated.

### ***California Fish and Game Regulations***

The California Fish and Game Code was adopted by the State legislature to protect the fish and wildlife resources of the State. Special permits are required for any lake or stream alterations, dredging, or other activities that may affect fish and game habitat.

### ***California General Plan Guidelines, 2003***

The 2003 General Plan Guidelines serve as a valuable reference for cities and counties in the preparation of local general plans. It is our hope that the General Plan Guidelines will be useful not only to city and county planning staffs, but to elected officials, planning consultants, and members of the public.

### ***Caltrans Project Study Report for the New Expressway Connecting State Route 86 to State Route 111***

The Caltrans Project Study Report addresses the construction of a four-lane divided expressway from State Route 86, northwest of the City of Brawley, to State Route 111, southeast of Brawley. The proposed improvements represent realignment and upgrading of State Route 86 and State Route 78. The project is part of a series of projects planned to address the regional highway concerns in the Imperial Valley and provide for improved international and interstate movement of goods. Under this alternative, regional through traffic will be diverted around the City.

### ***Capital Improvements***

Government Code Sections 65401 and 65402 require a review and report on the consistency of proposed city, county and special district capital projects, including land acquisition and disposal, with the General Plan.

### ***City of Brawley Bicycle Master Plan, 2002***

The primary purpose of the Brawley Bicycle Master Plan is to identify a system of bicycle routes that will serve as a tool for planning future bicycle facilities and roadway improvements. This plan is intended to provide a fair assessment of bicycle needs, planning opportunities, bicycle routes, implementation costs, and funding opportunities. The Plan reassessed the existing bicycle network, provided recommendations for improving bicycle facilities and developed a priority list for implementation.

### ***City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan***

The City Department of Parks and Recreation Comprehensive Five Year Plan was last updated in 1999 and addresses the issues, conditions, and resources affecting the delivery of park and recreation services to Brawley residents. The City Department of Parks and Recreation is currently in the process of completing the draft Park and Recreation Five Year Plan (2010). The plan addresses the current park and recreation system and the potential for expansion, the evaluation of existing resources, the establishment of open space and facility standards, and the identification of major issues impacting the current system.

### ***City of Brawley Downtown Revitalization Project, 1989***

The City of Brawley Downtown Revitalization Project identifies a series of streetscape improvements tailored to the evolving character of Brawley and integrates the desires and wishes of local residents and merchants. It presents a gateway improvement program along Brawley's major entry thoroughfares. And, it identifies improvement ideas for the downtown's architectural facades.

### ***City of Brawley Emergency Operations Plan***

The City of Brawley Emergency Operations Plan (EOP) was adopted in 2001 to ensure the most effective and economical use of all resources (material and manpower) for the maximum benefit and protection of the local population during emergency events. The objectives of the EOP are to incorporate and coordinate all the facilities and personnel of the City into an efficient organization capable of reacting adequately during natural or man-made disasters. The EOP provides responses to drought, earthquake, flood, civil disorder, hazardous material incident, nuclear attack, power failure, and radiological incident.

### ***City of Brawley Noise Ordinance/Conditions of Approval***

The City's noise ordinance, permitted by the State of California Health and Safety Code, provides a basis for controlling excessive and annoying noise. The production of loud or unusual noise is considered a public nuisance when it interferes with the comfortable enjoyment of life or property of the inhabitants of the surrounding neighborhood. The creation of a public nuisance is a misdemeanor offense and violators are subject to civil action. The noise ordinance requires permits for loudspeakers and sound amplifiers with the exception of movie theaters. Where applicable, the City routinely applies several noise-related conditions of approval to a development before issuing building permits. These conditions identify the proposed project as located in a noise impact area and require that mitigation be provided as necessary to ensure compliance with the City's noise exposure standards.

### ***City of Brawley Redevelopment Plan, 2007***

The City adopted the Redevelopment Plan in 2007. The purposes and objectives of this Redevelopment Plan are to revitalize areas within the Redevelopment Project Area.

### ***City of Brawley Service Area Plan, 2007***

The City of Brawley Service Area (SAP) is intended to demonstrate the City's intent and ability to provide adequate services and facilities to the City's Sphere of Influence (SOI) boundaries at the time of future annexations. The plan addresses police and fire service, water, sewer, circulation, parks and recreation, flood control, and city administration. In the plan, the methods to meet the increasing demands are identified and financing mechanisms are discussed for each type of public service. The SAP was last updated in 2007 and must be updated at least every five years.

### ***City of Brawley Unreinforced Masonry Ordinance***

The City of Brawley Unreinforced Masonry (URM) Ordinance was established to comply with the

1986 state Unreinforced Masonry Building Law. This state law requires local governments to inventory URM buildings and establish earthquake hazard mitigation programs. The City's URM Ordinance, which was revised in 1995, provides minimum standards for structural seismic resistance to reduce the risk of life loss or injury during an earthquake. Conformance with the ordinance is voluntary to allow for sensitivity to the financial needs of property owners and ensure the preservation of Brawley's building stock.

### ***City of Brawley Wastewater Master Plan, 1999***

The City updated its Master Plan for the Wastewater Collection System in 1999, which recommends facility and maintenance improvements for the wastewater infrastructure. The Wastewater Master Plan will be updated as needed and is dependent upon the amount of new development.

### ***City of Brawley Water Master Plan, 1999***

The City of Brawley recently prepared a Water Master Plan in 1999, which identifies existing deficiencies as well as increased demand from additional growth in the water service system, (i.e., treatment plant and distribution pipelines and pumps) and provides recommendations for improvement projects. The Water Master Plan will be updated as needed and is dependent upon the amount of new development.

### ***Cobey-Alquist Flood Plain Management Act***

As state policy, this legislation encourages local governments to plan, adopt, and enforce land use regulations for flood plain management, as well as identifying requirements for receiving state financial assistance for flood control.

### ***Community Redevelopment Agency***

The Brawley Community Redevelopment Agency was formed in 1976 in accordance with California Community Redevelopment Law (Health & Safety Code, Section 33000, et seq.) by the City of Brawley to design and implement a Redevelopment Plan for a defined Redevelopment Project Area within the City. The Brawley City Council serves as the Redevelopment Agency Board, although the Agency is legally a separate entity from the City of Brawley. The purpose of the Redevelopment Plan implemented by the Agency is to improve, rehabilitate, and redevelop land within the Project Area that is characterized by conditions of blight that place a serious physical, social or economic burden on the community. The City adopted the Redevelopment Plan in 2007. The purposes and objectives of this Redevelopment Plan are to revitalize areas within the Redevelopment Project Area.

### ***County Right-To-Farm Ordinance***

In response to potential threats to agricultural productivity posed by increased non-agricultural land uses, the County adopted the Right-to-Farm Ordinance in 1990. The ordinance requires that existing and potential owners of property near agricultural lands be notified that they may be subject to inconvenience or discomfort from the nearby agricultural operations. Existing and potential owners must also be notified that they must be willing to accept such inconvenience or discomfort as a

normal and necessary aspect of living in a county with an active agricultural sector. The ordinance supports agricultural activity and clarifies the circumstances under which agricultural operations may be considered a nuisance.

### ***Development Agreements***

Government Code Section 65867.5 requires that development agreements between developers and local governments be consistent with the General Plan.

### ***Hazardous Waste Management***

Chapter 1504 of the Statutes of 1986 (Tanner Bill) requires each county to prepare a countywide hazardous waste management plan. Each county plan is then to be incorporated into the general plans of all cities within the county's jurisdiction.

### ***Hazardous Waste Management Plan (HWMP)***

Each county must either incorporate the applicable portions of its HWMP into its general plan by reference, or adopt an ordinance requiring its land use decisions to be consistent with the portions of the adopted HWMP that identify specific sites or siting criteria for hazardous waste facilities. Within 180 days after approval of a county plan by the State Department of Health Services (DHS), each city within the county is required to: (1) adopt a city HWMP that is consistent with the approved county plan; (2) incorporate the applicable portions of the county plan into the city's general plan by reference; and (3) adopt an ordinance requiring its land use decisions to be consistent with those portions of the county HWMP which identify specific sites or siting criteria for hazardous waste facilities. In addition to county HWMPs, DHS is required to prepare and adopt a State HWMP which is reviewed annually and revised every three years (Health & Safety Code Section 25135 et. seq.).

### ***Imperial County Air Pollution Control District's Air Quality Attainment Plan, 1991***

The Air Quality Attainment Plan is the region's plan for improving air quality. It addresses the Federal Clean Air Act and California Clean Air Act requirements and demonstrates attainment with ambient air quality standards. Imperial County adopted the 1991 Air Quality Attainment Plan for Ozone and the 1993 State Implementation Plan (SIP) for PM10.

### ***Imperial County Air Pollution Control District's Rules and Regulations***

The APCD Rules and Regulations are adopted by the Air Pollution Control Board and apply to the area and activities within the County of Imperial and incorporated cities. Air districts must implement rules and regulations and provide enforcement for the attainment and maintenance of the California and national ambient air quality standards. The purpose of the rules and regulations is to provide the Air District with a sound method for mitigating the emissions produced from the operation of new commercial and residential development projects throughout the County of Imperial and incorporated cities. The current important rules for developments are the Fugitive Dust Rules (e.g., Rule 800 – 806) and Operational Development Fees (e.g., Rule 310). All project proponents are required to control fugitive dust emissions and reduce exhaust emissions. They have

the option to either provide: off-site mitigation, pay the operational development fee, or do a combination of both. These rules will assist the Air District in attaining the state and federal ambient air quality standards for PM10 and Ozone.

### ***Imperial County General Plan, 2006***

The Imperial County General Plan was recently revised in 2006. The County's General Plan contains valuable information that will help the guide the County's long term growth, which includes the City of Brawley.

### ***Imperial Irrigation District Water Conservation Programs***

January 1990 marked the inception of construction activities by the Imperial Irrigation District (IID) to implement 15 new projects in the Water Conservation Program. These projects were identified in the landmark December 1988 Water Conservation Agreement between IID and the Metropolitan Water District of Southern California and in the December 1989 Approval Agreement among IID, MWD, Palo Verde Irrigation District and Coachella Valley Water District. Major construction work was completed in December 1997 while construction of the last project was completed in September 1998. The water conservation projects implemented through the agreement primarily focus on increasing the efficiency of the IID's water conveyance system and conserving water in agricultural operations.

### ***Integrated Waste Management Act, 1989***

In 1989, the state comprehensively revised its approach to solid waste management and established the goal of reducing the state's production of solid waste by 25 percent by 1995 and 50 percent by 2000. The California Integrated Waste Management Act of 1989 codified this approach.

### ***Landslide Hazard Identification Program***

Under the Landslide Hazard Identification Program, the State Geologist is required to prepare maps of landslide hazards within urban and urbanizing areas. Public agencies are encouraged to use these maps in land use planning and decision making related to building, grading, and development permits (Public Resources Code Section 2687 ([a])).

### ***Mineral Resources***

Public Resources Code Section 2763 requires that city and county land use decisions affecting areas with minerals of regional or statewide significance be consistent with mineral resource management policies in the General Plan.

### ***Open Space***

Government Code Section 65566 requires that acquisition, disposal, restriction, or regulation of open space land by a city or county be consistent with the Open Space Element of the General Plan.

Government Code Section 65567 prohibits the issuance of building permits, approval of subdivision

maps, and adoption of open space zoning ordinances that are inconsistent with the Open Space Element of the General Plan.

Government Code Section 65910 requires that every city and county adopt open space provisions in their zoning ordinances consistent with the Open Space Element of the General Plan.

### ***Parking Authority Projects***

Street and Highway Code Section 32503 requires that parking authorities, in planning and locating any parking facility, are “subject to the relationship of the facility to any officially adopted master plan or sections of such master plan for the development of the area in which the authority functions to the same extent as if it were a private entity.” The location of a parking facility, therefore, must be consistent with the General Plan.

### ***Project Review under California Environmental Quality Act (CEQA)***

Title 14, California Administrative Code Section 15080 requires that, to the extent possible the Environmental Impact Report (EIR) process be combined with the existing planning, review, and project approval process used by each agency.

### ***Reservations of land with subdivisions***

Government Code Section 66479 requires that reservations of land for parks, recreational facilities, fire stations, libraries, and other public uses within a subdivision conform to the General Plan.

### ***Seismic Hazards Mapping Act***

The Seismic Hazards Mapping Act requires the State Geologist to compile maps describing seismic hazard zones. Guidelines prepared by the State Mining and Geology Board establish policies and criteria identifying state and local agency responsibilities for development in seismic hazard areas. Approval of development on a site within seismic hazard zones requires the preparation of a geotechnical report and local agency consideration of the policies and criteria established by the Mining and Geology Board (Public Resources Code Section 2690 et. seq.). Information contained in the seismic hazard maps must be taken into account when preparing or amending the Safety Element of a general plan.

### ***Southern California Association of Governments Regional Comprehensive Plan and Guide, 1996***

The Southern California Association of Governments (SCAG) is responsible for the regional planning in Southern California, which includes the City of Brawley. SCAG has been preparing long range growth and development plans for the Southern California region since the early 1970s and continues to provide a framework for coordinating local and regional decisions regarding future growth and development.

The Regional Comprehensive Plan and Guide (RCPG) is meant to encourage cities within the SCAG region to undertake consistent, region-wide planning. This document contains core policies



intended to provide local governments a basis with which to ensure consistency of their plans with applicable regional plans under CEQA, and ancillary policies addressing important issues facing the region. However, this plan does not regulate land use because compliance with SCAG's regional plan is voluntary. It should be noted that SCAG is currently preparing an updated version of the Regional Comprehensive Plan and Guide that was adopted in 1996.

### ***Southern California Association of Governments Regional Transportation Plan, 2004***

The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by SCAG, in coordination with federal, state, Imperial Valley Association of Governments (IVAG) and other regional, sub regional and local agencies in Southern California. The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, and finances. The RTP is prepared every three years and reflects the current future horizon based on a 20-year projection of needs. The RTP's primary use is as a regional long-range plan for federally funded transportation projects. It also serves as a comprehensive, coordinated transportation plan for all governmental jurisdictions within the region. Each agency responsible for transportation, such as local cities, the County, and Caltrans, has different transportation implementation responsibilities under the RTP. The RTP relies on the plans and policies governing circulation and transportation in each County to identify the region's future multi-modal transportation system.

### ***Special Housing Programs***

Health and Safety Code Section 50689.5 requires that housing and housing programs developed under Health and Safety Code Sections 50680 et seq. for the developmentally disabled, mentally disordered, and physically disabled be consistent with the Housing Element of the General Plan.

### ***Subdivisions***

Government Code Sections 66473.5 and 66474 require that subdivision and parcel map approvals in all jurisdictions be consistent with the General Plan.

### ***Surface Mining and Reclamation Act, 1975***

The California Surface Mining and Reclamation Act (SMARA) of 1975 requires local governments to address mineral recovery activities through the direct regulation of mining operations, and through planning policies that balance the mineral resource needs of the state with the maintenance of environmental quality. SMARA requires cities and counties to adopt ordinances conforming to state policy for the review and approval of reclamation plans and permits to conduct surface mining operations. Upon request, the State Geologist is responsible for preparing a geological inventory and classification of selected important mineral commodities by region. Within 12 months of receiving the classification report and maps, a city or county must amend its general plan to include mineral resource management policies recognizing the classification information, managing land uses which may affect areas of statewide or regional significance, and emphasizing the conservation and development of identified significant mineral deposits. The draft mineral resource management policies and subsequent amendments to policies must be submitted to the Mining and Geology Board for review and comment prior to local agency adoption. For areas of regional or statewide significance, approval of incompatible land uses by a local agency requires a specific statement of

why incompatible use is allowed considering the regional importance of the resource (Public Resources Section 2770 et. seq.)

### ***Transmission Lines***

Public Utilities Code Section 12808.5 requires cities and counties approving electrical transmission and distribution lines of municipal utility districts to make a finding concerning the consistency of the lines with the General Plan.

### ***Uniform Building Code, Uniform Mechanical Code, California Building Code, and National Electrical Code***

The City of Brawley enforces the Uniform Building Code, Uniform Mechanical Code, California Building Code, and National Electrical Code which contain structural requirements for existing and new buildings. The codes are designed to ensure structural integrity during seismic and other hazardous events and prevent personal injury, loss of life, and substantial structural damage.

### ***Zoning***

Government Code Section 65860 requires that the zoning ordinances of general law cities be consistent with the General Plan. The City of Brawley is a general law city.

# INTRODUCTION TO THE LAND USE ELEMENT

Land use is one of the most important factors affecting the future of Brawley and the achievement of long-term community goals. The land use element functions as a guide to planners, the general public, and decision-makers as to the ultimate pattern of development within the City of Brawley through 2030. The land use element has the broadest scope of the General Plan elements. It plays a central role in correlating all land use issues into a set of coherent development policies, which relate directly to the other elements. In practice, the land use element is the most visible and often-used element in the General Plan. Although all general plan elements carry equal weight, the land use element is often perceived as being most representative of “the general plan.”

## LAND USE ELEMENT GOALS

LUE Goal 1	Balanced Development
LUE Goal 2	Compatible and Complementary Development
LUE Goal 3	Revitalization of Older Commercial, Industrial, and Residential Uses and Properties
LUE Goal 4	Improved City-Wide Urban Design
LUE Goal 5	Economic Expansion and Diversification
LUE Goal 6	Development Coordinated with Public Facilities and Services
LUE Goal 7	Conservation of Agricultural Lands and Open Space

In addition to this Introduction, the Land Use Element is composed of two sections: Land Use Goals, Objectives, and Policies and the Land Use Plan. Specific implementation programs for this Element are contained in the Implementation Chapter of the General Plan.

## Related Plans and Programs

The scope and content of the Land Use Element are primarily governed by the General Plan Guidelines and the Planning Zoning and Development Laws for the State. Other documents, including the zoning ordinance, subdivision ordinance, specific plans, and redevelopment plans, establish more specific policies and regulations influencing development. In addition, there are a number of other plans and programs that are considered in the formulation, adoption and implementation of land use policy. Related plans and programs are listed below and described in the Introduction Chapter of the General Plan.

- California General Plan Guidelines, 2003
- City of Brawley Zoning Ordinance, 1995
- City of Brawley Redevelopment Plan, 2007
- Southern California Association of Governments Regional Comprehensive Plan and Guide, 1996
- Imperial County General Plan, 2006

- City of Brawley Service Area Plan, 2007
- City of Brawley Downtown Revitalization Project, 1989

## Goals, Objectives, and Policies

The goals, objectives, and policies contained in this element address preservation of major areas of the City, revitalization of others, and guidance for new development in those portions of the City presently undeveloped. The following goals, objectives, and policies focus on maintaining a balance between residential, commercial, industrial, open space, agriculture, and public land uses promoting high quality development; and, minimizing existing and potential land use conflicts. The Implementation Chapter of the General Plan provides strategies to implement the policies and plans identified in the Land Use Element.

### ***LUE Goal 1:           Balanced Development***



Single-family Homes under Construction

**LUE Objective 1.1: 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 capable of supporting future City services.**

**LUE Policy 1.1.1:** Preserve the quality of Brawley's existing low-density single-family neighborhoods while permitting compatible multi-family development to meet community housing needs where best suited from the standpoint of current development, accessibility, transportation and facilities.

**LUE Policy 1.1.2:** Encourage an equitable distribution of affordable housing and public services and facilities throughout the City.

**LUE Policy 1.1.3:** Provide for and encourage the development of neighborhood-serving commercial uses in areas of Brawley presently under-represented 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.

**LUE Policy 1.1.4:** 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.

- LUE Policy 1.1.5:** Support modification of present City boundaries in unincorporated areas within the City of Brawley's sphere of influence where they are irregular and create inefficiencies.
- LUE Policy 1.1.6:** Maintain an updated Sphere of Influence for the City of Brawley.
- LUE Policy 1.1.7:** Encourage in-fill of vacant parcels in areas already predominately developed.
- LUE Policy 1.1.8:** Ensure an adequate supply of commercial and industrial land for potential commercial and industrial expansion and development. Businesses within a community or neighborhood should provide a range of job types.
- LUE Policy 1.1.9:** As part of the City's attraction to business and industry, designate adequate residential land to house future employees.
- LUE Policy 1.1.10:** Consider incentives (such as waiver of fees or expedited permit processing) to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development and redevelopment if a positive fiscal impact will be experienced by the City as a result of said project.
- LUE Policy 1.1.11:** Provide development of light industrial and business park uses. Encourage industrial and business parks as the preferred method of accommodating industrial growth.
- LUE Policy 1.1.12:** 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. Development at an intensity or density between the effective and maximum levels can occur only where projects offer exceptional design quality or important public amenities or benefits above the standards required by the City's Zoning Ordinance and other regulatory documents.
- LUE Policy 1.1.13:** 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 useable for active or passive recreation as well as for visual enhancement.
- LUE Policy 1.1.14:** Maintain sufficient flexibility in the types of uses allowed in commercially designated areas to address changes in market conditions and to encourage competition.

**LUE Objective 1.2: Ensure that future land use decisions are the result of sound and comprehensive planning.**

- LUE Policy 1.2.1:** Consider all General Plan goals and policies in evaluating proposed development projects for General Plan consistency.
- LUE Policy 1.2.2:** Maintain consistency between the Land Use Element, Zoning Ordinances, and other City Ordinances, regulations and standards.

**LUE Policy 1.2.3:** Endeavor to promote public interest in, and understanding of, the General Plan and regulations relating to it.

**LUE Policy 1.2.4:** Encourage citizen participation in planning and development of land use programs.

**LUE Policy 1.2.5:** Foster inter-governmental cooperation and coordination in order to maximize the effectiveness of land use policies.

**LUE Objective 1.3: Coordinate with other federal, state, and local public agencies and other community-oriented organizations to ensure that services to the public are effectively provided.**

**LUE Policy 1.3.1:** Participate in established networks of planning related organizations, such as the League of Cities, the Community Redevelopment Association, the American Planning Association, and others to continuously improve the City's efficiency in providing for the public health, safety, and welfare of its residents.

**LUE Policy 1.3.2:** Establish and maintain close contact with community-based organizations within the City to encourage coordinated approaches to address important issues and problems.

**LUE Policy 1.3.3:** Maintain close coordination with the County of Imperial, the Southern California Association of Governments, and other local and federal agencies on issues affecting the future of the Imperial Valley.

***LUE Goal 2: Compatible and Complementary Development***

**LUE Objective 2.1: Ensure that new 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.**

**LUE Policy 2.1.1:** Coordinate and monitor the impact and intensity of land uses in adjacent jurisdictions on Brawley's transportation and circulation systems so that the City is able to provide efficient movement of people and goods with the least interference.

**LUE Policy 2.1.2:** Encourage larger scale commercial uses in areas that are easily accessible to major transportation facilities.

**LUE Policy 2.1.3:** Regulate development in identifiable hazardous areas or in areas that are environmentally sensitive to ensure the community's public health and safety.

- LUE Policy 2.1.4:** Encourage the preservation and enhancement of public vistas.
- LUE Policy 2.1.5:** Encourage consolidation of parking and reciprocal access agreements among adjacent businesses.
- LUE Policy 2.1.6:** For mixed-use development, ensure that parcels of adequate size are used.

**LUE Objective 2.2: Assure a safe, healthy and aesthetically pleasing community for residents and businesses.**

- LUE Policy 2.2.1:** Mitigate traffic congestion and unacceptable levels of noise, odors, dust and light and glare which affect residential areas and sensitive receptors.
- LUE Policy 2.2.2:** Ensure a sensitive transition between commercial or industrial uses and residential land uses by employing techniques that include adequate buffering, landscaping and setbacks.
- LUE Policy 2.2.3:** Where mixed uses are permitted such as in the Downtown Overlay Districts, ensure compatible integration with adjacent uses to minimize potential conflicts, such as aesthetics, noise, and traffic. Compatibility with existing neighborhoods is important and should be an important consideration.
- LUE Policy 2.2.4:** Encourage the elimination of non-conforming land uses and non-conforming buildings.
- LUE Policy 2.2.5:** Ensure adequate monitoring of uses that involve hazardous materials to avoid industrial accidents, chemical spills, fires and explosions and to ensure the community's public health and safety.
- LUE Policy 2.2.6:** Maintain and enhance the quality of healthy residential neighborhoods, and safeguard neighborhoods from intrusion by non-conforming and disruptive uses.

**LUE Objective 2.3: Ensure that development within the City's Service Area Plan is compatible with both existing and planned land uses within the City's boundaries.**

- LU Policy 2.3.1:** Identify appropriate uses within the Service Area Plan and discuss potential development strategies with the County Planning Department.
- LUE Policy 2.3.2:** Review all applications for development in the Service Area Plan and ensure all development complies with the City of Brawley rules and regulations.

***LUE Goal 3: Revitalization of Aging Commercial, Industrial, and Residential Uses and Properties***



Brawley Central Business District (Historical Image) Utilizes Covered Promenades – An Architectural Feature Well Suited for Desert Climates

**LUE Objective 3.1: Revitalize aging commercial, industrial and residential properties.**

**LUE Policy 3.1.1:** Encourage and continue the use of redevelopment activities, including the provision of incentives for private development, joint public-private partnerships, and public improvements in the redevelopment project areas.

**LUE Policy 3.1.2:** Encourage the rehabilitation of existing commercial arcades and signage.

**LUE Policy 3.1.3:** Continue to provide rehabilitation assistance in targeted residential neighborhoods to eliminate code violations and enable the upgrading of residential properties.

**LUE Policy 3.1.4:** Encourage the restoration and rehabilitation of properties in Brawley eligible for inclusion on the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), or potentially eligible listed buildings, including historically sensitive restoration, as a means of preserving eligible structures.

**LUE Policy 3.1.5:** Promote vigorous enforcement of City codes, including building, zoning, and health and safety, to encourage building and property maintenance.

**LUE Policy 3.1.6:** Continue the graffiti removal program to facilitate prompt removal of graffiti on private and public property.

**LUE Policy 3.1.7:** Establish incentives to improve edge conditions and buffer areas between residential neighborhoods and adjacent commercial, industrial, and agricultural uses and highways.

**LUE Policy 3.1.8:** Re-establish the Brawley Central Business District as a major regional shopping, marketing, and office/commercial area for north Imperial County, while maintaining and encouraging a pedestrian friendly downtown “village” environment.

**LUE Policy 3.1.9:** Encourage mixed-use of commercial, residential, and institutional uses within the Central Business District. Mixed uses may be located in the same building footprint or in separate buildings.



***LUE Goal 4: Improved City-wide Urban Design***

**LUE Objective 4.1: Improve urban design in Brawley to ensure development that is both architecturally and functionally compatible and accessible by multimodal forms of transportation.**

- LUE Policy 4.1.1:** Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, bicycle trails (where feasible) and public identity graphics along major street corridors. Establish gateways throughout the City that identify and highlight Brawley's unique character.
- LUE Policy 4.1.2:** Encourage and promote high quality design and physical appearance in all development projects.
- LUE Policy 4.1.3:** Improve the image of major highways through the use of landscaping, lighting, graphics and/or streetscape treatments.
- LUE Policy 4.1.4:** Preserve and enhance the City's "small town" character. Neighborhoods should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other, while preserving the aesthetic character of the community.
- LUE Policy 4.1.5:** Preserve historically significant structures and sites, and encourage the conservation and rehabilitation of older buildings, sites and neighborhoods that contribute to the City's historic character. Establish a strong architectural theme that represents the character and history of Brawley.
- LUE Policy 4.1.6:** 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.
- LUE Policy 4.1.7:** Emphasize the Brawley Central Business District as the focal point of community, civic, cultural and recreational activities.
- LUE Policy 4.1.8:** Wherever possible, create an "office park" or "campus-like" environment for industrial and business park developments.
- LUE Policy 4.1.9:** Upgrade the visual quality of edge conditions between industrial and residential uses through street tree planting and on-site landscaping.
- LUE Policy 4.1.10:** Reinforce Brawley's community identity throughout the greater Imperial County area in order to encourage developments within the City that enhances its character.

- LUE Policy 4.1.11:** Review and revise, as necessary, the City's development standards to improve the quality of new development in the City and to protect the public health and safety.
- LUE Policy 4.1.12:** Develop and implement design guidelines for all new development.
- LUE Policy 4.1.13:** Develop and implement design guidelines that will preserve and enhance the character of the City's Brawley Central Business District and enhance downtown "village" environment.
- LUE Policy 4.1.14:** Encourage entertainment opportunities such as restaurants, coffee shops, movie theatres, civic theatres, art, and water parks.
- LUE Policy 4.1.15:** Encourage the undergrounding of utility lines in the central business district and urban area.
- LUE Policy 4.1.16:** Consider the use of form-based codes as a useful tool for achieving certain general plan goals, such as walkable neighborhoods and integrated land uses. The City may choose to establish form-based codes where such codes would implement General Plan policies.

<b><i>LUE Goal 5: Economic Expansion and Diversification</i></b>
--

**LUE Objective 5.1: Promote expansion of the City's economic base and diversification of economic activity.**

- LUE Policy 5.1.1:** 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.
- LUE Policy 5.1.2:** Coordinate efforts between the City's Chamber of Commerce and Economic Development Commission to actively market Brawley to prospective industries.
- LUE Policy 5.1.3:** Work in conjunction with the Chamber of Commerce to inventory the available resources which lend themselves to attracting business.

**LUE Objective 5.2: Provide for an adequate amount of industrial land uses to serve the needs of Brawley residents, providing a full range of industrial activity and employment opportunities for City residents.**

- LUE Policy 5.2.1:** Establish standards for the location of industrial areas within the City of Brawley.
- LUE Policy 5.2.2:** Encourage industrial development in areas that have readily available rail and truck access.

**LUE Policy 5.2.3:** Encourage agriculturally related industrial land uses to be located in the Brawley Industrial Park.

**LUE Policy 5.2.4:** 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.

***LUE Goal 6: Development Coordinated with Public Facilities and Services***



Airport Industrial Park

**LUE Objective 6.1: Ensure that necessary public facilities and services are available to accommodate City needs.**

**LUE Policy 6.1.1:** Provide 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.

**LUE Policy 6.1.2:** Define needs and deficiencies in public facilities and services provided by the City, and introduce priority projects into the City's budget process.

**LUE Policy 6.1.3:** Coordinate and collaborate with regional agencies providing public utility service to Brawley, such as the Imperial Irrigation District and the Southern California Gas Company, to define area-wide and regional needs, projects and responsibilities.

**LUE Policy 6.1.4:** Coordinate the construction of all public utilities to minimize disruption of vehicular traffic and negative impacts on roadways.

**LUE Policy 6.1.5:** Continue to make incremental improvements to the flood control and drainage system.

**LUE Policy 6.1.6:** Encourage planned improvements to electricity, natural gas, and communication service systems.

**LUE Policy 6.1.7:** 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.

**LUE Policy 6.1.8:** Maintain and improve, where necessary, the City's infrastructure and facilities.

- LUE Policy 6.1.9:** Concentrate government legislative and administrative offices in or near the central business district to facilitate public access, public interaction among City agencies, and interaction among agency staff.
- LUE Policy 6.1.10:** Ensure adequate paramedical, fire, and police facilities/personnel needed to service the entire City.
- LUE Policy 6.1.11:** Include standards for storm drains, sewer lines, and water lines in the City's Subdivision Ordinance.
- LUE Policy 6.1.12:** Development in the County-designated Urban Area surrounding the City will require the extension of City infrastructure and provision of public service. Coordinate the extension of infrastructure and the provision of public services to new development in the Urban Area with the appropriate agencies including but limited to Imperial County and the Imperial County Local Area Formation Commission.
- LUE Policy 6.1.13:** Encourage "joint use" facilities for future parks and schools. New school and park facilities should share land when feasible and when the time frame for development is within three (3) years.
- LUE Policy 6.1.14:** Require school districts requesting development mitigation to establish use standards and determine facility capacities and student generation yield rates so that the need for new facilities can be projected in advance of development.
- LUE Policy 6.1.15:** Require school districts and other public agencies requesting development mitigation to identify current areas of the City which are inadequately served by their facilities and services or which may be inadequately serviced in the future.
- LUE Policy 6.1.16:** Encourage the City, school districts and other public agencies to seek ways to reduce facility costs and to use alternative financing sources in order to encourage and accommodate new development.
- LUE Policy 6.1.17:** Encourage the use of assessment districts, Mello-Roos districts, and other techniques for financing improvements serving existing and new development.
- LUE Policy 6.1.18:** Encourage the Brawley School District and the Brawley Union High School District to seek additional and alternative funding for their capital outlay needs as a means of reducing the level of development fee exactions required by the districts.
- LUE Policy 6.1.19:** 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 accommodate student enrollment generated from new development.

**LUE Policy 6.1.20:** The City shall assist in coordinating school facility planning and siting efforts with local school districts and developers.

**LUE Policy 6.1.21:** The City shall work closely with school authorities regarding funding mechanisms for new school facilities or to allow school districts to negotiate with project developers to minimize project impacts on the school districts.

***LUE Goal 7: Conservation of Agricultural Lands and Open Space***



Agricultural Field that Could Potentially Convert to New Home Sites

**LUE Objective 7.1: Identify and encourage conservation of prime agricultural lands adjacent to the City of Brawley.**

**LUE Policy 7.1.1:** Include a soils capability map in the General Plan showing the classifications of soils in and around the City and their value for agricultural uses.

**LUE Policy 7.1.2:** Restrict uses on agriculturally designated land to agricultural uses, accessory uses, and appropriate conditional uses, where feasible, recognizing that the City could not substantially grow without removing some agricultural land from production.

**LUE Policy 7.1.3:** Establish regulations to reduce conflicts between agricultural and adjacent or nearby non-agricultural uses resulting from the use of agricultural machinery, agricultural product or by-product processing, pest control techniques, etc., which does not conflict with the County's Right to Farm Ordinance.

**LUE Policy 7.1.4:** Rezone non-urban reserve agricultural land for non-agricultural uses only after urban reserve lands have been developed. Agricultural lands should be developed only as a means of providing needed urban development land for City growth needs and to allow for a minimum five-year supply of developable land.

**LUE Objective 7.2: Designate appropriate locations and adequate acreage for non-agricultural open spaces.**

**LUE Policy 7.2.1:** Encourage common open space areas in planned developments (PDs).

**LUE Policy 7.2.2:** Require new common open space areas in planned developments and new residential subdivisions to be privately maintained.

**LUE Policy 7.2.3:**

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.

# LAND USE PLAN

## Introduction

A wide range of natural and man-made factors are considered in formulating land use policy. Areas of special environmental significance, potential safety hazards, limitation of existing infrastructure, the need for economic development, and the nature and character of existing development all have influence on land use policy. By identifying the general distribution, location, and extent of all uses of land, the Land Use Plan establishes clear and logical patterns of land use as well as standards for future development. The Land Use Plan will include a discussion of the Land Use Map, land use density and intensity, land use designations, capacity to accommodate future growth, special study areas, and the relationship between land use and zoning.

## Land Use Map

The Land Use Map, Figure LUE-1, illustrates land use types and distribution for the entire Brawley planning area. The ten land use designations, depicted on Figure LUE-1, identify the type and nature of development allowed in a particular location. The three Residential designations allow for a range of housing types and density. The commercial and industrial designations are provided to accommodate and encourage a range of revenue and job-generating businesses. The public facility and open space designations are intended, respectively, to protect public lands and private lands for necessary public services and open space uses. The agricultural designation provides for the continuing agricultural activities outside the Brawley urban area. The transportation corridor designation provides for current and future circulation needs within the planning area.

The Special Study Areas, depicted on Figure LUE-1, and further defined on Figure LUE-2 may include the following: city approved master planned developments, known as Approved Specific Plans; areas that include proposed large-scale master planned developments that have not been approved, known as Proposed Specific Plans; and, areas that are intended to promote a mixture of commercial and residential uses in central Brawley, known as the Downtown Overlay Districts.

This page intentionally left blank.



K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\00136\_07\_GENERAL\_PLAN\MAPDOC\FIG\_LU1\_LANDUSE.MXD AS (09-27-07)

**City's Boundary**  
 City's Boundary  
 City's Sphere Of Influence  
 Transportation Corridor\*

**Land Use**

- A - Agriculture
- BP - Light Industrial/Business Park
- C - Commercial
- I - Industrial
- LR - Low Density Residential
- MR - Medium Density Residential
- RR - Rural Residential
- OS - Open Space
- PF - Public Facilities
- Special Study Areas

**Proposed Specific Plans**

- 1 Villages of Sonata
- 2 Rancho-Porter

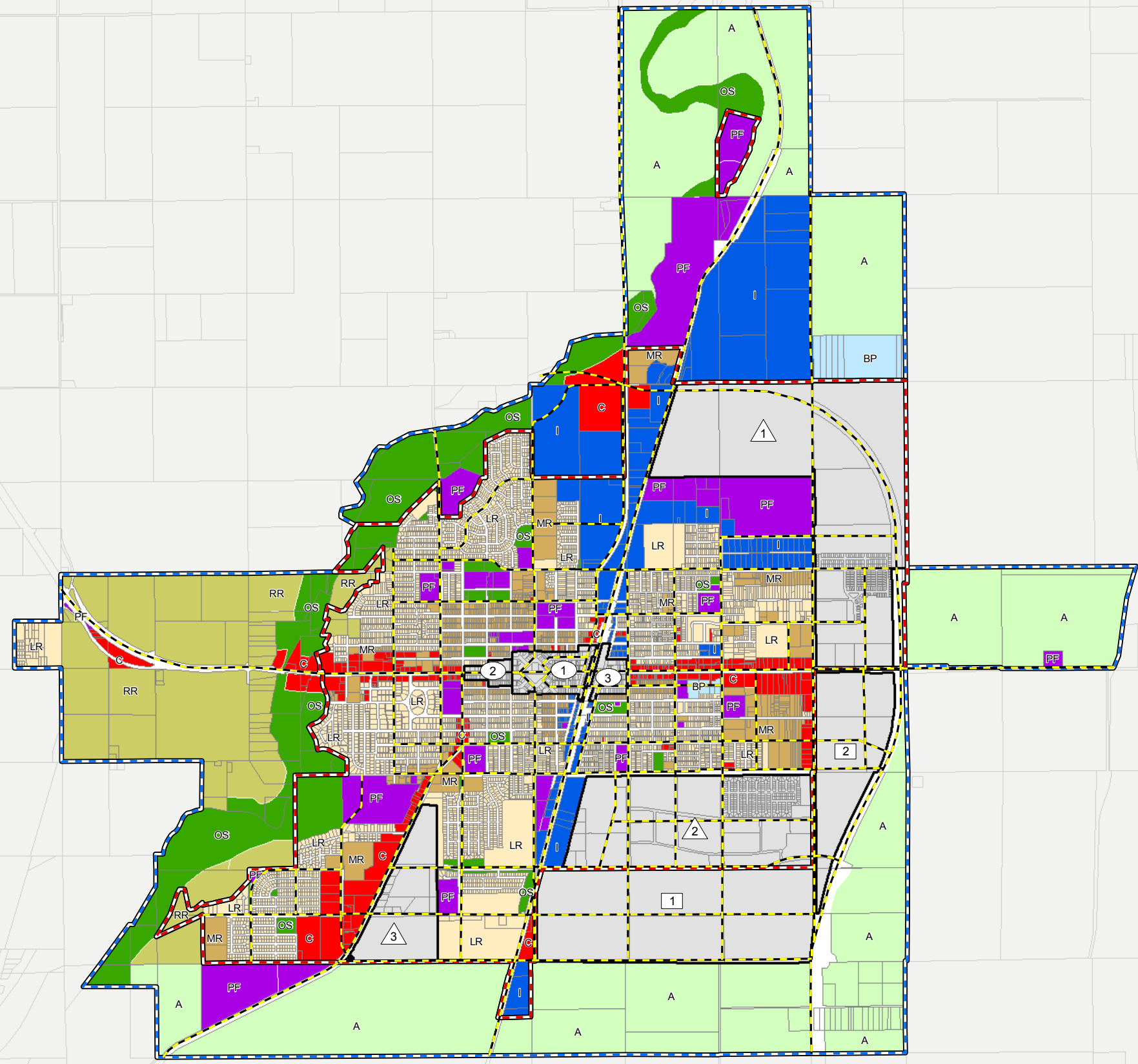
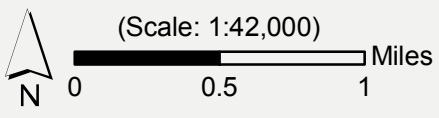
**Approved Specific Plans**

- 1 Lucky Ranch
- 2 La Paloma
- 3 Gateway

**Downtown Overlay Districts**

- 1 Civic Center / District I
- 2 West Village / District II
- 3 East Village / District III

\*Transportation Corridors are depicted in their approximate locations.



Source: City of Brawley Planning Department

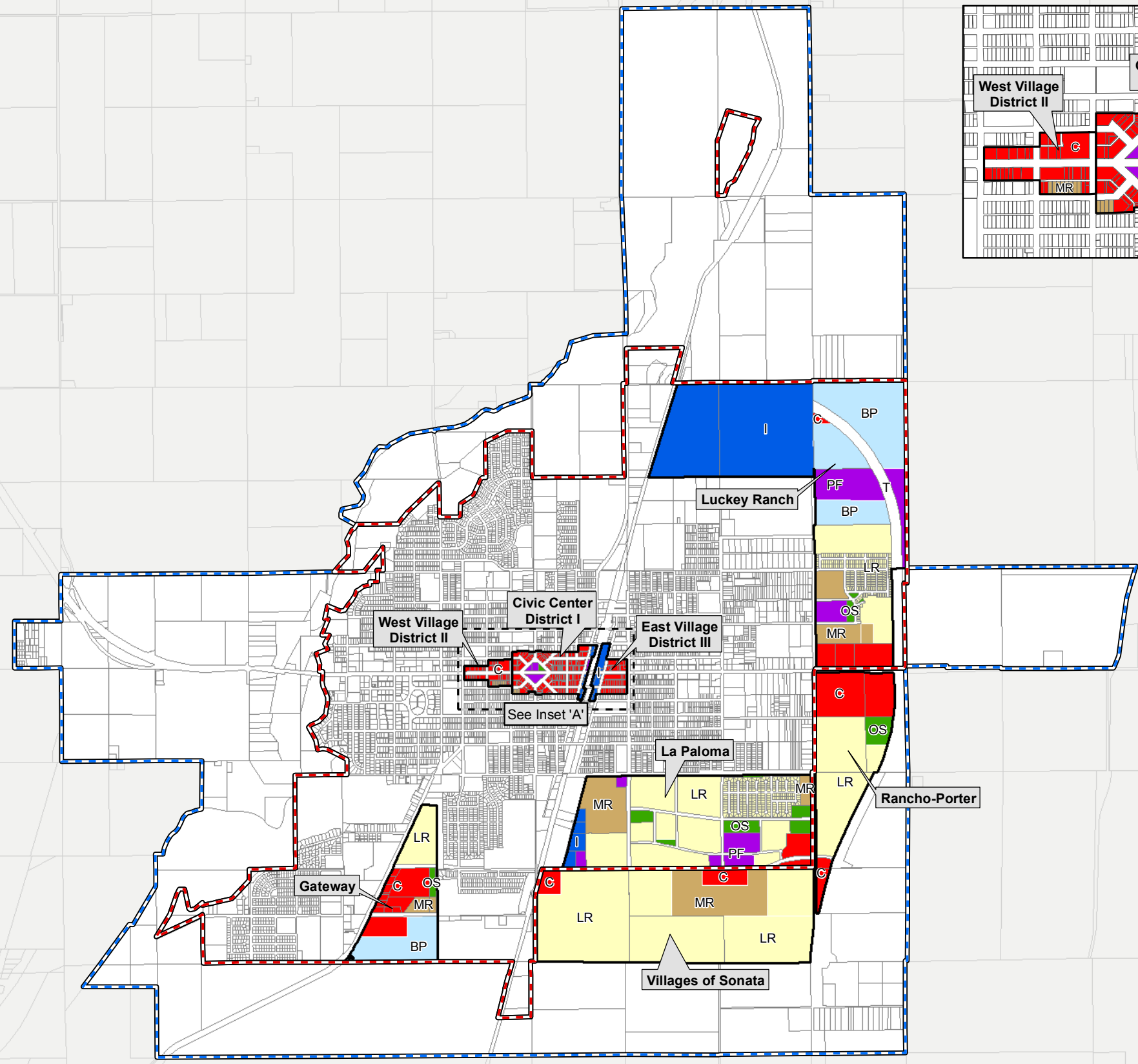
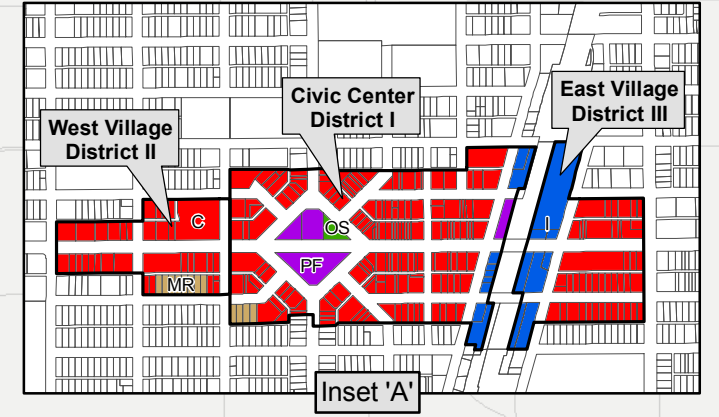
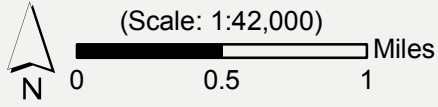


K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\00136\_07\_GENERAL\_PLAN\MAPDOC\FIG\_LU2\_SPECIALSTUDYAREA.MXD AS (09-27-07)

**City's Boundary**  
**City's Sphere Of Influence**

**Land Use**

- A - Agriculture
- BP - Light Industrial/Business Park
- C - Commercial
- I - Industrial
- LR - Low Density Residential
- RR - Rural Residential
- MR - Medium Density Residential
- OS - Open Space
- PF - Public Facilities



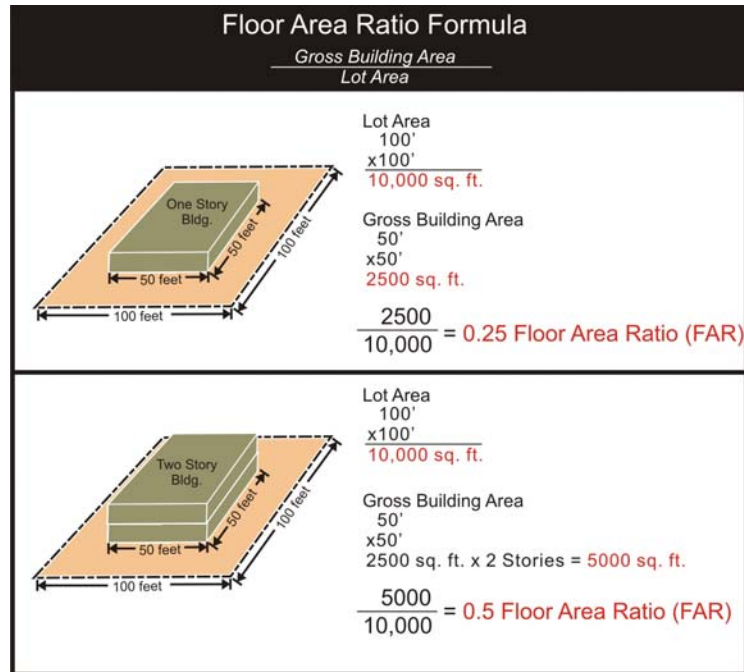
Source: City of Brawley Planning Department





## Land Use Intensity/Density

The Land Use Plan uses urban planning terminology to define the ten land use designations. The term "density" is used for residential uses and refers to the population and development capacity of residential land. Density is described in terms of dwelling units per net acre of land (du/net ac). For example, 50 dwelling units occupying 10 net acres of land is 5.0 du/net ac. Development "intensity", which applies to non-residential uses, refers to the extent of development on a lot - the total building square footage, building height, the floor area ratio, and/or the percent of lot coverage. Intensity is often used to describe non-residential development levels, but in a broader sense, is used to express overall levels of all development types.



Floor area ratio (FAR) represents the ratio between the total gross floor area of all buildings on a lot and the total area of that lot. FAR is determined by dividing the gross floor area of all buildings on a lot by the area of that lot. The FAR controls use intensity on a lot. For example, a similar FAR may allow a single story building, which covers most of the lot, a two-story building with reduced lot coverage, or a three- or more story building with substantially reduced coverage of the lot.

Table LUE-1 lists each of the land use designations shown on the Land Use Map and provides a corresponding indication of a maximum versus an effective intensity/density level of development. Maximum development capacity assumes the total development of the Plan on all parcels of land at the highest permitted densities/intensities. This total build-out at the maximum permitted density or intensity standard for a land use designation is not expected to occur. Factors such as environmental constraints, existing land uses, the choice of a builder to build to less than maximum permitted density/intensity all have an impact on the level or intensity of development within a particular land use designation.

Effective development capacity assumes that under realistic circumstances, all development will not be at maximum density or intensity based on appraisal of development constraints in the City, which would restrict development to less than that shown by the maximum density/intensity of the Land Use Plan. Future development on a city-wide basis is expected to occur at the effective level of intensity/density stated in Table LUE-1. Development at an intensity or density between the effective and maximum levels can occur only where projects offer exceptional design quality or important public amenities or benefits above the standards required by the City's Zoning Ordinance

and other regulatory documents. For the residential land use designations, projects are expected to build to a density at least as high as the lowest density allowed by their respective designations.

**TABLE LUE-1.** Development Density/Intensity Standards

General Plan Land Use Designation	Maximum Dwelling Units Per Net Acre	Maximum Floor Area Ratio Per Net Acre	Effective Dwelling Units Per Net Acre	Effective Floor Area Ratio Per Net Acre
Agricultural	0.025	N/A	0.025	N/A
Rural Residential	2.0	N/A	1.2	N/A
Low Density Residential	9.0	N/A	5.5	N/A
Medium Density Residential	17.0	N/A	13	N/A
Commercial		0.6:1		0.3:1
Light Industrial /Business Park		0.7:1	N/A	0.4:1
Industrial		0.7:1	N/A	0.4:1
Public Facility		0.8:1	N/A	0.2:1
Open Space		0.25:1	N/A	0.01:1
Transportation Corridor	N/A		N/A	N/A

## Land Use Designations

All land in the Planning Area is assigned one of the ten use designations described below:

### *Agricultural Designation*

**Agricultural**—This agricultural land use designation provides for the continuation of agricultural production and related industries including aquaculture (fish farms), ranging from light to heavy agriculture. Packing and processing of agricultural products may also be allowed in certain areas and other uses necessary or supportive of agriculture. Residential uses, when subordinate to agricultural uses shall not exceed a maximum density of 1 single family dwelling unit per 40 acres of land or per legal lot.

### *Residential Designations*

**Rural Residential**—This residential land use designation provides for predominantly low density residential areas, recreational lands, and the continuation of agriculture, in areas where it is desirable to retain a rural lifestyle, characterized by large lots and/or in areas where public water and sewer service is presently limited or non-existent. Permitted development within this designation is contingent upon the availability of infrastructure and public services. This designation will permit

the construction of as many as two detached single family dwellings per net acre of land. Other uses such as churches, schools, and child-care facilities, which are determined to be compatible with and oriented toward serving the needs of very low density single family dwellings, are also allowed. Recreational vehicle parks are allowed, subject to a conditional use permit.

**Low Density Residential**—This residential land use designation provides for the development of low density detached and attached single family dwelling units including either detached or attached (zero lot line) single family units and mobile homes. Up to two dwelling units per lot or parcel are permitted. This designation will permit the construction of as many as nine detached or attached single family dwelling units per net acre of land. Other uses such as churches, schools, and child-care facilities, which are determined to be compatible with and oriented toward serving the needs of low density detached and attached single family dwelling units, are also permitted.

**Medium Density Residential**—This residential land use designation provides for the development of medium density detached and attached dwellings (duplexes, triplexes, condominiums, town homes). This designation will permit the construction of as many as 17 detached or attached dwelling units per net acre of land. Other uses such as churches, schools, child-care facilities, mobile home parks, and recreational vehicle parks, which are determined to be compatible with and oriented toward serving the needs of these residential uses are also permitted.

### ***Commercial Designation***

**Commercial**—Commercial activities within this designation include retail, professional office, and service-oriented business activities serving the citywide population. Commercial uses include small scale uses as well as large scale developments such as department stores, discount stores, furniture/appliance outlets, home improvement centers, entertainment centers, subregional and regional shopping centers, professional medical offices, and hospitals. The maximum intensity of development permitted in this category is a floor area ratio of 0.60:1.

### ***Industrial Designations***

**Light Industrial/Business Park**—This designation permits uses which include business/professional offices, light manufacturing, warehouse/distribution, wholesaling, large-scale warehouse retail, service commercial activities, and public uses. Areas are generally served by arterial roadways and freeways, providing automobile and public transit access. These areas are characterized as major employment concentrations. The maximum intensity of development permitted in this designation is a floor area ratio of 0.70:1.

**Industrial**—Industrial uses allowed in this designation include a wide range of manufacturing and non-manufacturing uses ranging from warehouse and distribution facilities to industrial activities. Other permitted uses include light manufacturing, storage, warehousing/ distribution, wholesaling, large-scale warehouse retail, automobile dealerships, support commercial services and public uses. Industrial areas are generally served by arterial roadways and freeways, providing automobile and public transit access. These areas are characterized as major employment concentrations. The maximum intensity of development permitted in this category is a floor area ratio of 0.70:1.

## ***Public Facility Designation***

**Public Facility**—This designation includes a wide range of public, quasi-public, and private uses such as Brawley Municipal Airport, school sites, public parklands, government administrative offices and facilities, public facilities, libraries, hospitals, and cultural recreational activities. Active recreation activities allowed include community recreation facilities, equestrian centers, golf courses/driving ranges, indoor/outdoor athletic facilities, and public parklands. Sites owned by public agencies may be combined as joint use facilities with responsibilities for improvement, maintenance, and operations shared by the public agencies involved. These uses are distributed throughout the city. The maximum floor area ratio permitted in this category is 0.80:1.

## ***Open Space Designation***

**Open Space**—The Open Space land use designation applies to all passive recreation areas in the City such as the New River Flood Plain. Passive activities include natural preserves, designated open space, museums, or similar cultural centers. The maximum floor area ratio permitted in this category is 0.25:1.

## ***Transportation Designation***

**Transportation Corridor**—The land use designation includes major and primary arterial roadways and railroads.

## **Special Study Areas**

Land Use designations described above define the general types of uses allowed and their corresponding intensities or densities. In addition to these designations, there are special study areas within the City that may include the following: city approved master planned developments, known as **Approved Specific Plans**; areas that include proposed large-scale master planned developments that have not been approved, known as **Proposed Specific Plans**; and, areas that are intended to create a mixture of residential and commercial development incentives in central Brawley, known as the **Downtown Overlay Districts**. Figure LUE-2 depicts the Approved Specific Plans, Proposed Specific Plans, and the Downtown Overlay Districts, which are further discussed below.

### ***Approved Specific Plans:***

The specific plan is an important planning tool, which can manage development and its associated impacts within areas of the City. It is often used to address the development requirements for a single project such as a planned community. As a result, its emphasis is on specific standards and development criteria. Its text and diagrams will address the planning of necessary infrastructure and facilities, as well as land uses and open space. In addition, it will specify those programs and regulations necessary to finance infrastructure and public works projects. Specific plans must be consistent with all facets of the general plan. Three adopted specific plans (Luckey Ranch, Brawley Gateway, and La Paloma) are depicted on Figure LUE-2 and discussed further below.



**Luckey Ranch Specific Plan:** The Luckey Ranch Specific Plan (PD00-01) includes 580 acres located north of Main Street, along the east side of Best Road, and including an area north of the city airport. The Specific Plan proposes 633 single family dwelling units on 115 acres, 420 multi-family units on 35 acres, 35 acres of retail commercial development, and 244 acres of light industrial/business park and industrial development.

**Brawley Gateway Specific Plan:** The Brawley Gateway Specific Plan (PD01-01) includes 145 acres located along the east side of Highway 86, south of Malan Street. The amended Specific Plan proposes 125 single family dwelling units on 25.5 acres, 300 multi-family dwelling units on 18.3 acres, 36.5 acres of retail commercial development, 5.5 acres of office commercial development, and 44 acres of light industrial/business park development.

**La Paloma Specific Plan:** The 409.4 acre La Paloma Specific Plan proposes 1,800 dwelling units on 229.4 acres, 22.91 acres of commercial, 13.48 acres of light industrial/business park, and sites for new public schools, parks, and other public facilities.

### ***Proposed Specific Plans:***

Proposed specific plans include large-scale proposed developments, which may or may not change as a result of City review and approval. The two special study areas (Villages of Sonata and Rancho Porter) are depicted on Figure LUE-2 and discussed further below.

**Villages of Sonata:** The Villages of Sonata currently proposes approximately 475 acres and is located directly south of Panno Road and the La Paloma Specific Plan, east of Dogwood Road, west of State Route 111, and north of Meads Road within the proposed SOI. The project proposes approximately 226 acres of residential uses and 1,969 dwelling units. Two new school sites are proposed along with commercial uses.

**Rancho Porter:** The Rancho Porter project, located south of Main Street, west of State Highway 111, east of Best Road, and generally north of Meads Road, currently proposes approximately 203 acres, consisting of 1,006 dwelling units, as well as commercial, mixed-use, and park space.

### ***Downtown Overlay District:***

All of the Downtown Overlay District (DOD) falls within the City's Redevelopment Plan Project Area Number 1. The DOD currently encompasses a variety of uses including the City's civic center, a traditional downtown commercial district, a major circulation route (Highway 78), housing, light-industrial, and industrial uses. The purpose of the DOD is to maximize the potential of the area to provide a more exciting and compatible mix of civic, recreational, retail, office, light industrial and residential uses.

The City created Downtown Revitalization Guidelines in 1989 in order to help provide a better framework to guide the character of growth and improvements within the City's redevelopment areas, which include the DOD. New developments in the DOD should be consistent with the Downtown Revitalization Guidelines. The City may adopt additional guidelines or a specific plan for the DOD following the adoption of the update to the General Plan in order to provide greater direction for future developments. In addition to the adoption of a specific plan for the DOD,

additional programs should be created as part of the implementation of the DOD. The programs listed below are intended as a starting point.

- Incentive Programs to assist businesses in storefront improvements;
- Downtown marketing program that strives to better position the DOD as a regional shopping and entertainment center; and, a
- Parking district to acquire and construct additional parking spaces.

The City's DOD includes three sub-districts, each with a different vision. With the exception of areas designated for industrial uses, the DOD may allow densities and/or a combination of uses that would not otherwise be allowed by a single land use designation anywhere else in the City. New developments in the DOD must ensure adequate buffers between any industrial and residential properties and other sensitive receptors with regard to but not limited to the following potential hazards: noise; hazardous and/or toxic air contaminants; and hazardous and/or toxic substances.

The following describes the general focus and intent of the three districts. However, in order to utilize higher densities and a greater variety of uses, developments must undergo a more rigorous discretionary review process and ensure an orderly and compatible pattern of growth, which may include but is not limited to design guidelines and the programs listed above.

**Civic Center/District I:** This portion of the Downtown Brawley Overlay Area is intended to encourage the greatest densities in the City, while maintaining a safe and small town "village" downtown center. This is the heart of the City, which contains many opportunities for revitalization. The street network surrounding the City Hall, North Plaza Street and South Plaza Street, resembles a diamond shape and provides a unique connection to the adjacent and nearby uses. The overlay area will help to increase the area's position as the City's cultural, civic, and entertainment center within a walkable, pedestrian scale village atmosphere. The District, with the exception of areas with an industrial designation, may permit up to 25 dwelling units per net acre of land (including any density bonuses) with a variety of residential, retail and office commercial, recreational, and civic uses. The District does not provide any density bonuses for areas with an industrial designation. Residential developments must include ground floor commercial uses. The maximum height of any future development shall be as much as five stories.

The District also encompasses a few industrial designated parcels along the Union Pacific Railroad corridor. New developments in the District must ensure adequate buffers and compatibility between any industrial and residential properties and other sensitive receptors with regard to but not limited to the following potential hazards: noise; hazardous and/or toxic air contaminants; and hazardous and/or toxic substances.

**West Village/District II:** This district will encourage a strong connection to Main Street and the Center Civic/District I located to the east but on a less intensive scale and with a greater focus on residential uses. The district may permit up to 20 dwelling units per net acre of land (including any density bonuses) with a variety of residential, retail and office commercial, recreational, and civic uses. Residential developments must include ground floor commercial uses. The maximum height of any future development shall be limited to three stories.

**East Village/District III:** This area encompasses a variety of industrial, commercial, and residential uses. The connection to the Civic Center/District I to the west and Main Street are key elements that should be incorporated into future developments. The area may encourage a stronger orientation of retail and office commercial and light industrial uses but new developments in the District must ensure adequate buffers and compatibility between any industrial and residential properties and other sensitive receptors with regard to but not limited to the following potential hazards: noise; hazardous and/or toxic air contaminants; and hazardous and/or toxic substances. The District, with the exception of areas with an industrial designation, may permit up to 18 dwelling units per net acre of land (including any density bonuses) with a variety of residential, retail and office commercial, light industrial, recreational, and civic uses. The District does not provide any density bonuses for areas with an industrial designation. Residential developments must include ground floor commercial and may include ground floor light manufacturing uses with a retail outlet for the products produced on-site as long as they are compatible with adjacent and nearby uses. The maximum height of any future development is four stories.

Table LUE-2 details the anticipated land use density and intensity in the DOD as shown on Figure LUE-2. The DOD’s underlying non-residential land use designations include the commercial, open space, public facility, and industrial land use designations. The underlying non-residential land use designations are not reflected in Table LUE-2 because these uses and their development projections are reflected in Table LUE-3.

**TABLE LUE-2.** Future Land Use Density/Intensity of the Downtown Overlay Districts

Downtown Overlay District	Net Acres	Effective Dwelling Unit/Net Acre	Dwelling Units	Population
Civic Center/District I	34	17	578	1,873
West Village/District II	13	14	182	590
East Village/District III	14	13	182	590
<b>TOTAL</b>	<b>61</b>	<b>-</b>	<b>942</b>	<b>3,053</b>

\*The Persons Per Household of 3.24, as projected by the Department of Finance in 2006, was used to project the total population.

## Implications of the Land Use Plan

The Land Use Plan describes the distribution of designated land uses to accommodate development housing, population, and non-residential land uses, such as commercial/industrial businesses and public facilities. Table LUE-3 provides a breakdown of land uses within the Brawley Planning Area and the Downtown Overlay District for purposes of identifying the effective development capacity of the Land Use Plan for both dwelling units/population and square footage of non-residential uses. In arriving at effective development capacity for population growth and the number of units possible under build-out conditions, the effective dwelling unit per net acre was multiplied by the average

persons per household. For non-residential uses, the effective floor area ratio per net acre was used to determine the level of expected future square footage of development.

The degree to which plan capacity exceeds projected population is referred to as "overage". Some overage is desirable to make allowance for inevitable small pockets of undevelopable land, to allow for difficulty in recognizing development trends in completely vacant areas, to allow for unforeseen need for public utilities, and to recognize that some owners will maintain their land in an undeveloped state beyond the time span of the Plan. The Southern California Association of Governments (SCAG) has recommended that plan capacity not exceed approximately 1.25 times the projected population. The measurement of capacity is accomplished by dividing the maximum population capacity of the plan by the projected population. The capacity of the Land Use Plan encompasses a population of 45,744 in the incorporated areas and 14,798 in the sphere of influence for a total population capacity of 60,542. SCAG's 2030 population projection for the City's incorporated area is 49,036. As a result, the Land Use Plan's capacity is approximately 1.23.

**TABLE LUE-3. Future Land Use Density/Intensity and Population Capacity of the Land Use Plan**

General Plan Land Use Designations	Gross Acres	% of Total Brawley Planning Land Area	% of Gross Acreage Reduced to Achieve Net Acres	Net Acres	Effective Dwelling Unit/ Net Acre	Effective Floor Area Ratio/ Net Acre	Dwelling Units	Population	Square Footage
Agricultural	2,554	23.6%	N/A	2,554	0.025	N/A	64	207	N/A
Rural Residential	914	8.4%	N/A	914	1.2	N/A	1,097	3,554	N/A
Low Density Residential*	2,069	19.1%	10.0%	1,862	5.5	N/A	10,242	33,183	N/A
Medium Density Residential*	542	5.0%	10.0%	488	13.0	N/A	6,341	20,546	N/A
Commercial*	631	5.8%	5.0%	599	N/A	0.3:1	N/A	N/A	7,827,732
Light Industrial / Business Park*	299	2.8%	15.0%	254	N/A	0.4:1	N/A	N/A	4,425,696
Industrial*	1,087	10.0%	15.0%	924	N/A	0.4:1	N/A	N/A	16,099,776
Public Facility*	729	6.7%	5.0%	693	N/A	0.2:1	N/A	N/A	6,037,416
Open Space	853	7.9%	N/A	853	N/A	0.01:1	N/A	N/A	371,567
Transportation Corridor	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Downtown Overlay District	N/A	N/A	N/A	N/A	N/A	N/A	942	3,053	N/A
<b>TOTAL</b>	<b>9,678</b>	<b>89.0%</b>	<b>N/A</b>	<b>9,141</b>	<b>N/A</b>	<b>N/A</b>	<b>18,686</b>	<b>60,542</b>	<b>34,762,187</b>

(1) Approximately 11 percent of the Brawley Planning Area is assumed to be used for non-transportation corridor circulation

(2) \* For purposes of establishing density/intensity for certain land use designations marked with an asterisk (\*), the gross acreage for residential and non-residential land uses is converted to net acreage through a reduction of gross acreage to primarily account for the land area devoted to roadways.

(3) The Persons Per Household of 3.24 as projected by the Department of Finance in 2006, was used to project the total population



**TABLE LUE-5. Land Use Related Policies by Element**

Related Policies by Element							
Land Use Goals	Land Use	Infrastructure	Resource Mgt.	Open Space/ Recreation	Public Safety /Noise	Economic Dev.	Draft Housing (March 2008)
Balanced Development		1.1.1; 3.1.4; 3.2.4; 5.1.3	1.2.11; 1.2.10;		1.1.1; 9.1.3;	1.1.3; 2.3.1-2.3.4; 4.1.1; 4.1.2	4.1.7; 4.2.1 A; 4.2.1 G
Compatible and Complementary Development		1.1.13; 1.2.1	1.1.3; 1.1.4; 8.1.2; 8.1.5; 8.1.6	2.1.1; 2.1.2;	1.1.6; 3.1.3; 3.1.12; 6.1.1; 6.1.2; 8.1.1; 9.1.1; 9.1.4		
Revitalization of Older Commercial, Industrial, and Residential Uses and Properties						2.1.5; 2.1.7; 3.1.1-3.1.3; 2.1.3; 2.1.4	4.2.1 C, E, and H; 4.2.2 A-I
Improved City-wide Urban Design		1.1.12; 1.1.14; 2.1.5; 2.1.6; 9.1.3; 9.1.4	1.1.5; 2.2.6; 2.2.15;	4.1.1; 6.1.2; 6.1.5;		2.3.1- 2.3.4;	
Economic Expansion and Diversification						1.1.1-1.1.4	4.2.5 B
Development Coordinated with Public Facilities and Services		1.1.3; 1.1.6; 1.1.15; 1.1.23; 5.2.2; 7.1.2; 8.2.1; 10.1.1;	3.1.2;			1.2.1	
Conservation of Agricultural Land and Open Space			2.1.1; 2.1.2; 2.1.3; 2.2.11; 2.2.13; 2.2.14; 2.3.1; 2.3.2; 8.1.1; 8.1.2; 8.2.1	3.1.1; 3.1.2; 4.1.1 - 4.1.12; 4.2.1; 4.2.2; 6.2.6;	1.1.7; 2.1.9; 6.1.4;		4.2.1 C

This page intentionally left blank.



# INTRODUCTION TO THE INFRASTRUCTURE ELEMENT

The purpose of the Infrastructure Element is to plan for safe, efficient, and adequate infrastructure facilities and to coordinate new development with the provision of required facilities. Investment in Brawley's infrastructure provides a substantive foundation for accommodating and encouraging future growth and development. New development impacts to infrastructure will require appropriate mitigation for the impacts of that development. By ensuring the provision of necessary infrastructure, the economic and environmental conditions in Brawley will be substantially enhanced. Infrastructure includes the following systems:

- circulation system (roadways, public transportation, and bicycle and pedestrian routes)
- water treatment and distribution system
- sewage and collection and treatment system
- power/communication (electricity transmission, natural gas, voice, and data)

## INFRASTRUCTURE ELEMENT GOALS

- IE Goal 1: Provide for Adequate and Safe Local Thoroughfares and Transportation Routes
- IE Goal 2: Manage Parking Resources
- IE Goal 3: Promote Intercity and Regional Transportation
- IE Goal 4: Encourage Transportation System Management and Transportation Demand Management
- IE Goal 5: Provide Alternatives to the use of Motorized Vehicles
- IE Goal 6: Promote Reduction in Air Pollution from Mobile Sources
- IE Goal 7: Adequate Water Service and Infrastructure
- IE Goal 8: Provide Adequate Sewer Collection Infrastructure and Treatment Facilities
- IE Goal 9: Provide for Adequate Power and Communication Service and Transmission Infrastructure
- IE Goal 10: Support Well Defined and Creative Financing Methods

In addition to this Introduction, the Infrastructure Element is composed of four sections, Circulation, Water, Wastewater, and Power/Communication. Each section contains an Introduction, Goals, Objectives and Policies, and a Plan. The Infrastructure Element also contains a section on Infrastructure Financing. Specific implementation programs for this Element are contained in the Implementation Chapter of the General Plan.

## Related Plans and Programs

There are several existing plans and programs that are directly applicable to the Infrastructure Element. These plans and programs have been enacted through State and local legislation and are administered by agencies that are delegated with powers to enforce State and local laws. The applicable plans and programs are listed below and described in the Introduction Chapter of the General Plan.

- Imperial Irrigation District Water Conservation Programs
- City of Brawley Water Master Plan, 1999
- City of Brawley Sewer Master Plan, 1999

- City of Brawley Service Area Plan, 2007
- California General Plan Guidelines, 2003
- Southern California Association of Governments Regional Comprehensive Plan, 1996
- Imperial County General Plan, 2006
- Caltrans Project Study Report for the New Expressway Connecting State Route 86 to State Route 111, 1993
- Southern California Association of Governments Regional Transportation Plan, 2004
- City of Brawley Bicycle Master Plan, 2002

# CIRCULATION

## Introduction

The City of Brawley recognizes that the manner in which people and goods move within and through the City is a major part of maintaining a quality living environment. Government Code Section 65302(b) requires that all cities and counties include a Circulation or Transportation Element as part of the required General Plan. This requirement is intended to assure that cities and counties recognize the need to provide a circulation system that is sensitive to land uses and the environment. The circulation system refers to the routes by which traffic moves from one place to another and the modes by which people and goods are transported from one place to another. The provisions of the Circulation Section of the Infrastructure Element affect the City's physical, social, and economic environment as follows:

**Physical**—The circulation system is one of the chief generators of physical settlement patterns and its location, design, and constituent modes have major impacts on air quality, plant and animal habitats, environmental noise, energy use, community appearance, and other environmental components.

**Social**—The circulation system is a primary determinant of the pattern of human settlement. It has a major impact on the areas and activities it serves, on community cohesion, and on the quality of human life. The circulation system should be accessible to all segments of the population, including the disadvantaged, the young, the poor, the elderly, and the disabled.

**Economic**—Economic activities normally require circulation for materials, products, ideas, and employees, thus the viability of the community's economy is directly affected by the circulation element. The efficiency of a community's circulation system can either contribute to or adversely affect its economy.

The City's roadway network forms the core of the circulation infrastructure and includes a hierarchy consisting of classifications oriented in a north/south and east/west grid system. While the automobile is the primary form of transportation, other modes are also important as well. For that reason, the circulation network for the City of Brawley also includes an airport, bicycle and pedestrian paths, bus routes, and parking facilities.

## Goals, Objectives, and Policies

<b><i>IE Goal 1:</i></b>	<b><i>Provide for Adequate and Safe Local Thoroughfares and Transportation Routes</i></b>
--------------------------	---

**IE Objective 1.1:** 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.

**IE Policy 1.1.1:** Develop and maintain a circulation system that is based upon and is in balance with the Land Use Element of the General Plan.

**IE Policy 1.1.2:** Develop and implement circulation system design standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes or trails that are consistent with adjacent jurisdictions.

**IE Policy 1.1.3:** Coordinate roadway improvements with applicable regional, state and federal transportation plans and proposals and local long-term needs.

**IE Policy 1.1.4:** Develop and implement thresholds and performance standards for acceptable levels of service. The minimum level of service is LOS C.

**IE Policy 1.1.5:** Develop a program to identify, monitor and make recommendations for improvements to roadways and intersections that are approaching, or have approached, unacceptable levels of service, or are experiencing higher than expected accident rates.

**IE Policy 1.1.6:** 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.

**IE Policy 1.1.7:** Provide for the safe and expeditious transport of hazardous materials.

**IE Policy 1.1.8:** Limit driveway access onto arterial streets to maintain a desired quality of flow.

**IE Policy 1.1.9:** Design local and collector streets to discourage their use as through routes.

**IE Policy 1.1.10:** Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate any identified project impacts.

**IE Policy 1.1.11:** Encourage new development which facilitates transit services, provides for non-vehicular circulation and minimizes vehicle miles traveled.

- IE Policy 1.1.12:** Minimize pedestrian and vehicular conflicts through street design and well-marked pedestrian crossings.
- IE Policy 1.1.13:** Minimize effects of transportation noise wherever possible so as to comply with the Public Safety/Noise Element.
- IE Policy 1.1.14:** 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.
- IE Policy 1.1.15:** Ensure construction of existing roadways to planned widths, as new developments are constructed.
- IE Policy 1.1.16:** Continue to require developers to dedicate right-of-way and construct required public improvements on streets adjacent to construction projects at the developer's expense.
- IE Policy 1.1.17:** Direct through traffic from local streets to collectors and arterials to reduce traffic on local streets, and improve neighborhood safety and environmental quality.
- IE Policy 1.1.18:** Develop a capital improvements program that includes reconstruction of existing curbs, gutters, and sidewalks along streets, where needed.
- IE Policy 1.1.19:** Resurface streets as required to provide a smooth and consistent driving surface.
- IE Policy 1.1.20:** Provide signalization at various intersections throughout the City as required by detailed traffic studies.
- IE Policy 1.1.21:** Ensure that receipt of funding from other agencies (i.e., local, state, federal) for any City initiated project will not limit the use of the street in the future.
- IE Policy 1.1.22:** Where feasible, route arterial streets in coordination with Imperial County for areas outside of the City's boundaries but with the City's sphere of influence.
- IE Policy 1.1.23:** Seek the designation of Mead Road as an arterial roadway from Highway 86 to Highway 111.
- IE Objective 1.2:** **Provide for a truck circulation system that provides for the effective transport of commodities while minimizing the negative impacts throughout the City.**
- IE Policy 1.2.1:** Provide primary truck routes on State highways and selected major arterial streets to minimize the impacts of truck traffic on residential areas.

- IE Policy 1.2.2:** Provide appropriately designed and maintained roadways for the major truck routes.
- IE Policy 1.2.3:** 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.
- IE Policy 1.2.4:** Consider safety regulations addressing trucks hauling hazardous materials within the City.
- IE Policy 1.2.5:** Discourage on-street loading and unloading of commercial and industrial products.
- IE Policy 1.2.6:** Ensure that the State Highway transportation system in Imperial County serves the transportation and economic needs of the City.
- IE Policy 1.2.7:** Provide an adequate circulation system for the transport of agricultural products and machinery.

<b><i>IE Goal 2:           Manage Parking Resources</i></b>
---

**IE Objective 2.1:     Provide for well-designed and convenient parking facilities.**

- IE Policy 2.1.1:** Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.
- IE Policy 2.1.2:** Provide sufficient off-street parking for all land uses.
- IE Policy 2.1.3:** 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.
- IE Policy 2.1.4:** Reduce the use of key arterial streets for on-street parking in an effort to maximize traffic flow characteristics of roadways.
- IE Policy 2.1.5:** Encourage clustered site designs which share parking.
- IE Policy 2.1.6:** Require proper screening of parking areas.
- IE Policy 2.1.7:** Encourage off-street truck parking lots adjacent to designated truck routes.

<b><i>IE Goal 3:           Promote Intercity and Regional Transportation</i></b>
--

**IE Objective 3.1:     Support development of a network of regional transportation facilities which ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries as well as**

**accommodate the regional travel demands of developing areas outside the City.**

- IE Policy 3.1.1:** Monitor and coordinate with Caltrans highway and County road work as it affects Brawley's circulation and require modifications as necessary.
- IE Policy 3.1.2:** Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.
- IE Policy 3.1.3:** Work with adjacent cities and the County to ensure that the traffic impacts of development projects in the region do not adversely impact the City of Brawley, or conversely, City development projects do not adversely impact adjacent cities and the County.
- IE Policy 3.1.4:** Support the Brawley Municipal Airport to maintain safe operation, avoid noise impacts and ensure compatibility with land uses in Brawley.
- IE Policy 3.1.5:** Provide a complete copy of an application for projects located within 1,000 feet of any future military installations, low-level flight paths, or special use airspaces to any branch of the United States Armed Forces.

**IE Objective 3.2: Encourage appropriate expanded air operations to the City of Brawley.**

- IE Policy 3.2.1:** Support airport runway expansion to the east.
- IE Policy 3.2.2:** Encourage the bypass of Highway 78 and Highway 111 which will allow runway airport expansion.
- IE Policy 3.2.3:** Ensure the airport will have adequate access from Highway 111 or other major arterials.
- IE Policy 3.2.4:** Encourage the development of an airpark concept and compatible aircraft industrial commercial uses.
- IE Policy 3.2.5:** Encourage and seek international airport status.

**IE Objective 3.3: Encourage the continued service and the enhancement of rail transportation in Brawley.**

- IE Policy 3.3.1:** Identify and mitigate any negative impacts regarding development adjacent to the railroad.
- IE Policy 3.3.2:** Encourage the preservation of existing development along the railroad.

***IE Goal 4: Encourage Transportation System Management and Transportation Demand Management***

**IE Objective 4.1: Maximize the efficiency of the circulation system through the use of transportation system management and demand management strategies.**

**IE Policy 4.1.1:** 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.

**IE Policy 4.1.2:** Implement intersection capacity improvements where feasible.

**IE Policy 4.1.3:** Encourage the development of additional regional public transportation services and support facilities including park-and-ride lots.

**IE Policy 4.1.4:** Implement traffic signage coordination on residential and collector streets to the maximum extent feasible.

**IE Policy 4.1.5:** Participate in regional efforts to prepare and implement a Congestion Management Program (CMP) as required by Proposition 111.

**IE Policy 4.1.6:** Encourage employers to reduce vehicular trips by offering employee incentives.

***IE Goal 5: Provide Alternatives to the use of Motorized Vehicles***

**IE Objective 5.1: 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.**

**IE Policy 5.1.1:** Support the efforts of the appropriate transportation agencies to provide additional local and express bus service to Brawley.

**IE Policy 5.1.2:** Ensure accessibility of public transportation for elderly and disabled persons.

**IE Policy 5.1.3:** Promote new development that is designed in a manner which facilitates provision or expansion of transit service.

**IE Policy 5.1.4:** Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or employees.



**IE Policy 5.1.5:** Encourage the provision of safe transit stops.

**IE Policy 5.1.6:** Consider the provision of unique transportation methods, such as shuttle buses from outlying parking areas, for special events (i.e., Brawley Rodeo).

**IE Objective 5.2: Increase the use of bicycle and pedestrian facilities**

**IE. Policy 5.2.1:** Promote the safety of pedestrians and bicyclists by adhering to uniform standards and practices, including designation of bicycle lanes, proper signage, and adequate sidewalks, bicycle lanes, and off-road bicycle trails.

**IE Policy 5.2.2:** Maintain existing pedestrian facilities and require new development to provide pedestrian walkways between developments, schools and public facilities.



Transit Oriented Development

**IE Policy 5.2.3:** Ensure accessibility of pedestrian facilities to the elderly and disabled.

**IE Policy 5.2.4:** Support and coordinate the development and maintenance of regional bikeways in conjunction with the County of Imperial.

**IE Policy 5.2.5:** Develop programs that encourage the safe utilization of easements and/or right-of-ways along flood control channels, public utility right-of-ways, and street right-of-ways wherever possible for the use of bicycles and/or pedestrian/equestrian trails.

**IE Policy 5.2.6:** Encourage retrofit installation of sidewalks in existing industrial districts and require sidewalks for new industrial areas.

**IE Policy 5.2.7:** Support and coordinate the development and maintenance of bikeways and trails in conjunction with the master plans of the appropriate agencies.

**IE Policy 5.2.8:** Encourage safe biking by supporting safety clinics/courses sponsored by various local and state agencies.

**IE Policy 5.2.9:** Provide for a non-vehicular circulation system that encourages bicycle transportation and pedestrian circulation.

***IE Goal 6: Promote Reduction in Air Pollution from Mobile Sources***

**IE Objective 6.1: Actively promote the reduction in air pollution by reducing motor vehicle trips and vehicle miles traveled.**

**IE Policy 6.1.1** Work with large employers and commercial/industrial complexes to create Transportation Management Associations and to implement trip/VMT reduction strategies.

**IE Policy 6.1.2** Collaborate with local transit agencies to develop programs and educate employers about employee rideshare and transit; establish mass transit mechanisms for the reduction of work related and non-work related vehicle trips; and promote mass transit ridership through careful planning of routes, headways, origins and destinations, and types of vehicles.

**IE Policy 6.1.3** Identify and develop non-motorized transportation corridors (e.g., bicycling & walking trails).

**IE Objective 6.2: Establish necessary policies and requirements to reduce indirect source emissions.**

**IE Policy 6.2.1** Consider peripheral parking by increasing on-site parking rates and reduced peripheral parking rates.

**IE Objective 6.3: Reduce mobile source emissions through efficient management of transportation facilities and system infrastructure using cost-effective management and innovative demand-management techniques.**

**IE Policy 6.3.1** Synchronize traffic signals throughout the City and with adjoining cities and counties while allowing free flow of mass transit systems.

**IE Policy 6.3.2** Consider constructing and improving traffic signals with Automated Traffic Surveillance and Control systems at appropriate intersections.

**IE Policy 6.3.3** Consider reducing traffic delays through highway maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings.

**IE Policy 6.3.4** Encourage the construction of HOV lanes whenever necessary to relieve congestion and reduce air pollution. Emphasize the use of HOV lanes, as well as light rail and bus routes, and pedestrian and bicycle facilities to improve mobility and air quality.

**IE Policy 6.3.5** Monitor traffic and congestion to determine when and where the City needs new transportation facilities to achieve increased mobility efficiency.

**IE Policy 6.3.6** Work with local transit providers to incorporate best design practices for transit as part of new development projects.

**IE Objective 6.4: Secure all available funding from local, state and federal sources to improve TSM cost effectiveness**

**IE Policy 6.4.1** Seek opportunities to pool AB 2766 revenue with neighboring cities to fund programs that will reduce mobile source emissions (e.g., traffic synchronization, fueling station infrastructure, teleconferencing facilities).

**IE Objective 6.5: Purchase and operate alternative fuel vehicles and encourage the greater use of alternative fuel vehicles**

**IE Policy 6.5.1** Support the development of alternative fuel infrastructure that is publicly accessible.

**IE Policy 6.5.2** Consider purchasing alternative fuel vehicles for city use.

**IE Policy 6.5.3** Establish programs for priority parking on City streets or in City parking lots for alternative fuel vehicles.

**IE Objective 6.6: Reduce emissions from idling vehicles**

**IE Policy 6.6.1** Design traffic plans, including the development of suggested routes, to minimize diesel truck idling.

## **Circulation Plan**

The Circulation Plan provides for safe and convenient movement of persons and goods at the development intensity anticipated in the Land Use Element. The policies included in this Element emphasize the need for a circulation system that is capable of serving both existing and future demands while preserving community values and character. The Circulation Plan will include a discussion of the performance criteria, roadway classifications, circulation system, parking, and Transportation System Management and Transportation Demand Management.

### ***Performance Criteria***

"Performance criteria" are used to evaluate the ability of the circulation system to serve existing and planned land uses. Performance criteria facilitate the comparison of future traffic volumes and future circulation system capacity, and the assessment of the adequacy of the circulation system.

Performance criteria have a policy component which establishes a desired level of service (LOS) and a technical component which specifies how traffic forecast data can be used to measure the achievement of the criteria. Levels of service range from A to E, and are defined in Table IE-1.

Table IE-2 shows the maximum Average Daily Traffic accommodated by LOS A through E for the

roadway categories described below.

The City of Brawley has established level of service C as a threshold standard to monitor the performance of community roadways. Many cities in the more urbanized areas of southern California use LOS D or even E for determining the performance of roadways. The City of Brawley, however, plans to maintain the attractiveness of Brawley as a smaller city without the traffic congestion found in many larger cities in the region. To achieve this goal, the City uses a LOS C as the circulation performance criteria.

**TABLE IE-1.** Level of Service for Brawley Circulation Performance Criteria

<b>Level of Service</b>	<b>Description</b>
A	Represents free flow. Individual drivers have a high degree of freedom to select their travel speeds and are generally unaffected by other vehicles in the traffic system.
B	Represents stable flow, but individual drivers are somewhat affected by other vehicles in determining travel speeds.
C	Represents stable flow, but the selection of the speeds of individual drivers significantly affected by other vehicles.
D	Represents a condition of high-density, stable traffic flow in which speed and freedom of movement are severely restricted by the presence of other vehicles. At signalized intersections, some vehicles may occasionally have to wait for more than one green light in order to pass through the intersection.
E	Represents operating conditions at or near capacity. Individual vehicles have little freedom to maneuver within the traffic stream and any minor disruptions can cause a breakdown in the flow of traffic. At signalized intersections, vehicles regularly wait for more than one green light to clear the intersection.
F	Represents breakdown conditions. At this level of service, speeds are low, delay is high, and there are more vehicles entering the roadway than can be accommodated.

**TABLE IE-2. ADT Level of Service Volumes by Roadway Type**

Roadway Type	Maximum Average Daily Traffic By Level Of Service				
	LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	30,000	42,000	60,000	70,000	80,000
Prime Arterial	22,200	37,000	44,600	50,000	57,000
Minor Arterial	14,800	24,700	29,600	33,400	37,000
Collector	13,700	22,800	27,400	30,800	34,200
Local Collector	1,900	4,100	7,100	10,900	16,200
Residential Street	*	*	<1,500	*	*
Residential Cul-de-Sac or Loop Street	*	*	<200	*	*
Industrial Collector	5,000	10,000	14,000	17,000	20,000
Industrial Local Street	2,500	5,000	7,000	8,500	10,000

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

### ***Roadway Classifications***

The following is a description of each of the roadway classifications in the City of Brawley:

**Expressway**—The main function of this classification is to provide regional and intra-county travel services. Features include high design standards with six travel lanes; wide, landscaped medians; highly restricted access; provisions for public transit lanes, including but not limited to, bus lanes, train lanes, or other mass transit type means; and no parking. Minimum right-of-way (ROW) is 210 feet consisting of three travel lanes per direction, a 56-foot median, and shoulders along both sides of the travel way. The ROW width is exclusive of necessary adjacent easements such as for IID facilities as these vary. The minimum intersection spacing is one (1) mile.

**Prime Arterial**—The main function of this classification is to provide regional, sub regional, and intra-county travel services. Features include high design standards with four to six travel lanes, raised and landscaped medians, highly restricted access, provisions for public transit lanes, including but not limited to bus lanes, train lanes, or other mass transit type means and no parking. Minimum right of way is 136 feet.

**Minor Arterial**—These roadways provide intra-county and sub regional service. Access and parking may be allowed, but closely restricted in such a manner as to ensure proper function of this roadway. Typical standards include the provision for four and six travel lanes with raised and landscaped medians for added safety and efficiency by providing protected left turn lanes at selected locations. Some may also contain provisions for public transit lanes or other mass transit type means. Minimum right of way is 102 feet.

**Collector**— These roadways are designed for intra-county travel as a link between the long haul facilities and the collector/local facilities. Although it frequently provides direct access to abutting properties, that is not its primary purpose. Typical design features include provision for four travel lanes without a raised median and some may also contain provisions for public transit lanes or other mass transit type means. Minimum right of way is 84 feet. Parking is generally not permitted.

**Local Collector Street** — This is designed to connect local streets with the adjacent Collectors or arterial street system. Design standards include provision for two travel lanes and parking, except in specific locations where parking is removed to provide a turn lane at intersections. Local Collector streets frequently provide direct access to abutting properties, although that should be avoided where feasible. Minimum right of way is 70 feet.

**Residential Street** — This street type also includes residential cul de sac and loop street and is designed to provide direct access to abutting properties and to give access from neighborhoods to the Local Street and Collector Street system. This classification should be discontinuous in alignment such that through trips are discouraged. Typical design standards include provision for two travel lanes, parking on both sides, and direct driveway access. Minimum right of way is 60 feet.

Additional functional classifications of planned roadways are intended to provide industrial-specific service are as follows:

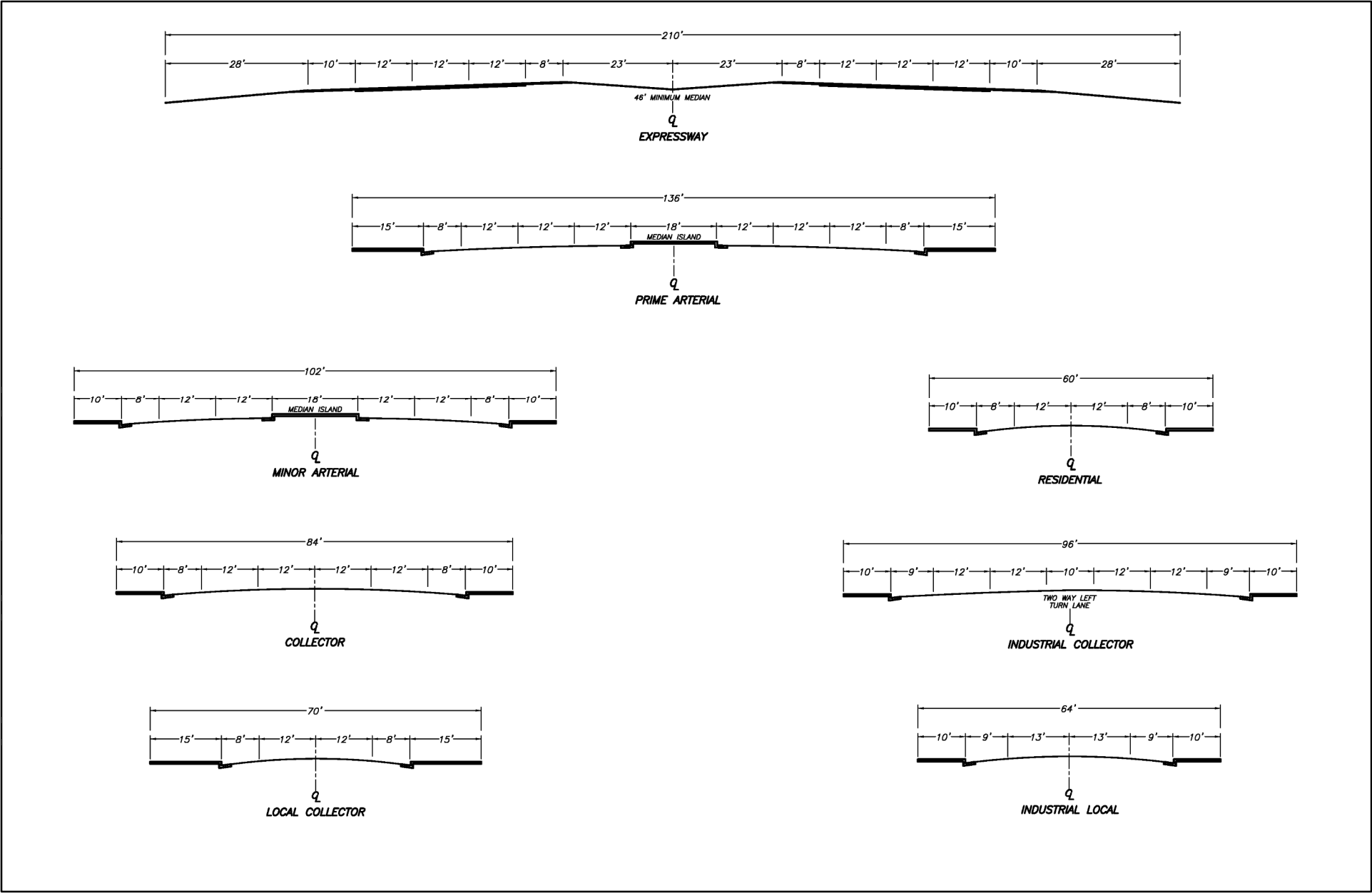
**Industrial Collector** — The main function of this classification is to provide for efficient movement of goods for regional, subregional, and intra-county travel services. Access and parking may be allowed, but closely restricted in such a manner as to ensure safe and proper function of industrial traffic on this roadway. Typical design standards include provisions for up to four travel lanes and parking on both sides. Minimum right of way is 96 feet.

**Industrial Local Street** — This classification is designed to connect industrial properties and areas with the adjacent Industrial Collector, Residential, Collector or arterial system. Design standards include provisions for two travel lanes, of a minimum of 13 feet width each, and parking. Industrial streets frequently provide direct access to abutting industrial sites and parking of industrial-sized vehicles. Minimum right of way is 64 feet.

In addition, the potential designation of Scenic Highway has been placed on specified roadways in the County and may be added to others in the future. The purpose of this designation is to protect and enhance the County's scenic aesthetic resources which are visible from major County and State routes.

Figure IE-1 shows schematic cross-sections of each category of arterial roadway. These sections represent desirable standards, but variation in right-of-way width and special road improvements will occur in certain cases due to physical constraints and/or right-of-way limitations. In particular, the median width in Expressways and Prime Arterials will vary according to the area being served, available right-of-way constraints, and turn lane requirements.

K:\GIS\PROJECTS\CITY OF BRAWLEY\100136\_07\_GENERAL\_PLAN\MAPDOC\FIG IE1 STREETSECTIONS.MXD AS (12-21-07)



Source: Linscott, Law & Greenspan Engineers







Hence, any of the arterials classifications may deviate from the standards where physical constraints exist or where preservation of community character dictates special treatment. Bikeway facilities are another factor which affect the specific standards applied to various roadways. Specific design requirements for construction for public streets are available from the City Public Works Department.

Table IE 3 shows a summary of the cross-section design criteria for the various roadway classifications described in this section.

**TABLE IE 3.** Cross-Section Design Criteria for Recommended Roadway Classifications—City of Brawley

<b>Roadway Classification</b>	<b>Travel Way No. Lanes/Width</b>	<b>ROW Width</b>	<b>Road Surfacing Width</b>	<b>Paved Shoulder No./Width</b>	<b>Median Width</b>	<b>Median Shoulder No./Width</b>	<b>Minimum Design Speed (MPH)</b>
Expressway (6)	6 – 12'	210	154'	2 – 10'	46'	2 – 8'	65
Prime Arterial	6 – 12'	136'	106'	2 – 8'	18'	None	65
Minor Arterial	4 – 12'	102'	82'	2 – 8'	18'	None	55
Collector	4 – 12'	84'	64'	2 – 8'	None	None	55
Local Collector	2 – 12'	70	40'	2 – 8'	None	None	30
Residential	2 – 12'	60'	40'	2 – 8'	None	None	30
Industrial	4 – 12'	96'	76'	2 – 9'	10'	None	30
Industrial Local	2 – 13'	64'	44'	2 – 9'	None	None	25

Notes:

Residential streets are not classified on the Circulation Element.

The minimum design speed shall be used as a guideline only. Final minimum design speeds are subject to the Director of Public Works determination and approval.

Additional through lanes, dual turn lanes, or other unusual circumstances may require additional right-of-way, road surface widths, etc. in addition to those shown in Table IE-3.

Roads in undeveloped, unincorporated portions of the City may require different standards such as unpaved shoulders or no curb, gutter improvements, etc.

Modification to roadway classification and any widths shown are subject to City of Brawley approval.

The Circulation Element roadway classification system does not include local City streets serving individual parcels or private streets. The width of local and private streets will vary from those described for the other types of roadways. Reasonable flexibility and variety is provided for in the City's local and private street standards.

## *Circulation System*

The planned roadway network is illustrated in Figure IE-2 and indicates the location of all of the roads designated Expressway, Prime Arterial, Minor Arterial, and Collector. These roadway designations represent the ultimate configuration of the specified streets. Most of these streets do not currently meet the standards of the roadway designations and some of the identified components of the circulation system are not yet constructed. As the City develops and traffic levels increase, the City will construct roadway improvements to implement the Circulation Plan.



SR-111 Bypass Construction

The SR 78-SR-111 Expressway (Brawley Bypass) is a proposed eight mile, six-lane divided expressway from State Route 86 north of the City of Brawley to 1.5 miles south of the eastern junction of State Route 111 and State Route 78. Caltrans completed a Project Study Report examining alternatives for an expressway bypass of the City of Brawley in March 1993. The Draft Environmental Document was approved May 11, 2001. The Fredrick's Variation 2 (interchange) Alternative was identified as the preferred alternative on November 19, 2001. The Project Report and Final Environmental Document were

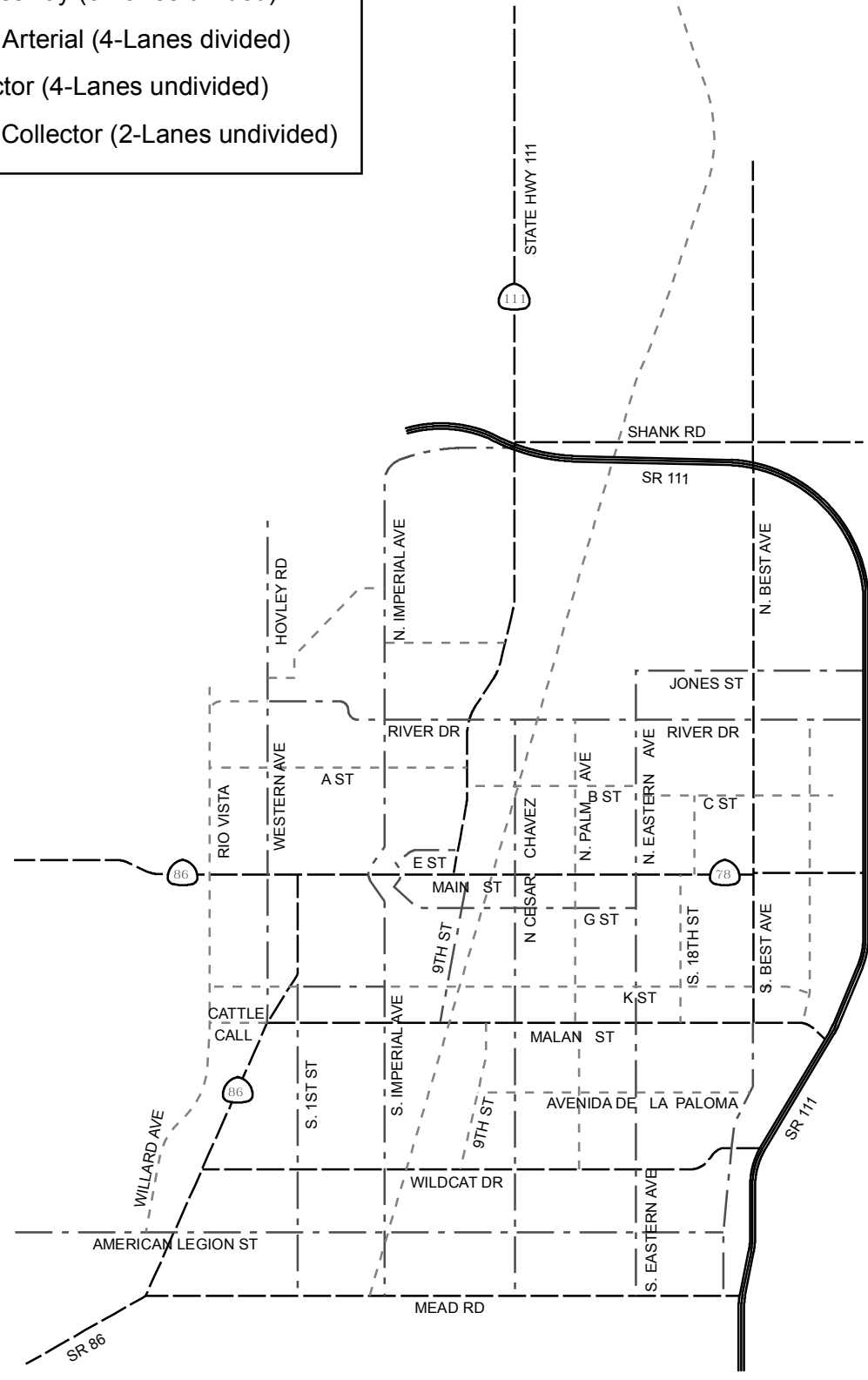
approved on February 26, 2003. Construction is planned for three stages, beginning in 2004 with an anticipated completion in 2012.

The City of Brawley experiences substantial truck traffic within the urbanized area due to the City's locations at the intersection of State Routes 86, 78, and 111. The agricultural sector of Imperial Valley generates a large number of local and regional truck trips. While truck traffic is necessary for the agricultural sector and should be supported by the City, trucking can impact urban uses if not properly controlled. Potential impacts from truck traffic include congestion of local roadways, excessive noise, and inappropriate truck parking in local residential and commercial areas. Through truck traffic should be prohibited on roads with classifications of collector or lower. Figure IE-3 shows the City's current truck route map, which will evolve over time and likely be revised once the Brawley Bypass is completed. With the completion of the Brawley Bypass, Main Street should no longer be a Main Truck Route. To properly channel truck traffic through Brawley, the following criteria are established by the City to select appropriate truck routes:

- Provision of truck access to local industries;
- Prohibition of trucks along residential streets to minimize noise and maximize safety;
- Balancing of truck movements along parallel routes so that individual streets do not carry more than their share of trucks; and
- Provision for the travel needs of through trucks.
- Truck routes will be periodically reviewed and modified to ensure conformance to the truck route criteria. The City will strive to balance regional and local trucking needs with community safety and acceptable noise levels.

K:\GIS\PROJECTS\CITY OF BRAWLEY\100136\_07\_GENERAL\_PLAN\MAPDOC\FIG IE1-STREETXSECTIONS.MXD AS (12-21-07)

- ==== Expressway (6-Lanes divided)
- Minor Arterial (4-Lanes divided)
- - - - Collector (4-Lanes undivided)
- Local Collector (2-Lanes undivided)



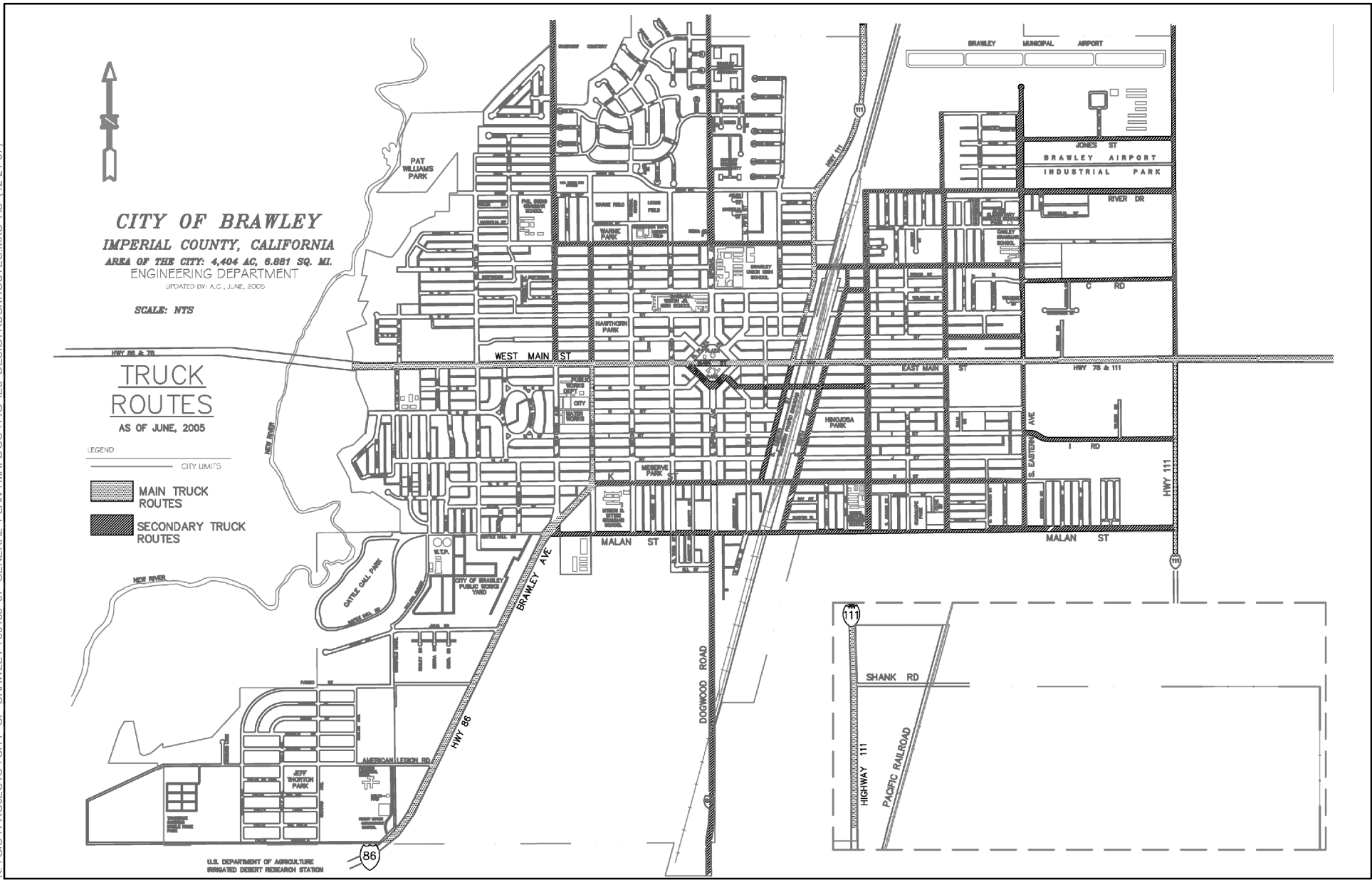
Source: Linscott, Law & Greenspan Engineers

Figure IE-2  
Circulation Element Plan





K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\100136-07\_GENERAL\_PLAN\MAPDOC\FIG\_1E3\_DESIGNTRUCKROUTES.MXD AS (12-21-07)



Source: Linscott, Law & Greenspan Engineers



Figure IE-3  
Designated Truck Routes



## ***Parking***

Efficient automobile transportation in Brawley is partially contingent on adequate and convenient parking facilities. The City will implement several programs to improve existing parking and ensure sufficient parking for planned urban development. To improve traffic flow on arterial roadways, the City will encourage the consolidation of parking for existing development. During the review of new development projects, the City will assess parking requirements and ensure that adequate parking is incorporated into all proposed projects. Clustered site designs with joint parking facilities will be promoted.

The City will also assess potential sites for off-street truck parking to reduce the impact of truck traffic on residential areas. Off-street truck parking sites will be located adjacent to designated truck routes.

## ***Transportation System Management and Transportation Demand Management***

Transportation System Management (TSM) and Transportation Demand Management (TDM) are both important components of efficient circulation systems. TSM typically involves physical improvements to the circulation infrastructure to expand capacity and accommodate more vehicular trips. TDM typically involves strategies to reduce the demand for vehicular transportation, which in turn reduces the need for physical improvements and contributes to better air quality.

To ensure adequate Transportation System Management in future years, the City will implement several programs in addition to the Circulation Plan described above. The City will require the preparation of a traffic analysis for major development proposals to identify potential impacts to the City circulation system and identify necessary physical improvements to maintain LOS C. As traffic volumes approach or exceed LOS C, the City will design improvements to increase the capacity through restricting on-street parking, improved signal timing, intersection widening, and other appropriate measures.

The City will also take actions to promote citywide Transportation Demand Management and decrease the demand for vehicular transportation. Large employers in Brawley will be encouraged to reduce vehicular trips by offering employee incentives. The use of alternative transportation modes, such as transit service and bicycle, pedestrian, and equestrian facilities, will be pursued as described in the following sections. These transportation modes provide an alternative to automobile use and consequently reduce both local and regional traffic congestion and air pollution.

## ***Public Transit***

Scheduled public transit service in Brawley is provided by Imperial Valley Transit. Buses with capacity for 65 passengers provide transportation to/from Calexico eight times per day, from 3<sup>rd</sup> Street & Paulin in Calexico to E Street & Rio Vista in Brawley. Service to the north to Bombay Beach is provided by request once per week on Thursdays. The scheduled transit service provides for the travel needs of Brawley residents and a means for shoppers to reach businesses in Brawley. The service to El Centro and Calexico can serve commuter trips, shopping trips, and other types of trips for travelers who are unable or prefer not to drive. The weekly service to the north serves travel

needs for individuals who come to Brawley or other commercial centers for weekly shopping trips, medical appointments, and other needs.

Transit service in Brawley is also provided by the Brawley Dial-A-Ride system and AIM Transit, which is a countywide dial-a-ride service for disabled persons. These services are most useful to travelers who can make relatively few trips and can schedule their travel needs in advance. The City will continue to coordinate with the County and the Imperial Valley Transit Authority to ensure that public transportation is available for elderly and disabled persons.

Existing transit service in Brawley is adequate given the current needs and resources available for transit. Because transit service provides an alternative to the automobile, it should be encouraged to meet traffic congestion and air quality goals. As the City grows and new development projects are implemented, expanded transit service will be considered. The City will require developers to incorporate transit amenities, such as bus shelters and turn-outs, in new projects along transit routes where appropriate. During the design of new roadway projects, the City will coordinate the improvements with the Imperial Valley Transit Authority to incorporate transit amenities where appropriate.



IV Transit Links Outlying Areas to New Court Building in Downtown Brawley

No passenger train service is presently available in Brawley. The nearest Amtrak passenger station is located north in the City of Indio. To make passenger train service more accessible in the future, the City will work with the County of Imperial to promote inter-city passenger service between Los Angeles, Riverside, and the Coachella and Imperial Valleys.

### ***Intercity and Regional Transportation***

The Brawley circulation system is interconnected with the larger regional system and is consequently affected by modifications to regional circulation infrastructure and increased regional traffic volumes. To avoid adverse impacts from regional traffic, the City will continue to coordinate transportation improvements and address circulation issues with the County of Imperial, other cities in the County, Caltrans, and the Southern California Association of Governments (SCAG).

In addition, the City will review and comment on environmental documents from the County and nearby cities for new development projects. The City will particularly focus on potential regional transportation impacts and request measures to mitigate traffic impacts to the Brawley Planning Area where applicable.

The Brawley Municipal Airport is a regional transportation amenity. The City will continue to promote expanded air operations through a number of programs including the 2003 Brawley Municipal Airport Master Plan. In the Land Use Plan of the Brawley General Plan, land has been appropriately designated to facilitate the extension of the airport runway to the east. Appropriate





Bike Lane in Mixed Residential, Commercial, and Public Facility Use

land uses are planned under the flight path to minimize potential public safety hazards from expanded airport operations. The City will ensure the implementation of these planned land uses. As part of expansion of airport operations, the City will work with the County to seek international airport status for the Brawley Municipal Airport.

### ***Bicycle, Pedestrian, and Equestrian Facilities***

Although the City has a number of well-used bicycle lanes, they are interspersed throughout the City and do not provide connectivity to key destination areas such as schools, parks, and

employment centers. As a result, the City adopted the Brawley Bicycle Master Plan in 2002, which identifies a system of bicycle routes that will serve as a tool for planning future bicycle facilities and roadway improvements. The bikeway system will be implemented over time, as funding opportunities become available through grant programs or through implementation of roadway improvements or regular roadway maintenance. The ultimate system is designed to implement a 24.21-mile system of bicycle routes that will provide a network of bicycle lanes/routes that connect to the schools, parks, and the City Center. Figure IE-4 shows the City's Proposed Bicycle Facilities.

The County of Imperial has a policy that bike lanes be planned into appropriate Prime, Major, and Secondary Arterial streets, as defined by the County General Plan. As the County plans and constructs such bike lanes, the City of Brawley will incorporate bike lanes into City streets to connect to planned and constructed County bike lanes.

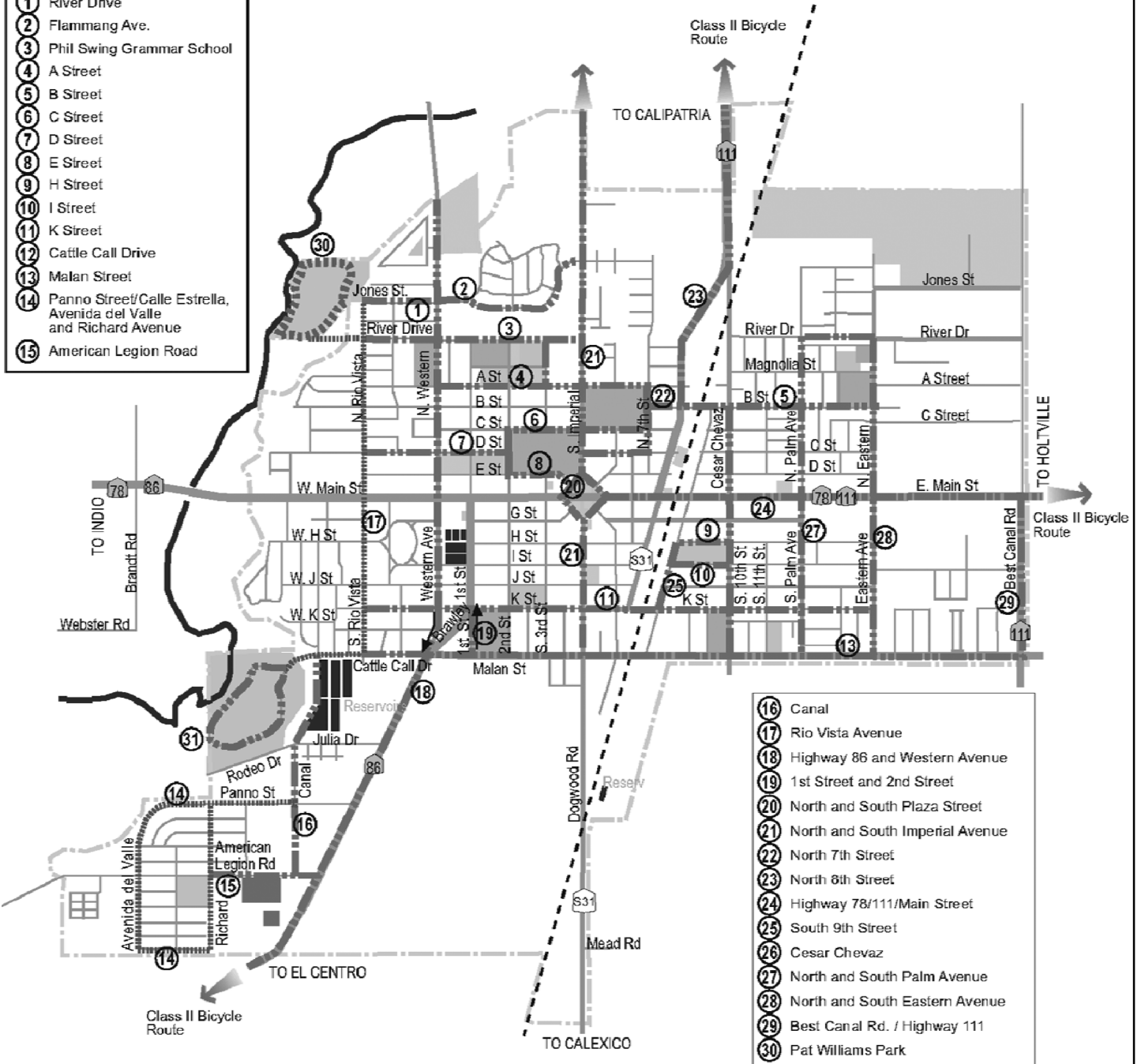
The majority of pedestrian circulation can be best supported by adequate sidewalks along City streets. The City will continue to incorporate sidewalks into the design of new streets. In addition, the City will identify streets with pedestrian safety hazards and improve existing sidewalks or construct new sidewalks. New development projects will be required to provide pedestrian linkage between schools, parks, neighborhood commercial centers, and other public facilities. In addition, the City will encourage pedestrian links between individual parking lots of existing and planned commercial areas.

Substantial open space is designated in the Land Use Plan. The City will provide trails for bicyclists, pedestrians, and equestrian uses in natural areas and future parks. The construction of such trails will enhance the recreational opportunities available in Brawley. In addition, right-of-ways along flood control channels, irrigation canals, utility lines, and streets can provide land for bicycles, pedestrians, and equestrian trails. The City will inventory such right-of-ways and evaluate their potential for trails. When the City updates its Bicycle Master Plan, it should include the inventory of the public right of ways for potential trail expansion.

This page intentionally left blank.

# City of Brawley Bicycle Master Plan

- 1 River Drive
- 2 Flammang Ave.
- 3 Phil Swing Grammar School
- 4 A Street
- 5 B Street
- 6 C Street
- 7 D Street
- 8 E Street
- 9 H Street
- 10 I Street
- 11 K Street
- 12 Cattle Call Drive
- 13 Malan Street
- 14 Panno Street/Calle Estrella, Avenida del Valle and Richard Avenue
- 15 American Legion Road



- 16 Canal
- 17 Rio Vista Avenue
- 18 Highway 86 and Western Avenue
- 19 1st Street and 2nd Street
- 20 North and South Plaza Street
- 21 North and South Imperial Avenue
- 22 North 7th Street
- 23 North 8th Street
- 24 Highway 78/111/Main Street
- 25 South 9th Street
- 26 Cesar Chavez
- 27 North and South Palm Avenue
- 28 North and South Eastern Avenue
- 29 Best Canal Rd. / Highway 111
- 30 Pat Williams Park

**LEGEND**

Schools	Community Facilities	Southern Pacific Railway
Parks / Open Space	Class I Bicycle Path	City Boundary
Hospital / Medical Centers	Class II Bicycle Lane	Bike Routes Proposed in the Imperial County Bicycle Master Plan
	Class III Bicycle Route	

0 0.25 0.5 0.75 1 Mile

K:\GIS\PROJECTS\CITY OF BRAWLEY\100136-07\_GENERAL\_PLAN\MAPDOC\FIG IE4\_PROPBICYCLEFAC.MXD\_AS (12-21-07)

Source: Linscott, Law & Greenspan Engineers





# WATER

## Introduction

Water is currently the most critical natural resource in California. As the City of Brawley grows, it is important that water resources be protected and conserved, and their overall quality enhanced. The City of Brawley provides potable water treatment and distribution for residential, commercial, and industrial uses within the incorporated limits of the City. The City purchases raw imported Colorado River water from the Imperial Irrigation District (IID), which delivers the raw water to the City via IID-owned and operated canals, the Mansfield and Central Main Canals. Untreated water to be used for agricultural purposes is delivered to customers directly from the IID canal systems while water to be used for domestic and industrial/commercial purposes is delivered to the City's water treatment plant, where the water is filtered and disinfected before it is pumped into the water distribution system.

The City's water treatment plant has a current treatment capacity of 15 million gallons per day (MGD) and has adequate space to allow for an expansion of an additional 15 MGD at this facility. Peak water demand in Brawley during the summer is currently about 11.8 MGD. Therefore the water treatment plant is currently operating below capacity. The City will continue to monitor storage capacity to ensure that future peak summer water demand can be met.



Mansfield and Central Main Canals

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 City has implemented a comprehensive program to improve the water delivery system. The City will continue to implement this program as funding becomes available.

## Goals, Objectives, and Policies

<b>IE Goal 7:</b> <i>Adequate Water Service and Infrastructure</i>
--

**IE Objective 7.1:**        **Provide adequate water service and infrastructure for existing development while planning and implementing improvements to accommodate planned growth in Brawley.**

- IE Policy 7.1.1:**            Increase the capacity of the water treatment plant and the water distribution system as needed to provide for new development and ensure adequate supplies during the summer months.
- IE Policy 7.1.2:**            Continue to replace inefficient cast iron pipes with more efficient pipe.
- IE Policy 7.1.3:**            The City shall maintain an updated Water Master Plan as needed to incorporate changes in growth projections, water supplies and demands.
- IE Policy 7.1.4:**            Implement improvement projects recommended in the Water Master Plan, the Service Area Plan, and the City’s Development Impact Fee Study, as funds become available and as deemed necessary by the Director of the Department of Public Works.
- IE Policy 7.1.5:**            Continue to periodically review the water rate and financing structure to assure adequate funding for the implementation of new projects and the maintenance of existing facilities.
- IE Policy 7.1.6:**            Require that system improvements conducted by the City or a private developer shall be designed to conform to relevant Federal, State, and local regulations.
- IE Policy 7.1.7:**            Enforce Senate Bill 610 and Senate Bill 221 (2002), which require that a Water Supply Assessment be prepared for the City regarding any significant project that is subject to the California Environmental Quality Act (CEQA).
- IE Policy 7.1.8:**            Ensure that the City is notified of any local public or private entity which produces recycled water and determines that within 10 years it will provide recycled water within the boundaries of the City. Within 180 days of receipt of the notice, the City shall adopt and enforce a specified recycled water ordinance.

## Water Plan

The City of Brawley prepared and adopted a Water Master Plan in 1999 with a planning horizon through the year 2020. The Water Master Plan provides information that was used to help update

the General Plan but is a separate document adopted by the City of Brawley and updated periodically as needed. The objective of the Water Master Plan is to evaluate water facilities to determine if the existing system meets current design criteria. The Master Plan also evaluates the need for future water system facilities to accommodate future development as it occurs within the City's Planning Area. The evaluations include determining deficiencies in the existing system as well as projecting future system needs based on projected population and land uses.

The City of Brawley also prepared and adopted a Service Area Plan in 2007 that was prepared for and adopted by the Imperial County Local Area Formation Committee (LAFCO). This Service Area Plan (SAP) outlines the City's existing water services and facilities, estimates the current and future anticipated demand for such facilities and services, and describes how necessary facilities and services will or may be developed and extended to meet demands. The SAP is intended to demonstrate the City's intent and ability to provide adequate services to the SOI boundaries at the time of annexation. An approximately 15-year planning horizon was used to forecast growth, and the estimated demands and provision to meet demands are based on population projections until 2020.

During the development review process, water infrastructure improvements needed to serve the proposed project will be identified. Development projects will only be approved with adequate provision of water services and appropriate improvements to the water distribution infrastructure. The City may consider the extension of water distribution infrastructure in coordination/cooperation with the County to accommodate projects outside of the city limits in the sphere-of-influence as needed.

In addition to planning and implementing water infrastructure improvement projects, the City will encourage water conservation and water quality measures. The Resource Management Element of the General Plan contains policies to educate residents about water conservation measures to implement at home and includes policies to protect and enhance water quality. The Resource Management Element also requires the incorporation of water conservation technologies in new development projects and significant rehabilitation projects. Increased water conservation in Brawley will reduce the impact of new development on Imperial Valley's water supply. The use of available treated water will be more efficient and the construction of some future water infrastructure improvements can be postponed.

This page intentionally left blank.



# WASTEWATER

## Introduction

Wastewater collection, treatment, and disposal is an essential community service to protect the public health and environment and to foster economic vitality. The City of Brawley provides wastewater collection, treatment and disposal services to residential, commercial and industrial uses.

The system includes a collection network of pipes and a wastewater treatment plant (WWTP). The City Public Works Department plans, constructs, and maintains the sewage system.



Waste Water Treatment Plant

The City's wastewater collection system, established over 70 years ago, is a gravity flow system. Approximately half of the municipal wastewater and stormwater drainage collection systems are combined in the City of Brawley. Consequently, stormwater drainage from some portions of the City is treated at the wastewater treatment plant (WWTP) and accounts for a substantial part of the treatment plant operation load. During rain events, the combined systems often overflow and raw sewage is spilled. The capacity of the collection system is adequate under normal dry weather conditions.

The WWTP is currently operating at 68% of the maximum design capacity per the standards of the California Regional Water Quality Control-Board Colorado River Basin Region 7. The WWTP is not in need of additional capacity to accommodate existing development. However, the WWTP currently fails to meet regional standards for bioassays (ammonia). The City anticipates resolving its difficulties in meeting Regional Water Quality Control Board minimum standards by the completion of a project that consists of the installation of a recirculation pipeline and additional aerators to the WWTP.

The capacity of the existing WWTP is 5.9 MGD, which is more than the projected average daily flow of 3.5 MGD. With the expansion of the WWTP, it will have a capacity of 12 MGD.

## Goals, Objectives, and Policies

<b><i>IE Goal 8: Provide Adequate Sewer Collection Infrastructure and Treatment Facilities</i></b>
--

**IE Objective 8.1: Provide adequate sewer collection infrastructure and treatment facilities for existing development while planning and implementing improvements to accommodate planned growth in Brawley.**

**IE Policy 8.1.1:** Implement improvement projects in the Wastewater Master Plan and the Development Impact Fee Study as funds become available and as deemed necessary by the Director of the Department of Public Works.

**IE Policy 8.1.2:** Maintain an updated Wastewater Master Plan as needed to incorporate changes in growth projections and demands.

**IE Objective 8.2: Minimize impacts associated with the combined sewage and stormwater drainage collection system.**

**IE Policy 8.2.1:** Require separate sewage and stormwater drainage systems in new development projects for a 100 year storm. Pre-treat storm run-off prior to discharge to state water projects for a central collection and one-point discharge in coordination with the IID.

**IE Policy 8.2.2:** Establish a program to identify and replace pipe segments that operate at or above capacity.

**IE Policy 8.2.3:** Increase the storage capacity at the treatment plant to prevent treatment overloads during rain storms.

**IE Policy 8.2.4:** Study the feasibility of separating the stormwater drainage and sewer components of the existing combined system and recommend sources of funding for the project.

**IE Policy 8.2.5:** Ensure that the City's WWTP operation is in compliance with discharge requirements of the California Regional Water Quality Control Board (RWQCB) Colorado River Basin Region 7.

## Wastewater Plan

The City updated its Wastewater Master Plan in 1999 (WWMP) with a planning horizon through the year 2020. The overall objective of this Master Plan is to develop a long-term plan for the wastewater treatment plant and collection system. The master plan identifies deficiencies in the existing sewer system, estimates future sewage flows, provides alternatives that address deficiencies,

and identifies potential facilities required for future conditions. The master plan provides information that was used to help update the City's General Plan but is a separate document adopted by the City of Brawley and updated periodically.

The City of Brawley also prepared and adopted a Service Area Plan in 2007 that was prepared for and adopted by the Imperial County Local Area Formation Committee (LAFCO). This Service Area Plan (SAP) outlines the City's existing wastewater services and facilities, estimates the current and future anticipated demand for such facilities and services, and describes how necessary facilities and services will or may be developed and extended to meet demands. The SAP is intended to demonstrate the City's intent and ability to provide adequate services to the SOI boundaries at the time of annexation. An approximately 15-year planning horizon was used to forecast growth, and the estimated demands and provision to meet demands are based on population projections until 2020.

During the development review process, wastewater infrastructure improvement requirements will be identified. Development projects will only be approved with adequate provision of wastewater services and facilities. The City may consider the extension of wastewater collection infrastructure in coordination/cooperation with the County to accommodate projects outside of the city limits in the sphere-of-influence as needed.

This page intentionally left blank.

# POWER/COMMUNICATION

## Introduction

Adequate power and communication infrastructure is required for continued growth and development in Brawley. As planned development proceeds in Brawley, power infrastructure for electricity, natural gas service, and communication infrastructure for voice and data must be simultaneously constructed.

## Goals, Objectives, and Policies

<b><i>IE Goal 9:</i></b>	<b><i>Provide for Adequate Power and Communication Service and Transmission Infrastructure</i></b>
--------------------------	--

**IE Objective 9.1:**      **Ensure the provision of adequate power and communication service and transmission infrastructure to serve existing and planned development.**

**IE Policy 9.1.1:**      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.

**IE Policy 9.1.2:**      Coordinate the provision of power and communication service to new development with the Imperial Irrigation District, Southern California Gas, and communication service providers.

**IE Policy 9.1.3:**      Consider establishing a program that encourages undergrounding of existing power and telephone lines.

**IE Policy 9.1.4:**      Encourage low maintenance landscaping of the area around all existing substations and require it for all new substations.

**IE Policy 9.1.5:**      Support opportunities for telecommunication services in the City as discussed in Senate Bill 1627 (2006).

**IE Policy 9.1.6:**      Ensure any City ordinance that regulates amateur radio station antenna structures allow antenna structures to be erected at heights sufficient to accommodate amateur radio service communications as discussed in Assembly Bill 1226 (2003).

**IE Policy 9.1.7** The City of Brawley may adopt an ordinance requiring the design of a subdivision to provide for cable television and internet services in accordance with the Subdivision Map Act.

**IE Policy 9.1.8** Support the expansion of wireless facilities in public and private places.

## **Power/Communication Plan**

IID, Southern California Gas Company, and the various communication providers operate independently from the City of Brawley and implement plans under other regulatory agencies, including the California Building Code and Public Utilities Commission.

The IID provides electrical power to Imperial Valley. IID's combined estimate for December 2005 for residential and commercial consumption totals 300,648,711 KWH. Expected consumption within the City of Brawley is to grow at an annual rate between 4 and 6 percent. Future development within the Brawley Planning Area requires analysis by IID planners and new substations and transmission lines may be required. The City coordinates the provision of electricity for new development with IID to ensure that adequate right-of-ways, easements, and improvements are provided.

The City coordinates with the natural gas supplier, Southern California Gas Company, when new development occurs to ensure that adequate right-of-ways and easements are provided. The City has developed policies to promote energy conservation and new development is required to conform to State Title 24 Energy Regulations.

AT&T is the primary telecommunications service provider to the City. The California Public Utilities Commission sets the performance standard through a series of established tariffs. The telephone company is a publicly regulated utility and is obligated to serve the community and improve facilities as needed to serve the community.

# INFRASTRUCTURE FINANCING

## Introduction

As indicated above, the City's circulation and utility infrastructure requires improvements to provide adequate service to existing development and to accommodate planned development. The cost of implementing these improvements could be substantial. In fact, the cost could prohibit the City from implementing a number of the required improvements unless adequate means of financing improvements can be identified. The City has made infrastructure maintenance and expansion a priority to encourage new development projects and stimulate the local economy. To this end, alternative financing methods will be used to fund infrastructure improvement projects. That is, the City will seek other methods to pay for infrastructure projects instead of drawing on the City's General Fund, (which is primarily composed of property and sales tax revenues).

One of the basic long-term goals underlying the Brawley General Plan is to diversify and expand the local economy. To attract new commercial and industrial uses and offer competitive incentives, the City will retain some flexibility in determining alternative financing mechanisms for projects of benefit to the community. The City may elect to reduce or waive particular development impact fees or use municipal bonds to fund infrastructure improvements. Regardless of the selected financing mechanisms, the City will ensure the adequate provision of infrastructure necessary to support future growth.

## Goals, Objectives, and Policies

<b><i>IE Goal 10:</i></b>	<b><i>Support Well Defined and Creative Financing Methods</i></b>
---------------------------	---

**IE Objective 10.1:** Define and evaluate alternative financing methods for infrastructure management and maintenance costs on a citywide and area wide basis.

**IE Policy 10.1.1:** Develop an infrastructure and circulation improvement fee program which will enable infrastructure and circulation improvements to be funded by new development.

**Policy 10.1.2:** Prepare a phasing plan for cumulative infrastructure and circulation improvements that identifies project specific responsibilities and requires fair share funding.

**Policy 10.1.3:** Seek to reduce the cost of providing such facilities through standards which address a specified level of performance rather than a prescribed type of

improvement. For example: the use of narrower street width where low traffic counts (local residential streets) warrant reduction.

**Policy 10.1.4:** Encourage the use of assessment districts, industrial development bonds, and other techniques for financing improvements serving existing and new development.

## **Infrastructure Financing Plan**

The City will maintain an updated development impact fee program for new development projects. The purpose of the development impact fee program is to require developers to compensate the City for the increased demand for municipal services and infrastructure caused by implementation of new projects. The City began implementing a development impact fee program in 1991, which includes impact fees for public facilities including streets.

The City is in the process of updating the development impact fee program, which will help provide financing for facilities to meet the needs of new development through the year 2020. The impact fees will be reviewed periodically to ensure that they directly relate to the infrastructure performance standards and current construction and administrative costs. In addition, the City will ensure that the impact fees are consistent with the costs incurred by the City. In lieu of paying development impact fees for infrastructure improvements, the developer can construct the required improvements according to City codes.

The City will also consider the use of assessment districts, industrial development bonds, Mello-Roos Districts, and other techniques for financing improvements to serve both existing and new development. For large infrastructure projects that will benefit several property owners, the City will prepare a phasing plan for cumulative infrastructure improvements. The objective of the phasing plan is to equitably share the infrastructure costs among benefitting property owners. The phasing plan will identify the demand threshold at which point improvements will be required, the fair share costs to be paid by benefitting property owners, and the payment schedule.



## Related Goals and Policies

Goals and policies of the other Brawley General Plan Elements also relate to circulation and utility infrastructure issues. Internal consistency is a major legislative requirement for all general plans. Table IE-4 shows the goals of the Infrastructure Element that are related to the other Elements of the Brawley General Plan.

**Table IE-4.** Infrastructure Related Goals and Policies by Element

Related Policies by Element							
Infrastructure Goals	Land Use	Infra-structure	Resource Management	Open Space/ Recreation	Public Safety/ Noise	Economic Development	Draft Housing (March 2008)
Provide for Adequate Local Thorough-fares and Transportation Routes	1.1.4; 2.1.1; 2.2.3; 4.1.1; 6.1.4		1.1.2; 1.2.9; 8.1.3			1.2.1	4.2.1.G
Manage Parking Resources	2.1.5; 2.2.3						4.2.1E and G
Promote Intercity and Regional Transportation Routes	2.1.1; 2.1.2		1.2.4			1.2.1	4.21.G
Encourage Transportation System Management and Demand Management	1.1.1; 2.2.3; 3.1.9		1.1.3-1.1.5; 1.1.7; 1.2.1- 1.2.5; 1.2.7; 1.2.11; 1.2.13				4.2.1.G
Provide Alternatives To The Use Of Motorized Vehicles	1.1.1; 1.1.3; 2.2.3; 3.1.8; 3.1.9; 4.1.4; 4.1.16						4.2.1E – 4.2.1F
Promote Reduction in Air Pollution from Mobile Sources	1.1.1; 1.1.3; 2.2.1; 3.1.8; 4.1.4; 4.1.16		1.61-1.63				4.2.3 A- F

**Related Policies by Element**

Infrastructure Goals	Land Use	Infra-structure	Resource Management	Open Space/ Recreation	Public Safety/ Noise	Economic Development	Draft Housing (March 2008)
Adequate Water Service and Infrastructure	6.1.2; 6.1.3; 6.1.11; 6.1.12		3.1.1-3.1.6; 4.1.1-4.1.8		4.1.5	1.2.1	4.2.1.G
Provide Adequate Sewer Collection Infrastructure And Treatment Facilities	6.1.2; 6.1.11; 6.1.2		1.41; 5.1.1-5.1.4			1.2.1	4.2.1.G
Provide for Adequate Power And Communication Service And Transmission Infrastructure	4.1.15; 6.1.3; 6.1.6; 6.1.11; 6.1.12		1.4.1-1.4.12; 6.1.1-6.1.7;			1.2.1	4.2.1.G
Support Well Defined and Creative Financing Methods	6.1.2; 6.1.7						4.2.5 B

# INTRODUCTION TO THE RESOURCE MANAGEMENT ELEMENT

## Introduction

The City of Brawley is rich in important natural resources. Conservation of these natural resources will contribute to maintaining and enhancing Brawley's unique character and environmental health. The Resource Management Element expresses the City's intention to ensure the conservation of natural resources while providing opportunities for economic development and growth. Natural resources in the City are identified and goals are established to protect environmental quality and minimize degradation.

### RESOURCE MANAGEMENT ELEMENT GOALS

RME Goal 1:	Reduction of Air Pollution
RME Goal 2:	Conservation and Protection of Unique and Natural Features
RME Goal 3:	Improved Water Quality
RME Goal 4:	Increased Water Conservation
RME Goal 5:	Improved Solid Waste Recycling
RME Goal 6:	Energy Efficient and Sustainable Growth
RME Goal 7:	Preserve and Promote the Cultural Heritage of the City and Surrounding Region.
RME Goal 8:	Minimize the Loss of Agricultural Lands.
RME Goal 9:	Encourage Expanded Development of Brawley Geothermal Resources

The Resource Management Element meets State requirements concerning the Conservation Element as defined in the state Government Code. According to these requirements, the Conservation Element must contain policies that further the protection and maintenance of the State's natural resources such as water, soils, wildlife, minerals, and other natural resources, and prevents their wasteful exploitation, degradation, and destruction.



Historical Image of Brawley's Post Office

The purpose of this Element is to identify important natural resources in the City of Brawley and to develop policies and implementation programs to be used in future years to guide sustainable use of the City's resources. The City also utilizes and affects environmental resources outside of its boundaries. As a result, some regional resource issues are addressed in the Resource Management Element such as regional air quality, regional water quality and supply, regional landfill capacity, and energy conservation.

In addition to this Introduction, the Resource Management Element is composed of eight sections, Air Quality, Unique Topographic Features, Water Resources, Solid Waste/Recycling, Energy Conservation, Cultural Resources,

Agriculture Lands, and Geothermal Resources. Each section contains an Introduction, Goals, Objectives and Policies, and a Plan. Specific implementation programs for this Element are contained in the Implementation Chapter of the General Plan.

## **Related Plans and Programs**

There are several existing plans and programs that are directly applicable to the Resource Management Element. These plans and programs have been enacted through State and local legislation and are administered by agencies that are delegated with powers to enforce State and local laws. Related plans and programs are listed below and described in the Introduction Chapter of the General Plan.

- California Environmental Quality Act Law and Guidelines
- California Fish and Game Regulations
- Integrated Waste Management Act, 1989
- Imperial County Air Quality Attainment Plan, 1991
- Imperial County Air Pollution Control District, Rules and Regulations, 2007
- Surface Mining and Reclamation Act, 1975
- Imperial Irrigation District Water Conservation Programs
- County Right-To-Farm Ordinance, 1990
- City of Brawley Service Area Plan, 2007
- California General Plan Guidelines, 2003
- Southern California Association of Governments Regional Comprehensive Plan, 1996
- Imperial County General Plan, 2006

# AIR QUALITY

## Introduction

Clean air is a valuable and essential resource, which affects many aspects of our daily lives. It is vital to our health and welfare, to the local agricultural economy, and to the quality of life enjoyed by local residents, which in turn affects the City's ability to attract new business and industry.

Air quality in the United States is governed by the Federal Clean Air Act (CAA). In addition to being subject to requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the United States Environmental Protection Agency (USEPA). In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the Imperial County Air Pollution Control District (ICAPCD) at the regional and local levels. The ICAPCD and the CARB share the responsibility for ensuring that state and federal ambient air quality standards are achieved and maintained within the County.

The CARB designates areas within California as either attainment or non-attainment for each criteria pollutant based on whether the California Ambient Air Quality Standards have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Under the California standard, Imperial County is a moderate non-attainment area for O<sub>3</sub> and a nonattainment area for respirable particulate matter (PM<sub>10</sub>). It classifies Imperial County as an attainment area for CO and fine particulate matter (PM<sub>2.5</sub>). Under the federal standard, Imperial County is in “marginal” non-attainment for 8-hour O<sub>3</sub> and “serious” non-attainment for PM<sub>10</sub>.

Significant sources of ozone constituents are on-road vehicles; other mobile sources such as trains, off-road vehicles, and government aircraft; the burning of agricultural debris; and manufacturing and industrial processes. Windblown dust and sand, which naturally occur, constitute a large percentage of particulate matter that contributes to PM<sub>10</sub> and PM<sub>2.5</sub>.

### Ozone (O<sub>3</sub>)

O<sub>3</sub> is a colorless toxic gas that is the chief component of urban smog. In humans, it interferes with the transfer of oxygen to the brain and heart tissues and is a severe eye, nose, and throat irritant.

High O<sub>3</sub> concentration also can damage plants, synthetic rubber, textiles, and other material. Ozone is formed by a photochemical reaction in the atmosphere among O<sub>3</sub> precursors, which include ROG and NO<sub>x</sub>. Ozone precursors are commonly associated with internal combustion engines such as those in automobiles and stationary factory equipment. The photochemical reaction creating O<sub>3</sub>



Weekend Traffic on Main Street

depends on the intensity of ultraviolet light and air temperature; high O<sub>3</sub> concentrations in the planning area are most common during summer and early fall.

### **Carbon Monoxide (CO)**

CO is a colorless and odorless gas that can interfere with the transfer of oxygen to the human brain. Motor vehicles are the dominant source of CO emissions in most areas. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. High CO levels in the planning area develop primarily during winter when periods of light winds combine with the formation of ground level temperature inversions (typically from the evening through early morning), resulting in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures. CO hotspots are high concentrations of CO emission that accumulate around areas of stalled traffic, such as at busy intersections and roadway segments during peak traffic periods.

### **Particulate Matter (PM<sub>2.5</sub> and PM<sub>10</sub>)**

Particulate Matter is dust, smoke, and other solid matter that is commonly released into the atmosphere from ground disturbance or direct emissions from various sources, including factories and internal combustion engines. The federal and state ambient air quality standards for particulate matter apply to two classes of particulates: PM<sub>2.5</sub> and PM<sub>10</sub>. Particulates can damage human health when inhaled into the lungs. High concentrations of particulates in the air can reduce visibility, may corrode some materials, and can retard plant growth.

### **Greenhouse Gas**

In addition, the State of California recently passed into law the Global Warming Solutions Act of 2006, commonly referred to as Assembly Bill 32 (AB 32), which is designed to significantly reduce GHG emissions generated by California in the short- and long-term. There is broad scientific consensus that humans are changing the chemical composition of our atmosphere through the buildup of climate change pollutants. Activities such as fossil fuel combustion, deforestation, and other changes in land use result in the accumulation of greenhouse gases (GHGs) such as carbon dioxide (CO<sub>2</sub>) in our atmosphere. An increase in GHG emissions results in an increase in the Earth's average surface temperature, which is commonly referred to as global warming. Global warming is expected, in turn, to affect weather patterns, average sea level, ocean acidification, chemical reaction rates, precipitation rates, etc., in a manner commonly referred to as *climate change*.

AB 32 recognizes that GHG reduction in California will require similar reductions by other states and countries in order to be meaningful. As such, California's prospective emission reductions specified in AB 32 are an attempt to establish a global leadership role on climate change abatement and to act as a blueprint for other states and nations to reduce their respective GHG emissions. The heart of the bill is the requirement that statewide GHG emissions must be reduced to 1990 levels by the year 2020. The bill requires the California Air Resources Board (CARB) to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions, as specified.

The bill authorizes the use of market-based compliance mechanisms, which are also known as cap and trade programs. Market-based approaches to GHG emission reduction are currently in use in Europe and have been used in the United States to address acid rain precursors; a GHG cap and

trade program is also being implemented in the Northeastern and Mid-Atlantic states as part of the Regional Greenhouse Gas Initiative. There is also specific language to support the use of AB 32 to abate other air quality issues, such as ozone, particulate matter, and toxic air contaminant exposures “to the extent feasible and in furtherance of achieving the statewide GHG emissions limit.”

## Goals, Objectives, and Policies

The quality of the air in the Imperial Valley must be improved to meet state and federal mandates. Regional cooperation and local action are both necessary to achieve air quality improvements, which are also vital to public health. The following air quality policies rely on land use, transportation, and energy conservation measures to improve air quality.

### ***RME Goal 1: Reduction of Air Pollution***

#### **RME Objective 1.1: Reduce air pollution through proper land use, transportation and energy use planning.**

- RME Policy 1.1.1:** Cooperate with the Imperial County Air Pollution Control District (APCD) and the Southern California Association of Governments in their effort to implement provisions of the region's Air Quality Attainment Plan and rules and regulations, as amended.
- RME Policy 1.1.2:** Design vehicular access to commercial land uses from arterial streets to improve vehicular ingress and egress.
- RME Policy 1.1.3:** Locate multiple family developments close to commercial areas to encourage pedestrian travel rather than vehicular travel.
- RME Policy 1.1.4:** Develop neighborhood parks and/or joint use facilities near future concentrations of residents to encourage pedestrian travel to the recreation facilities.
- RME Policy 1.1.5:** Provide commercial areas that are conducive to pedestrian and bicyclist circulation.
- RME Policy 1.1.6:** Cooperate and participate in regional air quality management plans, programs, and enforcement measures.
- RME Policy 1.1.7:** Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.
- RME Policy 1.1.8:** Develop mapping and inventory resources to identify sensitive receptors and sources of air pollution.
- RME Policy 1.1.9:** Consider environmental justice issues as they are related to potential health impacts associated with air pollution and ensure that all land use decisions,

including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.

- RME Policy 1.1.10:** Encourage site plan designs to provide the appropriate set-backs and/or design features that reduce toxic air contaminants at the source.
- RME Policy 1.1.11:** Utilize mitigation measures or conditions of project approval to encourage the applicants for sensitive land uses (e.g., residences, schools, daycare centers, playgrounds and medical facilities) to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors.
- RME Policy 1.1.12:** Consult with the APCD when siting new facilities with dust, odors or toxic air contaminants emissions to avoid siting those facilities near sensitive receptors and avoid siting sensitive receptors near sources of air pollution.
- RME Policy 1.1.13:** Consider cumulative air quality impacts from both existing and new projects when making land use approval and siting decisions.
- RME Policy 1.1.14:** Facilitate communication among residents, businesses and the APCD to quickly resolve air pollution nuisance complaints.
- RME Policy 1.1.15:** The owners of new developments that have the potential to emit air pollutants that would impact sensitive receptors are required, through the issuances of business license, development and/or conditional use permit processes, to notify residents and businesses adjacent to the proposed site prior to starting construction.
- RME Policy 1.1.16:** Encourage potential business and resident occupants locating near sites that may impact sensitive receptors to inquire through the City or the APCD about the air quality emissions from such sites.
- RME Policy 1.1.17:** Actively participate in decisions on the siting or expansion of facilities or land uses (e.g. freeway expansions), to ensure the inclusion of air quality mitigation measures.
- RME Policy 1.1.18:** Where incompatible land uses result in emissions of air contaminants that pose significant health risk, re-designate existing land use to protect public health.

**RME Objective 1.2: Improve air quality by influencing transportation choices of mode, time of day, or whether to travel.**

- RME Policy 1.2.1:** Seek to reduce vehicle trips through incentives, regulations and/or Transportation Demand Management (TDM) programs.



- RME Policy 1.2.2:** Seek to reduce total vehicle miles traveled (VMT) through incentives, regulations and/or Transportation Demand Management.
- RME Policy 1.2.3:** Promote modified work schedules which reduce peak period auto travel.
- RME Policy 1.2.4:** Promote all forms of transit serving the City and the urbanized portions of Imperial County.
- RME Policy 1.2.5:** For planned high density and mixed use developments, project proponents should consult with the local transit agency and incorporate all appropriate and feasible transit amenities into the plans.
- RME Policy 1.2.6:** Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.
- RME Policy 1.2.7:** Encourage employer rideshare and transit incentives programs by local businesses.
- RME Policy 1.2.8:** Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours.
- RME Policy 1.2.9:** Implement citywide traffic flow improvements outlined in the Infrastructure Element.
- RME Policy 1.2.10:** Integrate air quality planning with the land use and transportation process.
- RME Policy 1.2.11:** Promote the development of new commercial, industrial, and recreational businesses to provide local jobs for City residents and reduce commuting traffic.
- RME Policy 1.2.12:** Adopt and implement zoning codes that encourage telecommuting programs and home-based businesses.
- RME Policy 1.2.13:** Create opportunities to receive State transportation funds by adopting incentives (e.g., an expedited review process) for planning and implementing infill development projects within urbanized areas that include employment opportunities and multi modal transportation nodes (e.g., preparation of “transit village” plans).

**RME Objective 1.3: Coordinate with the APCD and operators of stationary source equipment or processes to minimize air pollution emissions**

- RME Policy 1.3.1:** Comply with regulations, and/or procedures to minimize particulate emissions as per State and local requirements.
- RME Policy 1.3.2:** Assist small businesses by developing training programs related to clean, innovative technologies to reduce air pollution, and provide incentives to those businesses that use clean air technologies.

**RME Policy 1.3.3:** Support legislation which promotes clean industrial technologies, and more efficient stationary source combustion equipment and energy generation.

**RME Objective 1.4: Reduce emissions through greater energy efficiency and conservation, and the use of renewable resources.**

**RME Policy 1.4.1:** Promote local recycling of wastes and the use of recycled materials.

**RME Policy 1.4.2:** Encourage and promote all new developments to be constructed with energy efficient lighting, air conditioning, and heating systems.

**RME Policy 1.4.3:** Encourage and promote all new developments to be designed structurally to maximize cooling efficiency and natural shade.

**RME Policy 1.4.4:** Encourage and promote all new developments to incorporate trees to maximize natural shade and air pollution control.

**RME Policy 1.4.5:** Consider all feasible alternatives to minimize emissions from diesel equipment (e.g., trucks, construction equipment, and generators)

**RME Policy 1.4.6:** Provide incentives to promote siting or use of clean air technologies (e.g., fuel cell technologies, renewable energy sources, UV coatings, hydrogen fuel).

**RME Policy 1.4.7:** Develop incentives that encourage the use of energy conservation strategies by private and public developments.

**RME Policy 1.4.8:** Promote or provide incentives for “Green Building” programs that go beyond the requirements of Title 24 of the California Administrative Code and encourage energy efficient design elements as appropriate to achieve “green building” status.

**RME Policy 1.4.9:** Consider the creation and adoption of a green building ordinance.

**RME Policy 1.4.10:** Promote the use of automated time clocks or occupant sensors to control central heating and air conditioning.

**RME Policy 1.4.11:** Utilize all available renewable energy sources to reduce fuel consumption and demand on the power grid.

**RME Policy 1.4.12:** Replace vehicles in the local government fleet with fuel-efficient models.

**RME Objective 1.5: Make air quality education a priority for the City’s effort to protect public health and achieve state and federal clean air standards.**

**RME Policy 1.5.1:** Provide regional and local air quality information on City’s website, including links to the AQAP, CARB, USEPA and other environmental based internet sites.

- RME Policy 1.5.2:** Organize city-sponsored events on topics that educate businesses and the public about compliance with air quality regulations (e.g., alternative fuels and low polluting clean household products).
- RME Policy 1.5.3:** Work with school districts to develop air quality curricula for students.
- RME Policy 1.5.4:** Encourage, publicly recognize, and reward innovative approaches that improve air quality.
- RME Policy 1.5.5:** Encourage the participation of environmental groups, the business community, civic groups, special interest groups, and the general public in the formulation and implementation of programs that effectively reduce air pollution.
- RME Policy 1.5.6:** Provide public education to encourage local consumers to choose the cleanest paints, consumer products, etc.

**RME Objective 1.6: By 2020, the City of Brawley shall seek to reduce greenhouse gas emissions under the control of the City to 1990 emissions level to support State implementation of AB-32.**

- RME Policy 1.6.1:** The City will prepare and adopt a Climate Action Plan (CAP) within 2 years of adopting this General Plan Update. The CAP shall include an inventory of the 1990 level of greenhouse gas production within the City, and a projection of the level of GHG emissions by 2020. The CAP shall set out a greenhouse gas emissions reduction target and specific policies and actions to be undertaken by the City to reduce production of greenhouse gases to the 1990 level by 2020. The policies and actions will include incentives and regulatory requirements to reduce levels of generation by the private sector, actions to reduce the City’s level of generation, and actions that the City will take in concert with other public agencies to reduce greenhouse gas generation. Development of the CAP will include a robust public and stakeholder process to ensure community input and ownership of the ultimately adopted CAP.
- RME Policy 1.6.2:** Include mechanisms to ensure regular review of progress toward the emission reduction targets established by the CAP, report progress to the public and responsible officials, and revise the plan as appropriate, using principles of adaptive management. Allocate funding to implement the plan. Provide funds for City staff to oversee implementation of the plan.
- RME Policy 1.6.3:** Establish a Brawley Climate Action Team (CAT) broadly representative of the community to provide formal structured input and review of the development of the Climate Action Plan.

## **Plan**

All areas designated as non-attainment under the CCAA are required to prepare plans showing how the area would meet the State air quality standards by its attainment dates. The Imperial County Air Quality Attainment Plan (AQAP) is the region's plan for improving air quality.

The programs established in the AQAP are reflected in the policies contained in this element and related implementation plans and programs. However, it should be noted that California law requires ICAPCD to update the AQAP every three years to accommodate all of the local City and County General Plan updates. As of the date of this General Plan, ICAPCD has not yet updated their 1991 AQAP. As a result, the AQAP does not reflect the land use transportation and energy conservation plans of municipalities within its District. The City shall adhere to the existing AQAP and future revised AQAPs.

# UNIQUE TOPOGRAPHIC FEATURES

## Introduction



New River Bluffs

Brawley possesses important natural resources and features that warrant protection, preservation, and management as the community grows. While the majority of the Brawley Planning Area is urbanized or used for agricultural production, important natural resources remain and contribute to the unique character of the City. The most significant natural features of Brawley are associated with the New River. The New River riparian habitat supports a variety of wildlife and its bluffs provide topographic relief from the flat valley. Scenic views are enjoyed throughout Brawley including panoramic views of the stark topography of the Chocolate Mountains

in the east and the foothills of the Peninsular Range in the west, the New River riparian corridor, and agricultural open space. The natural features and views are important to maintain a pleasant and healthy environment for Brawley residents.

The outlying western, northern, eastern, and southern parts of the Brawley Planning Area are unincorporated County lands. Most of the unincorporated lands are used for agricultural production but they also contain some important natural resources that require protection. Portions of the riparian habitat and bluffs associated with the New River are located in County unincorporated lands in addition to some natural desert vegetation and panoramic views of surrounding agricultural landscape and steep mountains.

## Goals, Objectives, and Policies

### ***RME Goal 2: Conservation and Protection of Unique and Natural Features***

#### **RME Objective 2.1: Conserve and protect natural plant and animal communities.**

**RME Policy 2.1.1:** 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.

**RME Policy 2.1.2:** Require new development to revegetate environmentally sensitive graded areas.

**RME Policy 2.1.3:** Ensure that future development located near the New River does not adversely impact riparian habitat.

**RME Objective 2.2: Conserve and protect significant topographical features, important watershed areas, resources, and soils.**

**RME Policy 2.2.1:** Encourage the preservation of the unique variety of land forms indigenous in bluff areas, and ensure that the development process is structured to ensure that grading and siting practice reflects the natural topography.

**RME Policy 2.2.2:** Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.

**RME Policy 2.2.3:** Encourage the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems.

**RME Policy 2.2.4:** Place restrictions upon and apply standards to the development of floodplain areas, ecologically sensitive areas and potentially hazardous areas.

**RME Policy 2.2.5:** 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.

**RME Policy 2.2.6:** Site planning and architectural design shall respond to the natural landform whenever possible to minimize grading and watershed intrusion.

**RME Policy 2.2.7:** Consider public acquisition of substantial and/or important land resources for open space and/or recreational uses when funds are available.

**RME Policy 2.2.8:** Require geotechnical studies for developments that are proposed for steep slopes and where geological instability may be suspected.

**RME Policy 2.2.9:** Significant natural features shall be preserved and incorporated into proposed development projects.

**RME Policy 2.2.10:** Mitigate the impacts of development on sensitive lands such as steep slopes, wetlands, cultural resources, and sensitive habitats through the environmental review process.

**RME Policy 2.2.11:** Encourage retention of permanent open space through dedication as a part of the development review/subdivision process.

- RME Policy 2.2.12:** Concentrate higher intensity uses in areas containing less sensitive landforms and preserve the most sensitive landform resources as open space.
- RME Policy 2.2.13:** Non-developable or constrained areas should be evaluated for possible use as open space or recreational use.
- RME Policy 2.2.14:** 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.
- RME Policy 2.2.15:** Site buildings and align roadways to maximize public visual exposure to natural features.

**RME Objective 2.3: Coordinate with the County of Imperial to conserve important natural resources in the unincorporated land in the Brawley Planning Area.**

- RME Policy 2.3.1:** Review all applications for development in the unincorporated land in the Brawley Planning Area and recommend any necessary revisions to conserve natural resources.
- RME Policy 2.3.2:** Identify important natural resources in the unincorporated land in the Brawley Planning Area and apply conservation strategies with the County Planning Department.

## **Plan**

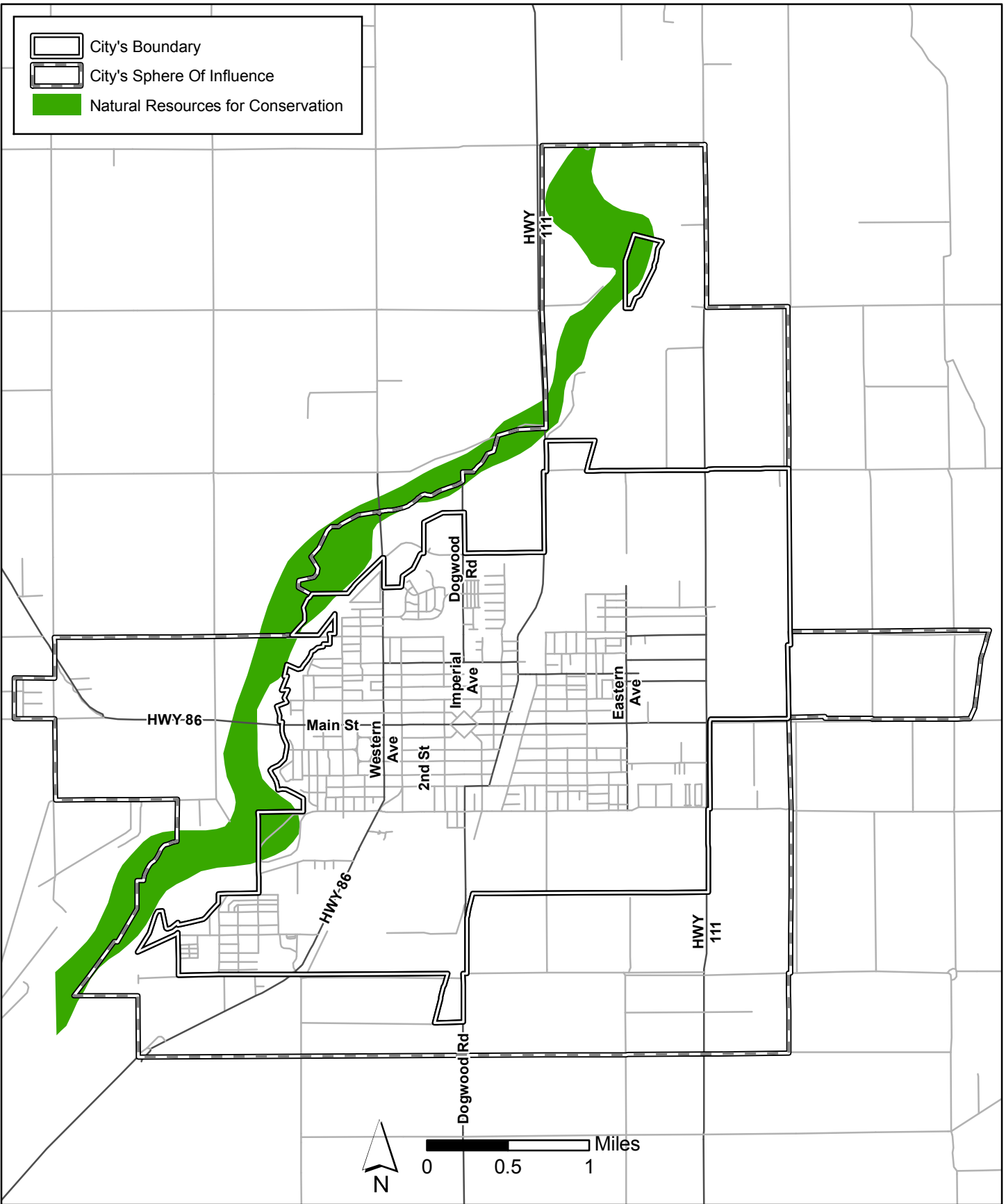
As illustrated in Figure RME-1, Natural Resources for Conservation, the most significant natural features of Brawley are associated with the New River. Because the most important natural features are related to the New River, most of the New River corridor in the Planning Area is designated as Open Space in the General Plan Land Use Element. The Open Space designation only allows the development of parks and other recreational facilities. Due to the low intensity of land uses allowed by this land use designation, the natural features related to the New River receive some protection.

To further protect important natural resources, the City will review all new development proposals for potential environmental impacts to natural resources according to the California Environmental Quality Act (CEQA), including potential impacts to natural plant and animal communities, and unique topographic landforms (e.g., New River bluffs). In addition, geologic constraints, such as steep slopes and unstable soils, will be assessed. Potential impacts to important natural features will be avoided by incorporating the preservation of natural resources into development projects or mitigate impacts to resources with appropriate measures. The City of Brawley will also review all applications for development in the unincorporated land in the Brawley Planning Area and recommend any necessary revisions to conserve natural resources.

To maintain the visual character of Brawley, the City will evaluate new development projects for impacts to public views. In particular, the City will encourage the maintenance of public views of New River corridor and minimize the disruption of public views of surrounding landscape and distant mountains. The City will particularly focus on the preservation of public views from major circulation roadways.



K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\00136\_07\_GENERAL\_PLAN\MAPDOC\FIG1\_PLANNINGAREA.MXD AS (09-24-07)



Source: Brawley General Plan (1995)

Figure RME-1  
 Natural Resources for Conservation  
 Resource Management Element  
 September 2008





# WATER RESOURCES

## Introduction

Water supply and quality are particularly important resource issues as a result of Brawley's desert climate and geography. Urban and agricultural activity within the Planning Area is dependent on imported water. The Planning Area is traversed by the New River, which is one of the few natural surface streams in the region. The New River, which flows from the southwestern corner to the northern boundary of the Brawley Planning Area, is highly polluted with raw sewage and toxic materials as it flows through Mexico toward the United States. Once the New River crosses the international border, it is used to collect agricultural runoff which contains pesticides, fertilizers, high salinity levels, and sediment. The New River continues north and terminates at the Salton Sea, which is an important wildlife refuge.

## Goals, Objectives, and Policies

<b><i>RME Goal 3: Improved Water Quality</i></b>
--

### **RME Objective 3.1: Protect and Improve Water Quality**

- |                          |  |
|--------------------------|--|
| <b>RME Policy 3.1.1:</b> | 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. |
| <b>RME Policy 3.1.2:</b> | Coordinate water quality and supply programs with all responsible water agencies, and cooperate and participate in plan preparation and programs.  |
| <b>RME Policy 3.1.3:</b> | Reduce and attempt to eliminate contamination of water supply from industrial and agricultural operations.   |
| <b>RME Policy 3.1.4:</b> | Encourage regional efforts to clean and improve the water quality of the New River.  |
| <b>RME Policy 3.1.5:</b> | Require the incorporation of Best Management Practices in new development projects and rehabilitation projects pursuant to the National Pollution System Discharge Permit (NPDES) regulations.                       |
| <b>RME Policy 3.1.6:</b> | Provide information to agricultural and industrial operations within the City on methods to reduce or eliminate surface water contamination.   |

## ***RME Goal 4: Increased Water Conservation***

### **RME Objective 4.1: Promote city-wide water conservation to reduce the projected demand for water service and associated treatment.**

- RME Policy 4.1.1:** Protect groundwater resources from depletion and sources of pollution.
- RME Policy 4.1.2:** Conserve imported water by requiring water conservation techniques and water conserving appliances, in rehabilitated and new projects.
- RME Policy 4.1.3:** Require all new developments to install low-flow showers and toilets. Consider implementing a low-flow replacement program for showers and toilets in existing facilities.
- RME Policy 4.1.4:** Encourage the replacement of existing water fixtures, toilets, and landscaping with water-conserving counterparts.
- RME Policy 4.1.5:** Encourage the Imperial Irrigation District to promote water conservation practices and safety in agricultural activities.
- RME Policy 4.1.6:** Implement programs to educate adults and children about the importance of water conservation and methods to reduce water use.
- RME Policy 4.1.7:** Support the development and usage of waste water recycling production and use wherever possible and economically feasible.
- RME Policy 4.1.8:** Require water meters on all new construction and development and consider implementing a program to install meters on all existing water services.

## **Plan**

Two types of water resource issues will be addressed by the City in future years: the quality of surface water and the availability of water for domestic and agricultural uses.

The City of Brawley will take measures to improve the quality of agricultural and urban runoff that is produced within the City and deposited into the New River. To this end, the City will require the incorporation of Best Management Practices in new development projects and rehabilitation projects pursuant to the National Pollution System Discharge Permit (NPDES) regulations, and provide information to agricultural and industrial operations within the City on methods to reduce or eliminate surface water contamination. The City will also participate in regional, state, national, and international efforts to improve surface water quality, particularly in the New River.



New River

Urban development and agricultural production in Brawley is mostly dependent upon water imported from the Colorado River. As the population of the southwestern United States continues to grow, the competition for limited water supplies will escalate. The environmental impact of projects requiring large quantities of water has been recognized and the prospect of new water projects is low. The Imperial Irrigation District, which supplies water to Brawley for both domestic and agricultural purposes, has already entered into an agreement to divert some of its water to the heavily urbanized areas of southern California. The available water supply for Imperial County must be conserved to ensure that adequate amounts are available for planned development and continued agricultural production.

Water conservation in both urban development and agricultural activity will be promoted by the City. New development and rehabilitation projects will be required to make maximum use of water conservation techniques and the use of drought resistant plant species in ornamental landscaping will be encouraged. In addition, the City will consider using reclaimed water to replace the use of imported water for landscape irrigation; work with the County, Imperial Irrigation District, and local farmers to develop and implement conservation strategies for agricultural production; and support the Imperial Irrigation District in its efforts to maintain local water supplies and underground or cover irrigation canals for safety and conservation purposes.

This page intentionally left blank.

# SOLID WASTE/RECYCLING

## Introduction

Managing the creation, use, and disposal of solid waste is an essential part of life in an urban community. Recent state legislation requires cities to aggressively pursue solid waste recycling and source reduction.

The City of Brawley is currently served by Allied Waste Management Services, a privately owned company that transports solid waste from residences and businesses to the Allied Imperial Landfill. The Imperial Landfill is a Class III non-hazardous solid waste landfill that opened in January 2000 along East Robinson Road in unincorporated land on the eastern outskirts of the City of Imperial, approximately 8 miles northeast of the City. Currently, the landfill is approaching full capacity and the owner/operator has prepared a Landfill Plan for the site that includes development of a new cell to provide additional landfill space. The proposed Landfill Plan would extend the facility's life from the remaining three to five (3-5) years to approximately thirty (30) years in order to meet the current and future waste disposal needs of Imperial County.



Allied Landfill

The County's Integrated Waste Management Board (IWMB) oversees solid waste disposal throughout the County. Since 2002, diversion rates for the City have steadily increased to 49 percent in 2005. As development proceeds in Brawley, more solid waste will be generated. The increased amounts of solid waste will require expansion of the City's solid waste collection service and will accelerate the closure of local landfills.

## Goals, Objectives, and Policies

### ***RME Goal 5: Improved Solid Waste Recycling***

#### **RME Objective 5.1: Reduce and control solid waste produced in the City.**

- RME Policy 5.1.1:** Implement policies of the Brawley Source Reduction and Recycling Plan, which are an element of Imperial County's Integrated Waste Management Plan. The City shall review its source reduction and recycling plan or the Imperial County's Integrated Waste Management Plan at least once every five years to correct any deficiencies in these documents.
- RME Policy 5.1.2:** Maximize public awareness of all source reduction programs, including opportunities for community feedback and school education.
- RME Policy 5.1.3:** Assist in the development of local, regional, and statewide markets for materials collected and processed through the source reduction programs.
- RME Policy 5.1.4:** Assist in the siting and development of regional land fills in order to participate in the benefits of revenues generated by such uses.

### **Plan**

To reduce the environmental impacts of increased amounts of solid waste, the City will comply with the Integrated Waste Management Act by maintaining an up-to-date Source Reduction and Recycling Plan. The City of Brawley will review its source reduction and recycling plan at least once every five years to correct any deficiencies in these documents. If any revisions are made, they must also be submitted to the County IWMB for approval or disapproval.

In addition, each year after approval of the City's source reduction and recycling plan, the City must submit a progress report to the County IWMB. The County IWMB maintains a 50 percent solid waste diversion goal for its member jurisdictions, meaning that 50 percent of solid waste potentially destined for regional landfills must be recycled, reused, or otherwise diverted from the landfills.



# ENERGY CONSERVATION

## Introduction

Energy resources are highly valued and their conservation is important for sustaining the community and meeting future demands. In addition, reduced energy consumption will also result in the reduction of related air pollutant emissions. Regional air quality is thereby improved from increased energy conservation. Due to the City's location in an arid region, substantial energy is consumed during the cooling of both residential and non-residential structures throughout the summer months.

## Goals, Objectives, and Policies

### ***RME Goal 6: Energy Efficient and Sustainable Growth***

#### **RME Objective 6.1: Conserve energy resources through use of energy technology and conservation practices.**

- RME Policy 6.1.1:** 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.
- RME Policy 6.1.2:** Require new development projects to incorporate energy efficient lighting and air conditioning and heating systems.
- RME Policy 6.1.3:** Maintain local legislation to establish, update and implement energy performance building code requirements established under State Title 24 Energy Regulations.
- RME Policy 6.1.4:** Encourage the Imperial Irrigation District to implement an incentive program to retrofit existing development with energy efficient lighting and air conditioning and heating systems.
- RME Policy 6.1.5:** Encourage the use of solar energy systems for residential, agricultural, parks, public buildings, and business purposes as provided in Government Code Section 65892.13.
- RME Policy 6.1.6:** Approve applications for small wind energy systems in accordance with State Assembly Bill 2473 (2004).
- RME Policy 6.1.7:** Support LEED certified projects.

## **Plan**

The City does not currently have a formal energy resource conservation plan. However, the City will encourage developers to maximize the use of energy conservation lighting and cooling systems in future projects and to incorporate innovative site, building, and landscaping designs to maximize cooling efficiency and natural shade. The City will also follow and implement state Title 24 Energy Regulations through the City Building Code.

# CULTURAL AND PALEONTOLOGICAL RESOURCES

## Introduction

Cultural resources is a general term that includes many types of physical remains of past human activities as well as other types of resources important to Native Americans and other ethnic groups. Cultural resources include prehistoric and historical archaeological remains, historical architectural remains including buildings and structures and other features of the built environment, and places of importance to Native Americans.



Historical Image of Downtown Main Street, Brawley 1970

Brawley possesses important cultural resources, which provide a sense of history and origin. These resources can be conserved for future generations through proper identification and planning.

Significant archaeological resources potentially occur along undeveloped banks of the New River and on the terraces overlooking the river corridor. The Kamia culture, a desert subgroup of the Kumeyaay (Diegueno), occupied the Valley prior to the establishment of Anglos. The Kamia lived along surface streams in the Valley, including the New River, and practiced irrigated agriculture.

American settlement began in Brawley at the turn of the 20th Century and the City incorporated in 1908. The City initially served as a bedroom community for farmers and cattlemen working in the central part of Imperial Valley. Due to the historic location of Brawley along the railroad, the City also served as an important trading and shipping center. For many years, Brawley contained the largest population concentration in Imperial Valley and a number of residential, commercial, civic, and agricultural structures were constructed. Although many of these structures are no longer standing, there is a potential for the existence of subsurface features such as house foundations, privies, and trash deposits at these locations. The remaining structures and the subsurface features represent important information about Brawley's heritage and provide a temporal context for future generations.

## Goals, Objectives, and Policies

<b><i>RME Goal 7: Preserve and Promote the Cultural Heritage of the City and Surrounding Region</i></b>
---

**RME Objective 7.1: Prevent the loss or compromise of significant archeological, historical, and other cultural resources located within the City.**

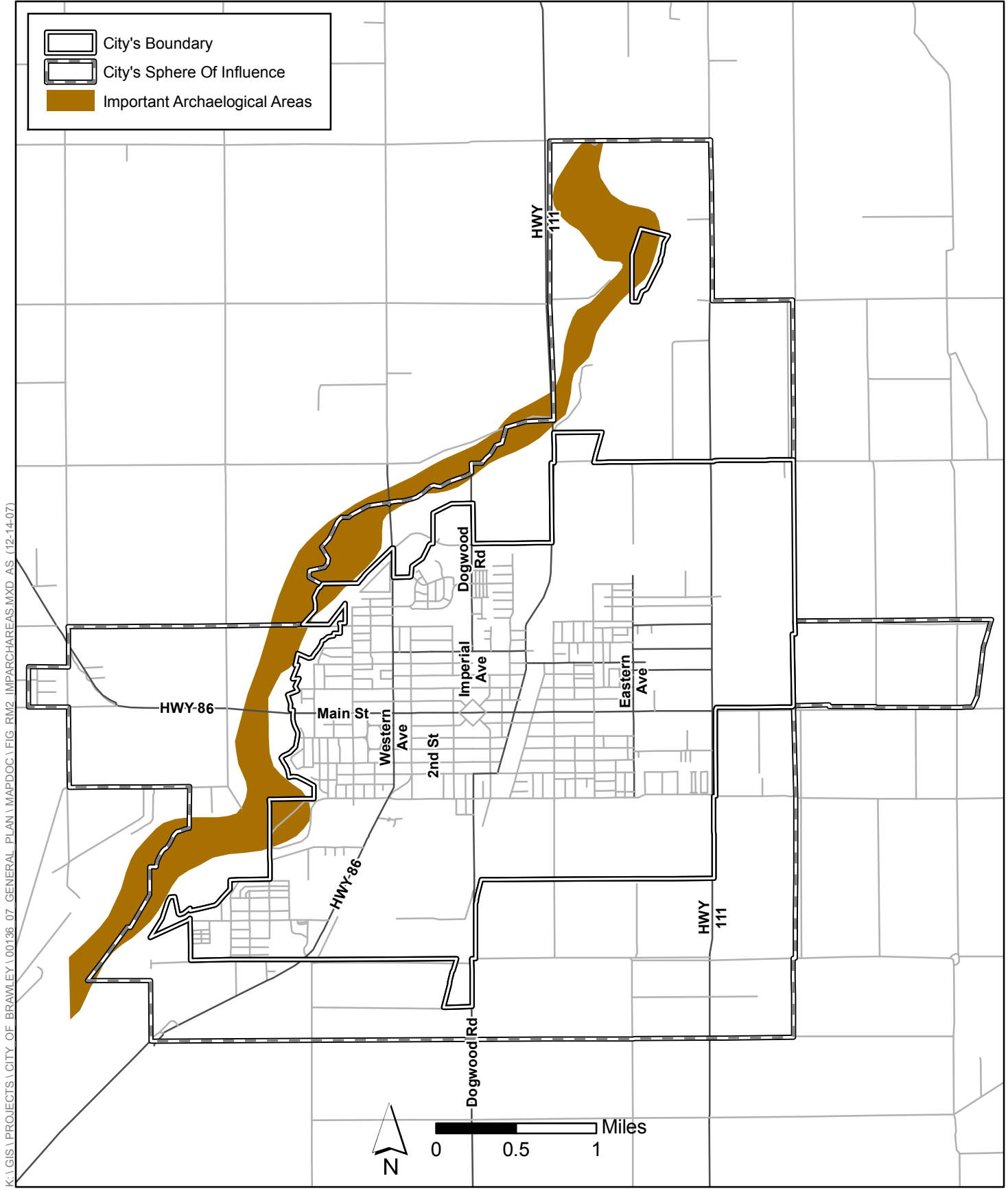
- RME Policy 7.1.1:** Identify, designate, and protect facilities of historical significance and maintain an inventory.
- RME Policy 7.1.2:** Promote the education and awareness of the City’s cultural resources.
- RME Policy 7.1.3:** The City shall consult with the Native American tribes under SB 18 for General Plan Amendments.
- RME Policy 7.1.4:** When significant archeological sites or artifacts are discovered on a site, coordination with professional archeologists, relevant state agencies, and concerned Native American tribes regarding preservation of sites or professional retrieval and preservation of artifacts prior to development of the site shall be required.
- RME Policy 7.1.5:** If archeological excavations are recommended on a project site, the City shall require that all such investigations include Native American consultation, which shall occur prior to project approval.
- RME Policy 7.1.6:** Require professionally prepared archaeological reports be completed by a certified archeologist. The report shall include a literature search and a site survey for any project located within a potential sensitive area as defined by the City’s Important Archaeological Areas map or areas identified by the local Native American tribes.
- RME Policy 7.1.7:** Assure that adequate review of subsurface paleontological sensitivity is conducted prior to ground disturbance.
- RME Policy 7.1.8:** Ensure that development adjacent to a place, structure or object found to be of historic significance should be designed so that the uses permitted and the architectural design will protect the visual setting of the historical site.
- RME Policy 7.1.9:** Consider acquisition of identified historical buildings for public uses.

## Plan

Figure RME-2 shows the general location in Brawley where evidence of the Kamia culture could occur. To prevent the destruction of important artifacts during development in these areas, the City

will require a site inspection by a professional archaeologist during the development review process for all projects located in the potential resource area shown in Figure RME-2. If the archaeologist indicates that significant resources exist on the site and will be impacted by the proposed development project, the impact shall be avoided or mitigated according to the California Environmental Quality Act Guidelines. Mitigation may involve archaeological investigation and resource recovery. The City will also develop and maintain an inventory of archaeological sites in the Planning Area.

This page intentionally left blank.



K:\GIS\PROJECTS\CITY OF BRAWLEY\00136\_07\_GENERAL\_PLAN\MAPDOC\FIG\_RM2\_IMPORTARCHAREAS.MXD AS (12-14-07)

Source: Brawley General Plan (1995)







# AGRICULTURAL LANDS

## Introduction

The Brawley Planning Area includes productive agricultural soils. A balance between new urban development and conservation of agricultural lands is important for expansion of the local economy, conservation of prime agricultural soils for continued agricultural production, and maintenance of the City's rural character.



Agriculture Borders the City's Boundaries

Imperial County, including the Brawley area, is one of the finest agricultural areas in the world.

This is due to several environmental and cultural factors including good soils, a year-round growing season, the availability of adequate water transported from the Colorado River by a complex canal system, extensive areas committed to agricultural production, a gently sloping topography, and a climate that is well-suited for growing crops and raising livestock. Agricultural production has been one of the most important economic activities in Brawley throughout the 1900s until the present day and is expected to play a major economic role in the foreseeable future.

If agricultural activity becomes constrained by the increased urbanization of Brawley, farmers may find developing their land more profitable than continuing the crop cultivation and livestock production.

## Goals, Objectives, and Policies

### ***RME Goal 8: Minimize the Loss of Agricultural Lands***

#### **RME Objective 8.1: Conserve and protect designated agricultural lands and plan for their continued use.**

**RME Policy 8.1.1:** All Important Farmland, including the categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance, as defined by State and Federal agencies, outside the City's boundaries should be reserved for agricultural uses.

**RME Policy 8.1.2:** Encourage infill development and establish buffers between agricultural and non-agricultural uses.

**RME Policy 8.1.3:** Provide adequate circulation routes for the transport of agricultural products and machinery.

- RME Policy 8.1.4:** Require adequate drainage facilities for all new development projects to prevent runoff into agriculture lands and subsequent erosion of agricultural soils.
- RME Policy 8.1.5:** Limit the introduction of land uses that are unusually sensitive (hospitals and schools but not housing) to farming in order to limit the potential for conflict with existing agricultural uses.
- RME Policy 8.1.6:** Prohibit "leapfrogging" or checkerboard patterns of non-agricultural development in designated agricultural areas.
- RME Policy 8.1.7:** Encourage the maintenance of existing businesses that support agricultural production and the transportation of agricultural products and encourage the establishment of similar new businesses.
- RME Policy 8.1.8:** Proposed development must be contiguous to the City's boundary, and must be sequential and orderly.
- RME Policy 8.1.9:** 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 the County Right- to-Farm Ordinance.

**RME Objective 8.2: Manage the production of economically valuable agricultural resources to achieve a balance between current market forces and long-term community values.**

- RME Policy 8.2.1:** Support the County's Right to Farm Ordinance.

## Plan

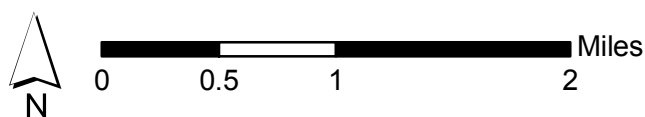
Substantial acreage of Prime Farmland and Farmland of Statewide Importance is located in the Brawley Planning Area (Figure RME-3). To protect agricultural land in Brawley, the General Plan Land Use Element designates northern, western and southern portions of the Planning Area for agricultural uses.

The City will support the agricultural uses of productive farmland by considering the circulation requirements for the transport of agricultural products and machinery, enforcing the County's Right-to-Farm Ordinance, and encouraging existing and long-term businesses supporting agricultural production in Brawley. In addition, the City will prevent "leap-frog" development patterns by requiring new residential or non-agricultural commercial uses to be adjacent to an existing urbanized area. Through the City's development review process, proposed non-agricultural projects near areas used for agricultural purposes will be assessed for potential impacts to agricultural production and potential impacts to the proposed land use. Buffers will be required between agricultural and non-agricultural uses to minimize land use compatibility problems.

K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\00136-07\_GENERAL\_PLAN\MAPDOC\FIG1\_PLANNINGAREA.MXD AS (09-24-07)

### Legend

-  City's Boundary
-  City's Sphere Of Influence
-  P - Prime Farmland
-  S - Farmland of Statewide Importance
-  L - Farmland of Local Importance
-  U - Unique Farmland



Source: California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program (2004).





# GEOTHERMAL RESOURCES

## Introduction

Geothermal resources are being developed in Imperial Valley to provide a relatively clean source of power. Imperial County contains one of the largest, liquid-dominated geothermal resources in the world. In addition, the geothermal resources in the County are hotter and located at shallower depths than geothermal resources in other parts of the world. Liquid-dominated geothermal resources can provide a relatively clean source of power compared to other energy sources (e.g., coal and petroleum reserves), which have resulted in significant impacts to the environment and society. While Imperial County is a national leader in the development of its geothermal resources, development has not progressed as rapidly as projected due to historically high operating costs, slow growth in utility company demand, and the relatively low cost of oil. Known Geothermal Resource Areas occur within the Brawley Planning Area and one geothermal energy project is located within the Brawley Planning Area, with another plant by ORMAT currently being processed by the County.



Geothermal Energy Well

## Goals, Objectives, and Policies

***RME Goal 9: Encourage Expanded Development of Brawley Geothermal Resources***

**RME Objective 9.1: Support the safe, orderly, and efficient development of geothermal resources.**

- RME Policy 9.1.1:** Coordinate any development of geothermal resources with the County and power-providing entities.
- RME Policy 9.1.2:** Review current information on existing and planned geothermal development projects in the County.
- RME Policy 9.1.3:** Monitor existing and future geothermal energy projects, located within and adjacent to the Planning Area, for environmental impacts.

# Plan

The City will continue to support and encourage development of the geothermal resources within the Planning Area. In addition to providing an alternative power source, the development of geothermal resources will provide new jobs, stimulate local commerce, and increase tax revenue. While geothermal projects can provide many benefits to Brawley, the potential environmental impacts must be carefully monitored, including loss of agricultural lands, degradation of plant and animal habitat, substantial water usage for recharge and contamination, land subsidence, and potential for explosion and release of hazardous gases.

## Related Goals and Policies

Goals and policies of the other Brawley General Plan Elements also relate to resource management issues. Internal consistency is a major legislative requirement for all general plans. Table RM-1 shows the goals of the Resource Management Element that are related to the other Elements of the Brawley General Plan.

**TABLE RME-1.** Resource Management Related Goals and Policies by Element

Related Goals and Policies by Element							
Resource Management Goals	Land Use	Infrastructure	Resource Management	Open Space/ Recreation	Public Safety/ Noise	Economic Development	Draft Housing (March 2008)
Reduction of Air Pollution	1.1.3; 1.1.9; 3.1.9	1.1.5; 1.1.11; 4.1.3; 5.1.1-5.1.6; 5.2.1-5.2.9; 6.1.1-6.1.3; 6.2.1; 6.3.1-6.3.6; 6.4.1; 6.5.1-6.5.3; 6.6.1				2.3.1; 3.1.1-3.1.4	4.1.1; 4.2.3 A-F
Conservation and Protection of Unique and Natural Features				1.1.1; 6.1.5; 6.2.6	2.1.3		
Improved Water Quality		7.1.2; 7.1.4;		1.1.1	3.1.11		
Increased Water Conservation		7.1.3; 7.1.5-7.1.8					
Improved Solid Waste Recycling		8.1.1; 8.2.1; 8.2.5					
Energy Efficient and Sustainable Growth		9.1.1; 9.1.2; 9.1.4; 9.1.5					4.2.3 A-F

**Related Goals and Policies by Element**

Resource Management Goals	Land Use	Infrastructure	Resource Management	Open Space/ Recreation	Public Safety/ Noise	Economic Development	Draft Housing (March 2008)
Preserve and Promote the Cultural Heritage of the City and Surrounding Area	3.1.5; 4.1.5			1.1.1			
Minimize the Loss of Agricultural Lands.	2.3.2; 5.2.3; 7.1.2- 7.1.3;	1.2.7		2.1.1; 2.1.2	3.1.12		
Geothermal Resources							





# INTRODUCTION TO THE OPEN SPACE/RECREATION ELEMENT

Brawley contains considerable amounts of open land, or "open space", which refers to land that is not developed with urban uses. Expansive agricultural fields surround the compact city and public parks are distributed throughout the urban area. The City intends to preserve open space for agricultural production, recreational purposes, scenic enjoyment, and wildlife habitat. As the City develops, maintenance of agricultural lands and the New River corridor will be balanced with economic development interests. New parks will be established to provide recreational opportunities for the growing population.

## OPEN SPACE/RECREATION ELEMENT

OSRE Goal 1:	Preservation of Designated Open Space
OSRE Goal 2:	Ensure Protection of Agricultural Lands
OSRE Goal 3:	Designate Open Space for the Protection of Public Health and Safety
OSRE Goal 4:	Maintain and Improve an Adequate Quantity, Quality, Type, and Distribution of Parks and Recreational Facilities throughout the City
OSRE Goal 5:	Support Park and Recreational Programs that Reflect needs of the Community
OSRE Goal 6:	Create and Expand Efficient Park and Recreation Facilities and Programs

This Open Space/Recreation Element meets the requirements of the State-mandated Open Space Element as defined in Section 65302(e) of the Government Code. According to these requirements, the Open Space Element must contain policies concerned with managing all open space areas, including undeveloped lands and outdoor recreational areas. The Open Space Element must specifically identify open space that is left undeveloped for the preservation of natural resources, managed production of natural resources, protection of public health and safety, and lands for parks and recreation.

This element addresses recreational resources and needs beyond the level mandated by State law. The City of Brawley has determined that adequate recreational facilities are necessary to maintain a high quality living environment and has elected to include long-term recreational policies and programs in the City's General Plan. Since the Open Space Element must address lands for parks and recreation, additional recreational policies and programs have been combined with the open space policies and programs as the Open Space/Recreation Element.

In addition to this Introduction, the Open Space/Recreation Element is composed of five sections: Open Space for the Preservation of Natural Resources, Open Space for Managed Production of Resources, Open Space for Protection of Public Health and Safety, Land for Parks and Recreation Programs. Each section contains an Introduction, Goals, Objectives and Policies, and a Plan. Specific implementation programs for this Element are contained in the Implementation Chapter of the General Plan.

## **Related Plans and Programs**

There are several existing plans and programs that are directly applicable to the Open Space/Recreation Element. These plans and programs have been enacted through State and local legislation and are administered by agencies that are delegated with powers to enforce State and local laws. Related plans and programs are listed below and described in the Introduction Chapter of the General Plan.

- California Environmental Quality Act Law and Guidelines
- California Fish and Game Regulations
- Alquist-Priolo Special Studies Zone Act
- Surface Mining and Reclamation Act, 1975
- County Right-To-Farm Ordinance, 1990
- City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan
- City of Brawley Service Area Plan, 2007

# OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES

## Introduction

Brawley contains natural resources that should be preserved for future generations. The most significant natural resources are related to the New River and include riparian habitat for sensitive plant and animal species, and steep bluff topography. These natural resources are easily disturbed by development and should be preserved through an open space land use designation.

## Goals, Objectives, and Policies

### *OSRE Goal 1: Preservation of Designated Open Space*

**OSRE Objective 1.1:** Preserve designated open space to preserve natural resources.

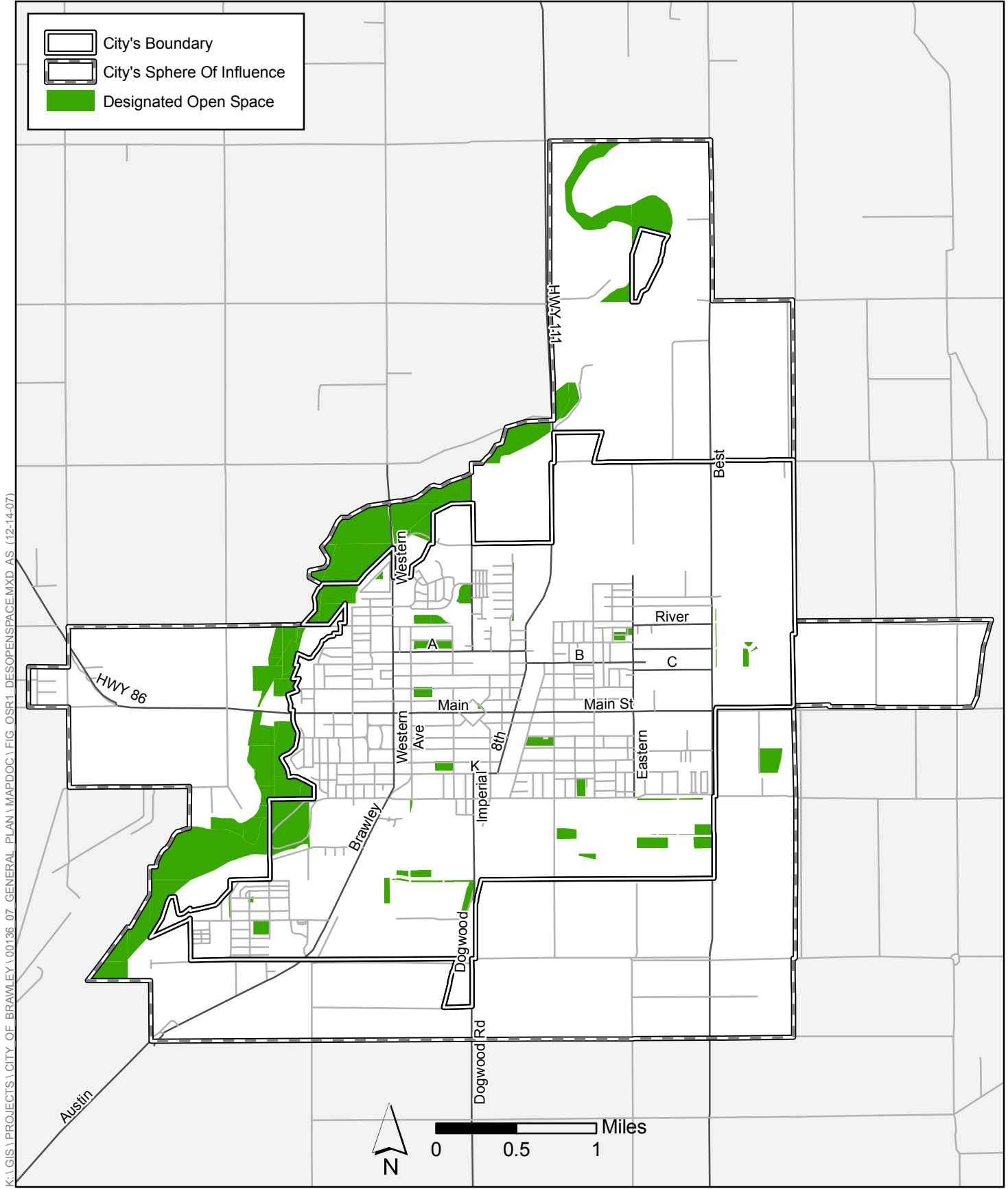
**OSRE Policy 1.1.1:** Preserve designated open space in the New River area to protect important biological habitat and preserve views of the natural river area. Maintain a buffer between the designated open space and New River area from development.

## Plan

The Land Use Plan in the General Plan Land Use Element designates the entire length of the New River Corridor within the Planning Area as Open Space, (with the exception of the area at the intersection of the New River and State Route 78 which is designated for commercial uses). Figure OSRE-1 shows the distribution of designated open space. Development of the land under the Open Space designation will be limited to passive and active recreational uses. The development density allowed under the Open Space category is very low to allow for the preservation of the riparian features.

As development proceeds in Brawley, additional open space may be designated outside of the New River corridor. Through the development review process, the City will evaluate proposed project sites for important natural resources such as, but not limited to, riparian habitat for sensitive plant and animal species and steep bluff topography. Where applicable, the City will consider requiring the project proponent to designate the natural resource area as open space. The City will particularly consider implementing this requirement when the natural resource area is contiguous with previously designated open space or other important natural resources.

The Resource Management Element of the General Plan establishes policies that require assessment of development projects within the New River corridor for potential impacts to important natural resources. Projects will either be redesigned to avoid impacting resources in the New River corridor or appropriate mitigation measures will be required.



K:\GIS\PROJECTS\CITY OF BRAWLEY\100136\_07\_GENERAL\_PLAN\MAPDOC\FIG.OSR1\_DESOPENSACE.MXD AS (12-14-07)

Source: General Plan Land Use, 2008





# OPEN SPACE FOR MANAGED PRODUCTION OF RESOURCES

## Introduction

Brawley also contains natural resources that are used for the production of beneficial goods. Productive agricultural soils are abundant in the Planning Area and must be managed wisely to avoid degradation of the soils, interference with agricultural activities, and undue loss of acreage to urban uses.



Alfalfa Fields that Could Potentially Be New Home Sites

The historic development of the City of Brawley is intrinsically tied to agricultural production. The Imperial Valley, including the City of Brawley, contains some of the world's richest agricultural soils. With the use of imported water for irrigation, the desert landscape has been transformed to productive agricultural fields. The livelihood of many Brawley residents and businesses depends directly or indirectly on the long-term conservation of agricultural lands and continued agricultural production.

## Goals, Objectives, and Policies

### ***OSRE Goal 2: Ensure Protection of Agricultural Lands***

**OSRE Objective 2.1: Designate identified agricultural lands outside the Brawley Urban Area to prevent development, and enhance community character and visual relief.**

**OSRE Policy 2.1.1:** Provide adequate buffers between residential and agricultural land uses.

**OSRE Policy 2.1.2:** Prevent "checkerboard" or "leap frog" development by only allowing development to occur adjacent to existing urban uses.

## Plan

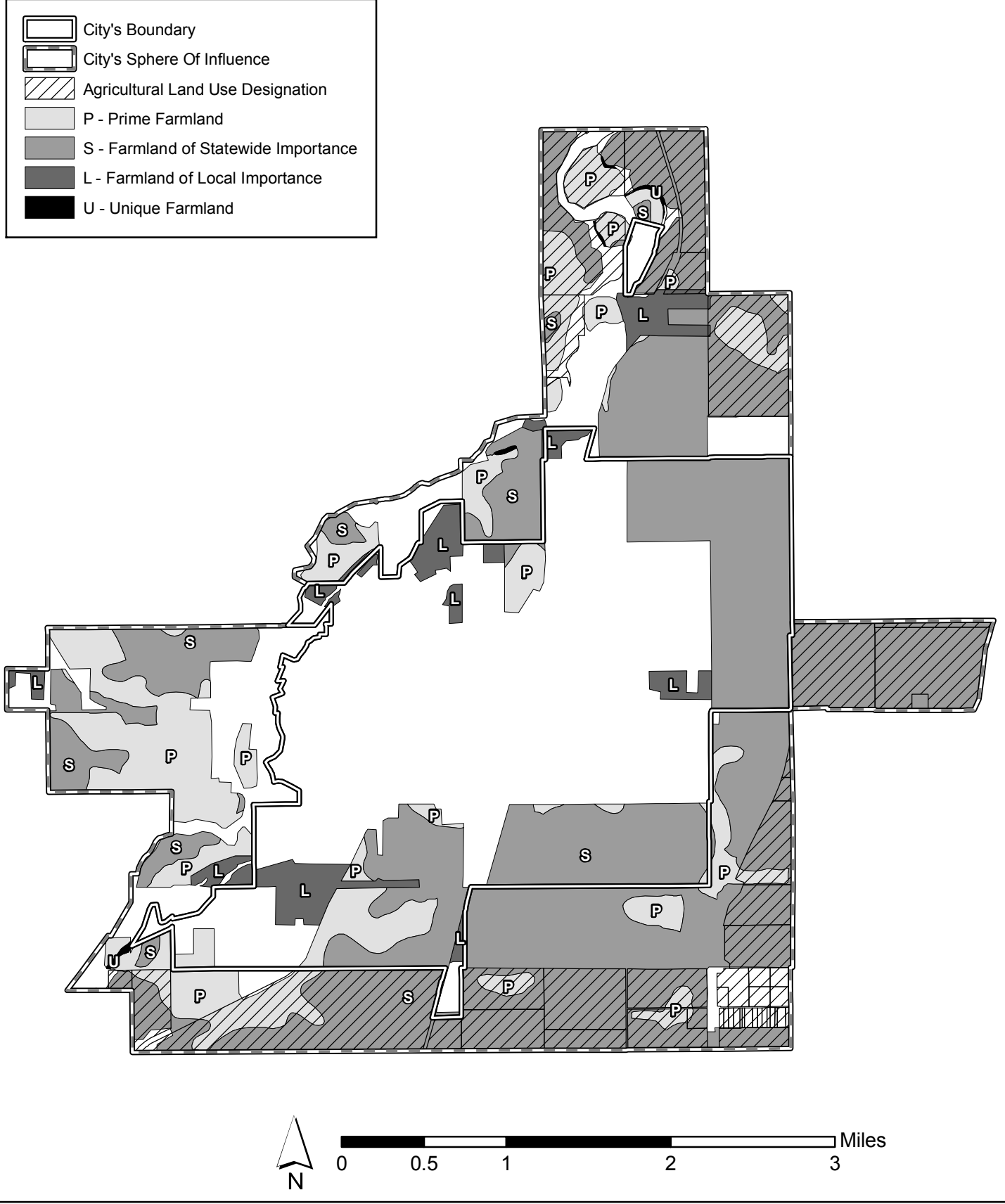
Substantial amounts of land in the northern, southern and eastern portions of the Planning Area have been designated as agriculture. The Agricultural designation provides for the continuation of agriculture, animal keeping, and development of very low density single-family dwellings. The

designation will permit the construction of a maximum density of two single family dwelling units per net acre of land. Other uses such as churches, schools, and child-care facilities are also permitted when they are determined to be compatible with and oriented toward serving the needs of very low density single family dwelling units. Figure OSRE-2 shows the distribution of land designated for Agricultural.

To facilitate continued agricultural production in Brawley, the City will prevent "checkerboard" or "leap frog" development by only allowing development to occur adjacent to existing urban uses. Implementation of this policy will maintain large, contiguous fields and minimize interference with agricultural operations. In addition, the City will require developers to provide adequate buffers between residential and agricultural uses to minimize the effects of dust, noise, crop-dusting overspray, and night lighting on residential uses.



K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\001136\_07\_GENERAL\_PLAN\MAPDOC\FIG\_OSRE2\_IMPORTANTFARMLANDDESIGNAG.MXD\_AS (12-14-07)



Source: California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program (2004).





# OPEN SPACE FOR PROTECTION OF PUBLIC HEALTH AND SAFETY

## Introduction

Various natural and man-made conditions in Brawley, including the New River and the Brawley Municipal Airport, could potentially threaten the health and safety of Brawley residents and visitors. By employing appropriate open space areas and restricting development in hazardous areas, the threat of these conditions can be minimized.



Citrus View Park (Mini-Park)

## Goals, Objectives, and Policies

***OSRE Goal 3: Designate Open Space for the Protection of Public Health and Safety***

**OSRE Objective 3.1: Establish open space areas that help to protect the public from hazards associated with floods, earthquake fault zones, unstable slopes and bluffs, and airplane crashes.**

**OSRE Policy 3.1.1:** Identify potential public safety hazard areas and designate the areas as open space in the Land Use Element.

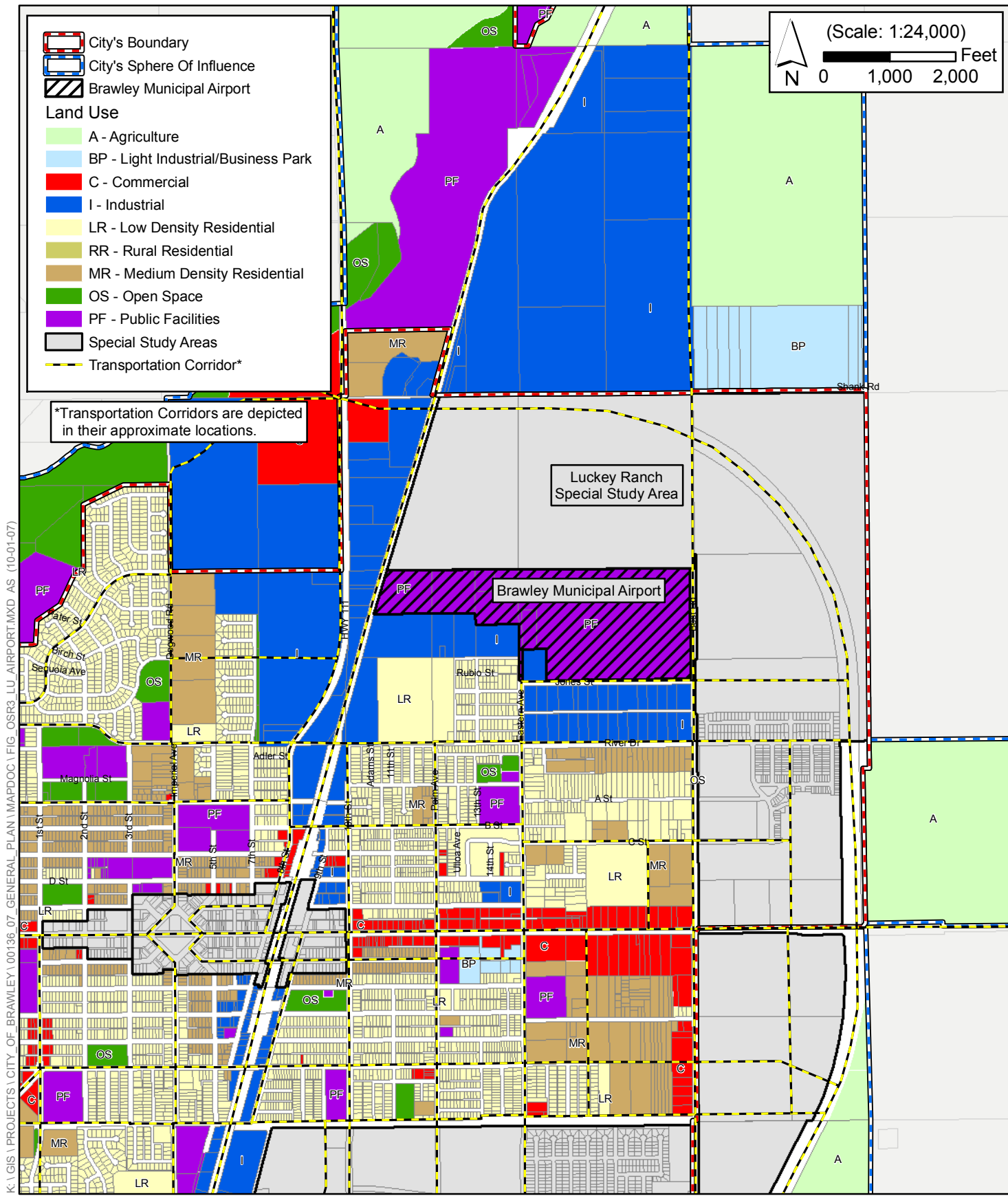
**OSRE Policy 3.1.2:** Prevent development from occurring within open space areas designated for public safety reasons.

## Plan

Public health and safety hazards are associated with the New River corridor. These hazards are related to potential floods, unstable bluffs, and soil settlement. The Land Use Plan designates the New River corridor as Open Space. This designation only allows limited types of uses at a very low density of development. No residential uses will be developed in this area. Implementation of this land use designation will not result in a permanent localized population and the public safety hazards will therefore be minimal. The Public Safety/Noise Element of the General Plan contains specific policies and programs to be implemented when development is proposed near the New River. These policies and programs are related to the assessment of potential hazardous conditions on proposed

development sites and require appropriate design measures to reduce identified hazards.

The Brawley Municipal Airport is located in the northern portion of the urbanized area. Figure OSRE-3 shows the relationship between the airport and the planned industrial use areas. The objective of employing the Light Industrial/Business Park designations around the airport is to minimize the risk of aircraft overflight incidents and potential human endangerment. The population density in industrial use area is relatively low compared to other types of land uses, (i.e., residential, commercial, public). In the case of an aircraft accident, the threat of human endangerment will be much lower than if the area was developed with more intensive uses. The Public Safety/Noise Element contains specific policies and programs to further minimize the hazards related to the operation of the airport.



K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\00136\_07\_GENERAL\_PLAN\MAPDOC\FIG\_OSRE3\_LU\_AIRPORT.MXD AS (10-01-07)

Source: City of Brawley Planning Dept.

Figure OSRE-3  
 Designated Land Uses Surrounding Municipal Airport





# LAND FOR PARKS AND RECREATION

## Introduction

The park and recreation system in Brawley is a vital part of life and character in the community. A wide variety of parks are currently distributed throughout Brawley. As development proceeds within Brawley according to the Land Use Plan (see Figure LUE-1), the population of the City will increase. New residents will desire recreational activities and the capacity of existing parks and recreation facilities to meet the demand of both the existing and new population will be exceeded. To ensure that adequate parks and recreational areas exist in Brawley to meet the needs of residents and visitors, the City shall continue to use a park classification system and related park standards based on population.

## Goals, Objectives, and Policies

***OSRE Goal 4: Maintain and Improve an Adequate Quantity, Quality, Type, and Distribution of Parks and Recreational Facilities throughout the City***

**OSRE Objective 4.1: Support the development and maintenance of a balanced system of public and private parks and recreation facilities that serves the needs of existing and future residents in the City of Brawley.**

**OSRE Policy 4.1.1:** Preserve public and private open space lands for active and passive recreational opportunities. Utilize zoning and land use control as a means to preserve open space lands.

**OSRE Policy 4.1.2:** Ensure that the City's laws and related implementation tools relating to park dedication and development (e.g., ordinances, regulations, in-lieu fee schedules, etc.) reflect current land and construction costs, and are providing adequate park land and facilities concurrent with population growth.

**OSRE Policy 4.1.3:** Explore and utilize an acquisition program for open space areas other than an in-fee acquisition; such as open space easements, leaseholds, land donations, and gift annuities.

**OSRE Policy 4.1.4:** Where sites become available, the City should explore the feasibility of their purchase for additional parkland or recreational facilities in the park service areas where deficiencies exist.

- OSRE Policy 4.1.5:** Assure that the design and development of public open space results in low cost maintenance, visually un-obscured, and readily accessible open space areas.
- OSRE Policy 4.1.6:** Encourage all future public neighborhood and community parks in the City to be designed as joint-use facilities contiguous with public schools and sharing playfields, playgrounds, and other amenities wherever possible.
- OSRE Policy 4.1.7:** Encourage and, where appropriate, require the inclusion of recreation facilities and open space within future residential, industrial and commercial developments.
- OSRE Policy 4.1.8:** For privately owned open space areas located within and of benefit to particular subdivisions, require the incorporation and maintenance to be the financial responsibility of the benefitting property owners and ensure the provision of adequate notice of this responsibility.
- OSRE Policy 4.1.9:** Evaluate and, where feasible, utilize the opportunities offered by abandoned roads, railroad right-of-ways, and similar environmentally impacted or unused linear open spaces for low- maintenance greenbelts and multi-use trails.
- OSRE Policy 4.1.10:** Strive to provide Brawley with a full range of recreational opportunities that reflect the community's current and future population size and demographic character.
- OSRE Policy 4.1.11:** Design new and renovated parks for convenient and accessible use by the disabled, elderly, and otherwise less mobile persons within the community.
- OSRE Policy 4.1.12:** Establish a pedestrian and bicycle trail that links the City's parks and recreational facilities.

**OSRE Objective 4.2:     Coordinate local open space and trail areas with the regional facilities of the County and nearby cities.**

- OSRE Policy 4.2.1:** Coordinate with and support efforts by Imperial County, California Department of Fish and Game, U.S. Bureau of Land Management, and the U.S. Fish and Wildlife Service.
- OSRE Policy 4.2.2:** Coordinate with the Del Rio Country Club to provide maximum public recreational opportunities.

## **Plan**

As new development projects are proposed in Brawley, the City will assess the impact of new development on the existing park and recreation system. Impacts will be assessed using the park classifications and standards identified below. Several methods will be used to provide new park and recreation facilities as the City population grows. The City will encourage and, where



appropriate, require the inclusion of recreation facilities and open space within future residential developments.

## Park Classifications and Standards

The City's overall park standard is to provide five acres of developed parkland per 1,000 residents. The park standards for the individual park classifications (mini-park, neighborhood park, and community park) defined below are guidelines for development and are subject to change.

**Mini-Park:** A mini-park is a specialized facility that serves a concentrated or limited population or specific group such as tots or senior citizens. Mini-parks are typically located within neighborhoods and in close proximity to apartments or multifamily dwellings. Mini-parks should have a service radius of less than a quarter mile and be less than two acres in size. The standard for mini-parks is .25 -.5 acres per 1,000 population.



Thorton Park (Neighborhood Park)



Cattle Call Park (Community Park), Rodeo Area, and Riding Trails Adjacent to the New River Riparian Nature Area

**Neighborhood Park:** A neighborhood park is an area for intense recreational activities such as playing fields, courts, playgrounds, and passive use areas for walking, jogging and picnicking. The parks are easily accessible to neighborhood populations and are geographically centered with safe bicycle and pedestrian access. They may be developed as shared-use school/park facilities. A neighborhood parks should serve a population of 5,000 and should be 2-15 acres in size. The service radius for neighborhood parks is less than one mile. The standard for neighborhood parks is 1 - 1.5 acres per 1,000 population.

**Community Park:** Community Parks are areas of diverse environmental quality. A community park may include areas suited for recreational facilities such as athletic complexes and large swimming pools. The parks may be areas of natural quality for outdoor recreation such as walking, viewing, and picnicking. They may be a combination of the above depending on the site and the needs of the community. Community parks serve several neighborhoods within a one-to-two mile radius and should be 15 acres or larger. The standard for community parks is 5 acres per 1,000 population.

## Existing and Planned Park and Recreational Facilities








The City's existing and planned parks and recreational facilities are listed in Tables OSRE-1 and OSRE-2 respectively and are also identified in the City's Service Area Plan (2007). The general location of the existing and planned parks and recreational facilities are depicted on Figure OSRE-4.

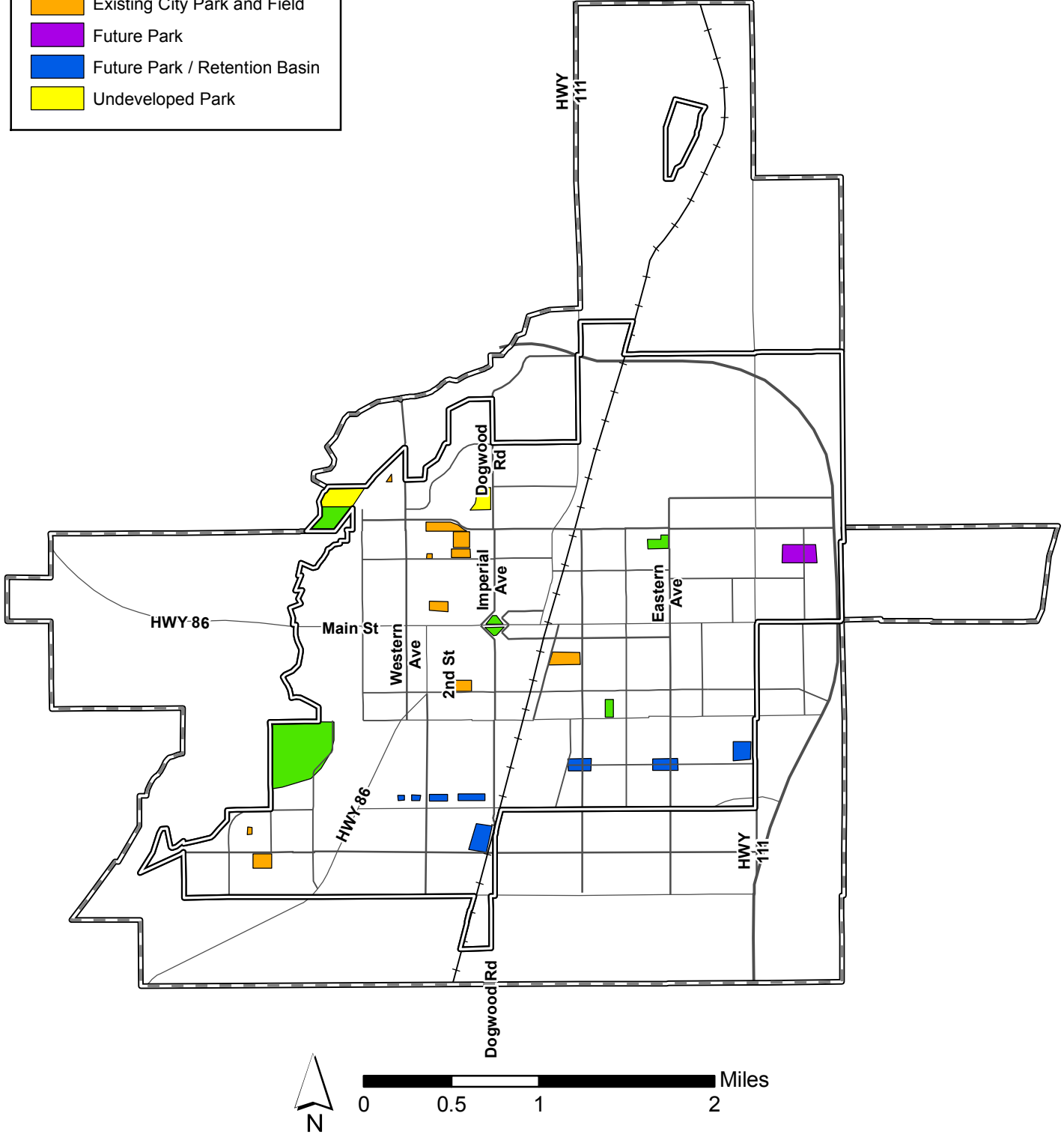
**TABLE OSRE-1. Existing Developed Parks and Recreational Facilities**

Name	Category	Location	Acres	Facilities
Ridge Park	Mini-Park	N. Western and Park View	1.6	Tennis courts, some playground equipment
Kissee Park	Mini-Park	1st and G St.	0.3	Picnic area
Kelly Park	Mini-Park	8th and Main St.	0.6	Turf area with date palms
Citrus View Park	Mini-Park	Ronald Street and Kelly Street	0.7	Playground, ½ basketball court
Meserve Park	Neighborhood Park	2nd and K St.	4.4	Lighted ball field, tennis courts, playground, horseshoe pits
Hinojosa Park	Neighborhood Park	9th and H St.	6.5	Lighted ball fields and basketball courts, playground, picnic facilities, horseshoe pits
Guadalupe Park	Neighborhood Park	S-11 and Malan St.	3.6	Soccer field, picnic area, playground
Alyce Gereaux Park	Neighborhood Park	Alder and Eastern	3.9	Basketball courts, playground, turf area, B-Q facilities, horseshoe pits
Plaza Park	Neighborhood Park	Plaza and Main St.	5.4	Lawn and shade trees surround civic offices, horseshoe pits
Thorton Park	Neighborhood Park	West Legion Street	5.5	Turf, basketball court, playground, walking/jogging path
Abe Gonzalez Park	Neighborhood Park	North 1st Street and West D Street	4.4	Two softball fields, two basketball courts, picnic area, playground
Cattle Call and Rotary	Community Park/Facility	Cattle Call St.	56	Rodeo facilities, grandstand seating for 5,000 spectators
Lions Center Complex	Community Park/Facility	255 A St.	8.9	20,000 square foot multi-use complex; 25,000 square foot Lions Pool
Lions Center Expansion	Community Park/Facility	North 1st Street and West River Drive	6.2	Sports facilities and parking; little league fields, one soccer field, two story concession stands.
Senior Center	Community Park/Facility	575 West J Street	0.5	5,00 square foot meeting room and assembly hall, kitchen
Pat Williams Park	Community Park/Facility	W. River Dr.	15.7	Passive recreation and picnic facilities, playground equipment, horseshoe pits
<b>TOTAL</b>			<b>124.3</b>	

Source: City of Brawley Service Area Plan (2007) and Brawley City Staff

K:\GIS\PROJECTS\CITY OF BRAWLEY\100136\_07\_GENERAL\_PLAN\MAPDOC\FIG.OSR4\_PARKS.MXD AS (12-14-07)

-  City's Boundary
-  City's Sphere Of Influence
-  Existing City Park
-  Existing City Park and Field
-  Future Park
-  Future Park / Retention Basin
-  Undeveloped Park



Source: County of Imperial; Brawley General Plan (1995)





**TABLE OSRE-2. Planned Parks and Recreational Facilities**

Site	Category	Location	Acres	Proposed Features
La Paloma 1.07 acres	Mini-Park	Avenida de La Paloma	1.1	Tot lot, half court basketball and turf.
La Paloma	Mini-Park	Wildcat Drive	0.8	Playground equipment and turf.
La Paloma Green Belt	Mini-Park	Throughout the subdivision on major and secondary arterials	2.8	Landscaping and walking/jogging path
Ridge Park	Neighborhood Park	Parkview Drive	6.5	Shared use school/park site with playground, hard surface courts and a multi-use field.
La Paloma	Neighborhood Park	Avenida de La Paloma and South Best Avenue	6.6	Retention basin park located in a densely populated residential area.
La Paloma	Neighborhood Park	Avenida de La Paloma & South Eastern Avenue	9.5	Largest park in the subdivision will serve residents with athletic fields. Shared-use school/park facility.
La Paloma	Neighborhood Park	Avenida de La Paloma and South Cesar Chavez Street	6.2	Shared use school park facility with playground, hard surface courts and a large multi-use recreational field.
La Paloma Green Belt	Neighborhood Park	Throughout the subdivision on major and secondary arterials	9.6	Visual break landscaped area at the entrance to the subdivision.
Victoria Green Belt	Neighborhood Park	Wildcat Drive	4.0	Passive use retention basin park to serve as an esthetic enhancement to the subdivision; landscaping and walking/jogging path
Pat Williams Park Expansion	Community Park/Facility	500 Block of West River Drive	10.0	Complete the development of the north end of Pat Williams Park with an amphitheater and parking area.
Cattle Call Park	Community Park/Facility	Cattle Call Drive	4.0	Approximately 4 acres of land is located across the New River. Preserve and undeveloped open space.
South East Regional Park	Community Park/Facility	Villages of Sonata proposed development	25.0	Regional sport complex with pool and shower facilities, tennis courts, basketball courts, soccer, and softball fields.
Luckey Ranch	Community Park/Facility	C Street and Seabolt Avenue	22.0	Passive use recreational and picnicking area. Playground equipment, picnic shelters, walking and jogging paths and a fitness trail.
<b>TOTAL</b>			<b>108.1</b>	

Source: City of Brawley Service Area Plan (2007) and Brawley City Staff

The City's existing and future park acreage needs are reflected in Table OSRE-3. The City is close but is not currently meeting its parkland standard by 2 acres. However, the City will need approximately 70 acres more to meet the demand of the land use map.

**TABLE OSRE-3. Existing and Future Park Acreage Needs**

	Population	Park Acreage Required/Five Acres per 1,000 residents	Available Acreage from Existing Parks	Available Acreage from Planned Parks	Surplus/ (Shortfall) of Acreage
Existing Conditions	25,216 (A)	126.1 acres	124.3 acres	N/A	(2)
General Plan Buildout	60,542 (B)	302.7 acres	124.3 acres	108.1	(70.3)

Notes:

A: Based on the 2005 SCAG population projection.

B: Based on the population projection from the future land use plan.

Source: City of Brawley Service Area Plan (2007) and Brawley City Staff

Tables OSRE-4, OSRE-5, and OSRE-6 summarize the calculations for the acreage projections for the three parkland categories. The projections are based on the future Land Use Plan (see Figure LUE-1), existing park acreage, and planned park acreage. To meet the demand for recreational opportunities for the three parkland categories of the General Plan build-out population in 2030, up to 22.3 acres of mini-park, 14.7 acres of neighborhood park, and 33.1 acres of community park must be developed.

**TABLE OSRE-4. Existing and Future Mini Park Acreage Requirements**

	Population	Park Standard (Acres/ 1,000 persons)	Required Acreage	Available Acreage from Existing Parks	Available Acreage from Planned Parks	Surplus/ (Shortfall) of Acreage
Existing Conditions	25,216 (A)	0.25 -0.50	6.3 -12.6	3.3	4.7	1.7 - (4.6)
General Plan Buildout	60,542 (B)	0.25 -0.50	15.1- 30.3	3.3	4.7	(7.1) -(22.3)

Notes:

A: Based on the 2005 SCAG population projection.

B: Based on the population projection from the future land use plan.

Source: City of Brawley Service Area Plan (2007)

**TABLE OSRE-5. Existing and Future Neighborhood Park Acreage Requirements**

	Population	Park Standard (Acres/ 1,000 persons)	Required Acreage	Available Acreage from Existing Parks	Available Acreage from Planned Parks	Surplus/ (Shortfall) of Acreage
Existing Conditions	25,216 (A)	1.0 - 1.5	25.2 -37.8	33.7	42.4	50.9 - 38.3
General Plan Buildout	60,542 (B)	1.0 - 1.5	60.5 -90.8	33.7	42.4	15.6 – (14.7)

**Notes:**

A: Based on the 2005 SCAG population projection.

B: Based on the population projection from the future land use plan.

Source: City of Brawley Service Area Plan (2007)

**TABLE OSRE-6. Existing and Future Community Park Acreage Requirements**

	Population	Park Standard (Acres/ 1,000 persons)	Required Acreage	Available Acreage from Existing Parks	Available Acreage from Planned Parks	Surplus/ (Shortfall) of Acreage
Existing Conditions	25,216 (A)	2.0 - 3.0	50.4 - 75.6	87.3	61	97.9 - 72.7
General Plan Buildout	60,542 (B)	2.0 - 3.0	120.9 – 181.4	87.3	61	27.4 – (33.1)

**Notes:**

A: Based on the 2005 SCAG population projection.

B: Based on future land use plan and 3.24 persons per household.

Source: City of Brawley Service Area Plan (2007) and Brawley City Staff

## **Methods to Achieving Additional Park and Recreation Facilities**

The City will require the dedication of parkland, a fee in lieu thereof, or a combination of both, as a condition of new residential development pursuant to the Quimby Act. The City will periodically review the requirements for park dedication and development fees to ensure that they reflect current land and construction costs.

In addition to using the Quimby Act provisions to obtain new parkland, the City will coordinate with the Brawley School District and Brawley Union High School District to increase joint-use facilities. Public school grounds, which typically contain play equipment, turfed areas, sports facilities, and gymnasiums, often act as defacto parks. With such facilities in place, it is in the public interest that they be used for outdoor recreation by other segments of the population in addition to students. The City will pursue comprehensive, long-term cooperative agreements with the Brawley School District and Brawley Union High School District to maximize joint usage. Where possible, future public neighborhood and community parks will be located adjacent to public schools and share amenities. When planning and designing new parks and recreation facilities, the City will solicit input from the school district to maximize the joint use potential.

The City will continue the use of assessment districts and the Adopt-a-Park program to obtain and maintain parkland. The City will continue to require all new subdivisions to fund the development and maintenance of parks through assessment districts. The Adopt-a-Park program entails encouraging civic organizations to adopt a park and assist in park maintenance. Civic organizations can participate in fundraising events and enhance staff efforts.

Other alternative methods will also be used to meet the projected parkland requirements. The City will explore opportunities for open space easements, leaseholds, land donations, and gift annuities to add parks and open space for recreation. The City will identify low cost land that could be suitable for park development, such as abandoned road and railroad right-of-way, and similarly environmentally impacted or unused linear open space. Furthermore, the City will coordinate and support the provision of parks and recreation facilities by other agencies, (e.g., Imperial County, California Department of Fish and Game, U.S. Bureau of Land Management, U.S. Fish and Wildlife Service), and private parties, (e.g., Del Rio Country Club).

Through appropriate park design and development, the City will minimize maintenance costs of future parks. Designs for new parks and recreational facilities will emphasize strength, durability, simplicity, and uniformity. These objectives for low cost maintenance will also be considered in all improvements to existing parks. The maintenance of privately owned open space areas and parks will be the long-term, financial responsibility of benefitting property owners. By keeping public maintenance costs low, more funds will be available for parkland acquisition and development.

The City will emphasize stewardship in the operation and maintenance of existing parks. By taking proper care of existing parks and thereby projecting a safe and clean image, more respectful visitors will use parks. By emphasizing stewardship and making full use of existing parks, the City can extend the schedule for developing new parks.



# RECREATION PROGRAMS

## Introduction

The population of Brawley is composed of people of different ages and backgrounds, with different recreational needs and interests. The City presently offers a variety of recreational programs for various ages of Brawley residents. The plan for recreational programs focuses on better meeting the demands of the current population and providing expanded and new programs to meet projected population growth.

## Goals, Objectives, and Policies

<b><i>OSRE Goal 5: Support Park and Recreational Programs that Reflect Needs of the Community</i></b>
---

**OSRE Objective 5.1: Provide a range of informal opportunities and organized recreational, cultural, sports, and life enrichment programs and services which will enable community residents of all ages, interests, and abilities to participate and experience self-satisfaction, personal growth, and fulfillment in leisure activities.**

**OSRE Policy 5.1.1:** Maintain a high level of public awareness as to the full range of park and recreation opportunities available to residents of the community.

**OSRE Policy 5.1.2:** Actively solicit and respond to the expressed needs and desires of residents regarding the City's parks and recreation program.

**OSRE Policy 5.1.3:** Promote a constant level of quality and a predictable level of budgeting for recreational programs and services.

**OSRE Policy 5.1.4:** Provide, as feasible, recreational programs tailored to the needs of the community.

**OSRE Policy 5.1.5:** Maximize the utilization of existing parks, open space, and facilities within the community for recreational purposes.

**OSRE Policy 5.1.6:** Obtain the continued support of community groups, corporations, and other segments of the private sector in sponsoring specific parks, improvement programs, and special community events (e.g., Brawley Rodeo, July 4th Celebration, etc.).

- OSRE Policy 5.1.7:** Cooperate with and provide active support for all non-profit organizations in the City, which provide recreational programs which supplement or coordinate with City programs.
- OSRE Policy 5.1.8:** Work cooperatively with the Brawley school districts to provide after-school activity programs and to make maximum use of school facilities to meet the recreational needs of Brawley residents.
- OSRE Policy 5.1.9:** Explore additional recreation programs in those areas of the City where recreational deficiencies exist.

<p><b><i>OSRE Goal 6: Create and Expand Efficient Park and Recreation Facilities and Programs</i></b></p>
---

**OSRE Objective 6.1: Operate and maintain existing and future parks and recreation facilities so they are safe, clean, and attractive to the public; and preserve, protect, and enhance both existing and potential natural recreation areas to ensure that long-term public investments and values are not unreasonably preempted, compromised, or prevented by neglect or short-term considerations.**

- OSRE Policy 6.1.1:** Estimate and evaluate the cost of operating and maintaining parks and recreation facilities as an integral part of the park design and development process so that Brawley does not accept responsibility for parks and recreation areas which it may not be able to adequately maintain over the long run.
- OSRE Policy 6.1.2:** Require park designs (including landscape treatments, buildings, irrigation, etc.) that are durable, reasonably standardized, and economical to maintain.
- OSRE Policy 6.1.3:** Explore the creation, either directly or by condition of development plan approval, Special Benefit or Maintenance Districts and/or community facilities districts for all future public parks.
- OSRE Policy 6.1.4:** Conserve City resources by not accepting maintenance responsibilities for recreational facilities within new development projects, which by location, layout, design, or otherwise, are limited in their value to non-residents or owners, and which are more properly the responsibility of a local Homeowners' Association or Commercial/Industrial Owners' Association.
- OSRE Policy 6.1.5:** Utilize, where feasible, significant landscape features and drainage corridors/flood control channels (e.g., New River) as potential multi-use trail rights-of-way and special-use trail rights-of-way and special use recreation sites wherever possible.

**OSRE Objective 6.2: Ensure that park development and recreational policies are pursued and realized in an organized, incremental, and cost-effective manner**

**and consistent with the City of Brawley's financial resources and legal authorities and the appropriate responsibilities of other agencies, the private sector, and individual and group users.**

- OSRE Policy 6.2.1:** Incrementally promote a financially self-supporting system of recreational programs and facilities through various types of user fees and funding opportunities.
- OSRE Policy 6.2.2:** While promoting a self-supporting recreation system, explore means of providing programs to those who cannot afford to pay.
- OSRE Policy 6.2.3:** Identify, evaluate, and introduce appropriate revenue-generating activities, potentially including concessionaire-operated facilities, into future community-level and regional-level parks and recreation centers.
- OSRE Policy 6.2.4:** Develop long-term agreements with the Brawley school districts and, as appropriate, other agencies that will maximize joint-use and multiple-use of facilities, eliminate program uncertainty, and reduce overall operations and maintenance costs.
- OSRE Policy 6.2.5:** When possible or advisable, ensure that new park lands and recreation facilities are (or by specific commitment, will be) fully improved before the City accepts responsibility for additional lands and facilities.
- OSRE Policy 6.2.6:** Conserve the City's Quimby Act authority by utilizing, wherever practicable, the City's broad powers to enact and enforce its General Plan, Specific Plan(s), Redevelopment Plan(s), and Zoning Ordinance to secure public recreation sites, open space, trails, and other related land use objectives of community planning significance.
- OSRE Policy 6.2.7:** Avoid duplication of services wherever possible by coordinating with and interrelating the City's parks and recreational plans with those of other agencies and private providers.

## **Plan**

To ensure that adequate recreational programs serve the varied interests of the community, the City will periodically solicit input from elected officials and community groups to assess the adequacy of the existing system and identify new recreational needs. The City will ensure that all recreational programs, services, and facilities are accessible to the disabled in accordance with the Americans with Disabilities Act. In addition, the City will explore strategies to provide recreational programs to those who cannot afford to pay, (e.g., corporate sponsorships, volunteers, and joint use of school facilities and services). Where necessary, existing programs will be modified and new programs will be developed to reflect new needs and interests as the City population expands in future years.

The City will utilize several methods to provide expanded and new programs. As development occurs in Brawley some additional tax revenue will be available through Measure O Sales Tax and

Communities Facilities Districts to augment recreation programs. The City will also pursue joint-use agreements with the Brawley School District and Brawley Union High School District to use school facilities for recreational programs and provide cooperative after-school activity programs. Corporate sponsorship will be sought for both special event and long-term programs. Revenue-generating activities, (e.g., concessionaire-operated facilities), will be considered to generate increased revenue for new recreational facilities and programs. The City will also coordinate with other community recreation providers, including the Brawley School District and Brawley Union High School District, to ensure that recreational programs and services are not being duplicated within the City.

## Related Goals and Policies

Goals and policies of the other Brawley General Plan Elements also relate to open space and recreation issues. Internal consistency is a major legislative requirement for all general plans. Table OSR-1 shows the goals of the Open Space/Recreation Element that are related to the other Elements of the Brawley General Plan.

**Table OSRE-7.** Open Space and Recreation Related Goals and Policies by Element

Related Goals and Policies by Element							
Open Space and Recreation Goals	Land Use	Infra-structure	Resource Management	Open Space/ Recreation	Public Safety/ Noise	Economic Development	Draft Housing (March 2008)
Preservation of Designated Open Space	7.2.1-7.2.2		2.1.1-2.1.3; 2.2.1; 2.2.6; 2.2.9; 2.2.12; 2.2.15;			3.1.1	4.2.1 C
Ensure Protection of Agricultural Lands	2.3.2; 7.1.2-7.1.4;	1.2.7	2.3.1; 8.1.1-8.1.9; 8.2.1		3.1.12		
Designated Open Space for the Protection of Public Health and Safety	2.1.3	5.2.1	2.2.4		1.1.1; 1.1.7; 2.1.8-2.1.9; 6.1.4		
Maintain and Improve an Adequate Quantity, Quality, Type, and Distribution of Parks and Recreational Facilities Throughout the City.	1.1.13; 4.1.1; 4.1.4		2.2.13-2.2.14				
Support Park and Recreational Programs that Reflect needs of the Community.	6.1.1		1.1.4			2.1.3; 3.1.2	
Create and Expand Efficient Park and Recreation Facilities and Programs.	4.1.14; 6.1.13	5.2.5; 5.2.7	1.1.4;			2.1.7-2.1.8	

This page intentionally left blank.

# INTRODUCTION TO THE PUBLIC SAFETY AND NOISE ELEMENT

The developed and undeveloped environment of Brawley contains many natural and man-made hazards, which require special consideration and treatment in the land use planning process. Both natural hazards (such as earthquakes and flooding and man-made hazards (such as hazardous material accidents and aircraft overflights) can result in property damage, injury, and loss of life. Noise control is also an essential part of maintaining public health and preserving the lifestyle and quality of the community.

The purpose of the Public Safety/Noise Element is to identify and address those natural or man-made characteristics in the City that represent a potential danger to the safety and well-being of the Brawley residents and visitors, structures, public facilities, and infrastructure. The Element establishes policies and programs to minimize danger to residents and visitors and identifies actions needed to deal with crisis situations. The Element also identifies noise sensitive land uses and noise sources, defines areas of noise impacts, and establishes policies and programs to protect residents from excessive noise.

In addition to this Introduction, the Public Safety/Noise Element is composed of nine sections: Flooding; Seismic and Other Geologic Hazards; Hazards and Toxic Materials; Fire; Emergency Preparedness Planning/Disaster Response; Aircraft Overflights; Transportation Noise; Non-Transportation Noise; and, Noise and Land Use Planning Integration. Each section contains an Introduction, Goals, Objectives and Policies, and a Plan. Specific implementation programs for this Element are contained in the Implementation Chapter of the General Plan.

## Related Plans and Programs

There are several existing plans and programs that are directly applicable to the aims and objectives of the Public Safety/Noise Element. These plans and programs have been enacted through State and local legislation and are administered by agencies that are delegated with powers to enforce State and local laws.

- California Environmental Quality Act Law and Guidelines

<b>PUBLIC SAFETY AND NOISE ELEMENT</b>	
PSNE Goal 1:	Reduce the Risk of Flood Damage in Brawley
PSNE Goal 2:	Reduce the Risk of Seismic and Other Geologic Hazards in Brawley
PSNE Goal 3:	Reduce the Risk to the Community's Inhabitants from Exposure to Hazardous Materials and Wastes
PSNE Goal 4:	Reduce the Risk to the Community's Inhabitants from Fires or Explosions
PSNE Goal 5:	Support Emergency Preparedness Planning and Disaster Response
PSNE Goal 6:	Promote Compatibility between the Brawley Municipal Airport and Surrounding Uses
PSNE Goal 7:	Protect People Living and Working in the City from Excessive Transportation Noise
PSNE Goal 8:	Protect People Living and Working in the City from Excessive Non-Transportation Noise
PSNE Goal 9:	Incorporate Noise Considerations into Land Use Planning Decisions

- California Noise Insulation Standards (Title 24)
- Alquist-Priolo Special Studies Zones Act
- Seismic Hazards Mapping Act
- Landslide Hazard Identification Program
- Cobey-Alquist Flood Plain Management Act
- Hazardous Waste Management Plan (HWMP)
- County of Imperial General Plan
- Brawley Municipal Airport Master Plan, 2003
- City of Brawley Noise Ordinance/Conditions of Approval
- City of Brawley Emergency Operations Plan, 2001
- City of Brawley Unreinforced Masonry Ordinance
- Uniform Building Code, Uniform Mechanical Code, California Building Code, and National Electrical Code



# FLOODING

## Introduction

The climate of the Imperial Valley region is extremely arid. Rainfall generally ranges between three and four inches per year. During the winter months, the valley is subject to various degrees of storm flooding such as flash floods or slow floods. Flash flooding in the desert is generally limited to low-lying drainages or washes that extend outward from the flanks of the mountains bordering the valley. Storm flooding can also occur in floodways of floodplains adjacent to rivers, in low-lying areas adjacent to water sources (such as irrigation canals), and adjacent to storm drain ditches or other low-lying areas where storm water may collect.

Most potential flooding problems in the Brawley Planning Area are related to the rise in water level of the New River during precipitation events. Although Brawley is located within an arid climate, flooding of the New River can occur during intermittent heavy rains. The risk of flood damage in Brawley can be reduced through proper land use planning and actions related to new development and/or redevelopment of land.

## Goals, Objectives, and Policies

<b><i>PSNE Goal 1:     Reduce the Risk of Flood Damage in Brawley</i></b>
---

**PSNE Objective 1.1:     Promote policies and programs that reduce the risk to the community's inhabitants from flood hazards.**

- PSNE Policy 1.1.1:**     Identify flood hazard areas and provide appropriate land use regulations for areas subject to flooding.
- PSNE Policy 1.1.2:**     Coordinate with the appropriate agencies to assure that existing and future bridges are constructed according to accepted standards to avoid damage by flooding.
- PSNE Policy 1.1.3:**     Consider participating in the National Flood Insurance Program.
- PSNE Policy 1.1.4:**     Cooperate with the Imperial Irrigation District to plan for and make needed improvements to drainage infrastructure depositing runoff into the New River.
- PSNE Policy 1.1.5:**     Require detention basins as a flood control measure where applicable to reduce the risk from flood hazards.

- PSNE Policy 1.1.6:** Design future development located near water storage facilities to minimize damage caused by leak, rupture, or flooding from a water storage facility.
- PSNE Policy 1.1.7:** Establish open space required to protect the public from flood hazards.
- PSNE Policy 1.1.8:** Coordinate with Caltrans and road builders to ensure proper roadway design for drainage purposes.
- PSNE Policy 1.1.9:** Prevent cross-lot drainage between and within developments.
- PSNE Policy 1.1.10:** Prepare a master plan of drainage for the planning area.
- PSNE Policy 1.1.11:** New development within the Planning Area must contain onsite 100% of the stormwater run-off of a 100 year storm.

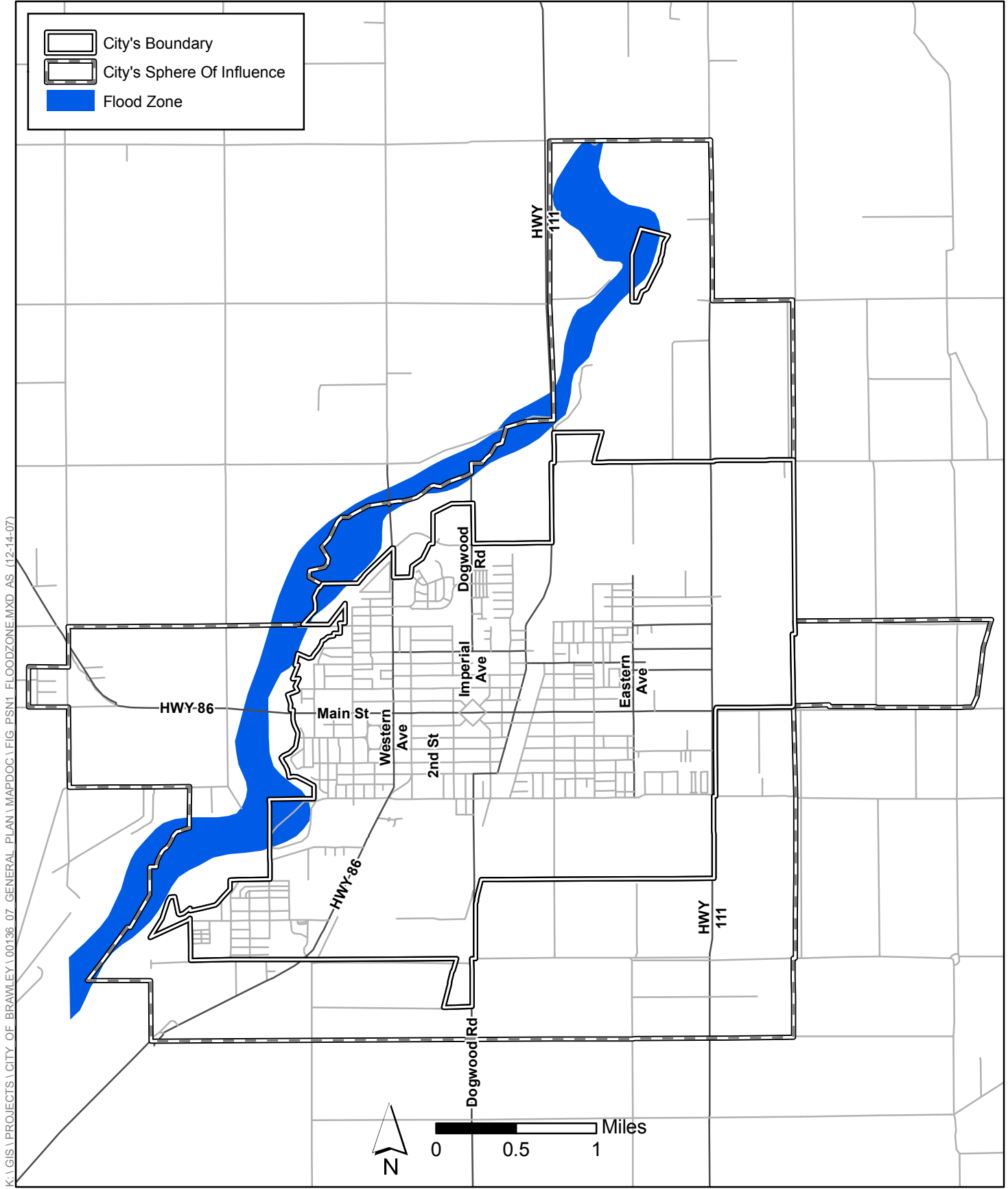
## Plan

Figure PSNE-1 shows the areas subject to flooding of the New River. Flooding of the New River is presently not considered hazardous in the Planning Area because little development occurs in the flood channel and the elevation of the channel is substantially lower than the valley floor. Minor flooding and ponding of surface water can occasionally occur on the flat valley floor when irrigation canals overflow or are unable to withstand heavy precipitation. Flooding of the valley floor is considered more of an inconvenience than a hazard.

To maintain low flood hazards, the City will continue to restrict development in the New River flood channel. As indicated on the Land Use Policy Map in the General Plan Land Use Element and in the Open Space/Recreation Element, the New River channel is generally designated as Open Space. Development of land under the Open Space designation will be limited to passive and active recreational uses. To keep flood hazards minimal, the development intensity allowed under the Open Space category is very low and no residential uses are allowed.

In addition to appropriate land use planning, the City will take other steps to avoid flood hazards in the Planning Area. During the review of proposed development projects (including roadways), the City will assess drainage conditions of the project site and require the construction of necessary drainage infrastructure. New development within the Planning Area must contain 100% of the storm water runoff onsite. The City will also assess the potential of the project to adversely affect off-site drainage and require mitigation measures where needed. To maintain adequate city-wide drainage and flood control as development proceeds in future years, the City will cooperate with the Imperial Irrigation District to plan and construct drainage infrastructure depositing runoff into the New River, and consider participating in the National Flood Insurance Program.

Earthquake-induced shock waves can cause significant structural damage to above-ground water storage tanks that are not adequately braced and baffled. Sloshing water can lift a water tank off its foundation and buckle the bottom of the tank. Pipes connected to tanks can be sheared off. There are several older, above-ground water tanks in the Planning Area. If these water tanks are damaged during an earthquake, the municipal water supply could be reduced. Efforts to suppress earthquake-induced fires in the City could consequently be hindered. The City will periodically monitor the stability of local water storage tanks to avoid earthquake-induced flooding.



K:\GIS\PROJECTS\CITY OF BRAWLEY\00136\_07\_GENERAL\_PLAN\MAPDOC\FIG\_PSN1\_FLOODZONE.MXD\_AS (12-14-07)

Source: Brawley General Plan (1995)

Figure PSNE-1  
Flood Zone





# SEISMIC AND OTHER GEOLOGIC HAZARDS

## Introduction

The Imperial Valley region is subject to seismic activity which can result in property damage and personal injury. The seismic activity in Imperial Valley is characterized by the deformation of recently deposited sediments, high levels of seismicity (many small earthquakes or micro-earthquakes), evidence of recent fault displacements, and historic surface faulting. Given the abundance of moderate earthquakes in Imperial Valley, the Brawley Planning Area is particularly susceptible to strong ground shaking and significant earthquake damage. Strong ground shaking from an earthquake can result in liquefaction, landslides, ground lurching, and structural damage. Other hazards can be indirectly triggered by strong ground motion such as fire, hazardous materials accidents, flood inundation from water tank or reservoir failure, and disruption of essential facilities and systems, (e.g., water, sewer, gas electricity, transportation, communication, irrigation, and drainage systems). Flooding due to damage caused by seismic activity is discussed in the previous section, Flooding.

Other geologic conditions in Brawley are potentially hazardous including steep bluff slopes and soil settlement and hydro compaction. Seismic and other geologic hazards can be reduced to avoid unnecessary risk. Appropriate land use planning, building standards, and preparedness actions will minimize exposure to these hazards.

## Goals, Objectives, and Policies

<b><i>PSNE Goal 2:      Reduce the Risk of Seismic and Other Geologic Hazards in Brawley</i></b>
--

**PSNE Objective 2.1:      Promote policies and programs that reduce the risk to the community from geologic and seismic hazards.**

**PSNE Policy 2.1.1:**      Require review of soil and geologic conditions by a State-Licensed Engineering Geologist to determine stability prior to the approval of development in areas with potential geologic hazards, (e.g., liquefaction, expansive soils, potential faults).

**PSNE Policy 2.1.2:**      Maintain and regularly update all seismic and geologic information regarding safety, and ensure the consistency of that information with other affected agencies.

- PSNE Policy 2.1.3:** Regulate the structural seismic safety of all buildings located within the City, especially unreinforced masonry buildings built prior to 1933 and inventory tilt-up industrial buildings built prior to 1974.
- PSNE Policy 2.1.4:** Ensure that existing and new structures for human occupancy, critical structures, and vital emergency facilities are designed to minimize damage from potential geologic/seismic hazards and avoid functional impairment.
- PSNE Policy 2.1.5:** Promote earthquake preparedness within the community by participation in periodic earthquake awareness programs.
- PSNE Policy 2.1.6:** Include and periodically review and update emergency procedures for earthquakes in the City's Emergency Preparedness Plan.
- PSNE Policy 2.1.7:** Coordinate with the County of Imperial, Southern Pacific Railroad, and Caltrans to identify and correct any structural deficiencies of bridges and overpasses that traverse the City of Brawley.
- PSNE Policy 2.1.8:** Where geologic instability or presence of faulting is discerned, use appropriate open space mechanisms and/or regulate development in accordance with State law and consistent with the levels of acceptable risk.
- PSNE Policy 2.1.9:** Establish open space required to protect the public from hazards associated with seismic and other geologic conditions.

## Plan

The primary seismic danger in Brawley is ground shaking, and as a result City cannot directly mitigate this hazard. Earthquakes in Imperial Valley are unavoidable. However, the City will require that housing and other structures be designed to be as shock resistant as possible or feasible. The City will particularly monitor the structural integrity of buildings designed for human occupancy, critical service structures, and emergency facilities which are essential during periods of emergency. The City will also monitor bridges and overpasses for structural deficiencies and directly work with Caltrans, County of Imperial, and Southern Pacific Railroad to correct any identified deficiencies. Earthquake awareness programs will be periodically promoted by the City stressing individual preparedness and understanding of community-wide emergency procedures.

The City will require geologic investigations for all development. Development on sites with identified geologic hazards will be restricted and mitigated to ensure reasonable safety. Constructing buildings to minimize earthquake hazards will be balanced against City goals, and will be required if necessary for public safety.

Unreinforced masonry buildings are particularly subject to collapse during earthquakes. Approximately 39 unreinforced masonry buildings exist within the City of Brawley. The City's Unreinforced Masonry Ordinance, which has recently been revised, identifies minimal standards to increase the safety of such buildings. Conformance with the ordinance is voluntary to allow for sensitivity to the financial needs of property owners and ensure the preservation of Brawley's

building stock. The City will continue to encourage owners of unreinforced masonry buildings to upgrade the structures and comply with the City's Unreinforced Masonry Building Ordinance. The use of incentives will be continued to bring buildings up to code.

The most northern portions of the Imperial and Brawley Faults are the closest faults to Brawley which have shown surface rupture or displacement during the past few major earthquakes in Imperial Valley. The Alquist-Priolo Special Studies Zone for the Imperial Fault is located to the south of the Planning Area (Figure PSNE-2). During the 1940 Imperial Earthquake, the Imperial Fault ruptured the surface approximately three miles south of the Brawley Planning Area.

The New River corridor is subject to liquefaction, which occurs when loose, unconsolidated, saturated, sandy soils are subjected to ground vibrations during a seismic event. Figure PSNE-3 shows the distribution of potential liquefaction areas. When these sediments are substantially shaken, they lose their strength and behave as a liquid due to a sudden increase in pore water pressure. Structures built on soils that liquefy may sink or topple over as the soil loses its bearing strength. Pursuant to the Alquist-Priolo Special Studies Zone Act, the City has designated the portion of the Planning Area within and adjacent to the Special Studies Zone for Agriculture in the General Plan Land Use Element. Under this designation, very low density uses can only be developed in addition to agricultural uses. The potential hazard associated with ground rupture along the fault will consequently be minimal because there will be little or no permanent population near or on the fault. If development is proposed in the Special Studies Zone, the City will perform a fault-trenching program to determine whether active or potentially active faults occur and develop appropriate engineering parameters pursuant to state law.

The New River corridor is designated as Open Space in the Land Use Plan of the General Plan. The primary uses under this designation are passive and active recreational facilities and low intensity non-residential uses. The public safety hazard from liquefaction will be minimal as the City develops because no or very little permanent population will occupy the potential liquefaction areas. If development is proposed in an area with high potential for liquefaction, a technical study shall be prepared by a professional geologist/engineer to identify specific conditions. Mitigation measures will be incorporated into the project to reduce potential liquefaction hazards.

Other geologic hazards occur in the Planning Area in addition to seismic hazards. The County of Imperial General Plan identifies areas with landslide hazards based on information from the State Division of Mines and Geology. No portions of the Brawley Planning Area are susceptible to landslides with the exception of the steep bluffs adjacent to the New River. The sediments exposed in the bluffs are susceptible to landsliding and other slope instability problems. Figure PSNE-4 shows the distribution of areas susceptible to landslides and other slope instability problems in Brawley. Slope stability problems along the New River channel may be activated by excessive rain, artificial introduction of water into the slope, improper site design or grading practices, and strong ground motion during an earthquake.

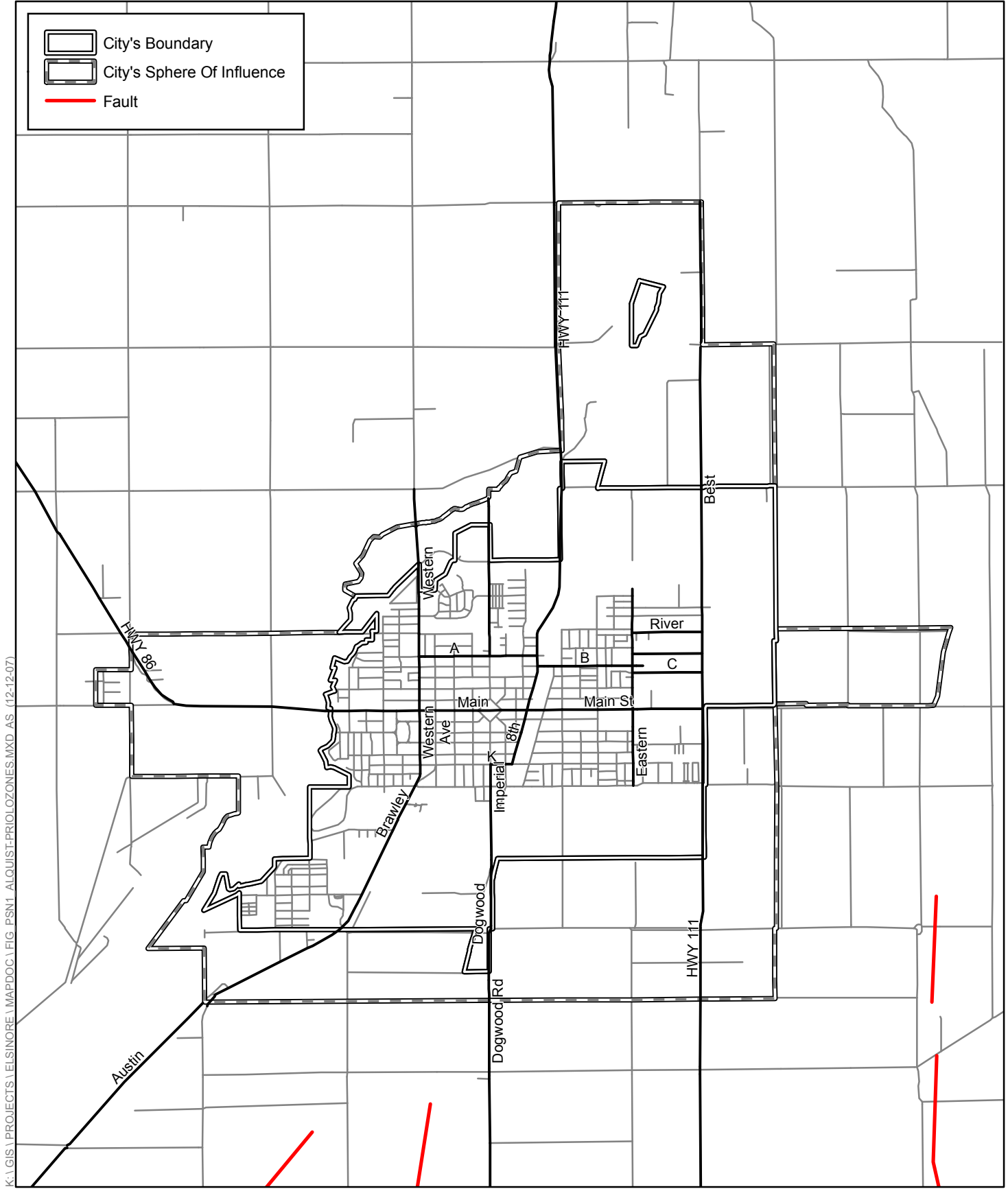
Most of the New River bluffs are designated as Open Space. Under the Open Space designation, primarily recreational uses are expected to be developed. Some other low density, non-residential uses will also be allowed. For development projects proposed on sites adjacent to the New River channel, the City will require a study of existing and/or potential slope problems and require mitigation measures based on the results of the study and current grading codes.

Planting, irrigation, and drainage guidelines will be developed and implemented for all cut slopes greater than five feet in height and fill slopes greater than three feet in height.

Some of the soils in Brawley have a high expansion or shrink-swell potential. Soils with high expansion potential are generally found where fine-grained clayey sediments occur. When soils expand, foundations can be weakened and structural integrity diminishes.

For all proposed development projects in Brawley, the City will require a site-specific study to determine the shrink-swell potential of on-site soils. Appropriate mitigation measures will be required to ensure structural integrity and protect public safety.





K:\GIS\PROJECTS\LELSINORE\MAPDOC\FIG\_PSN1\_ALQUIST-PRIOLOZONES.MXD AS (12-12-07)

Source: City of Brawley Existing General Plan (1995)

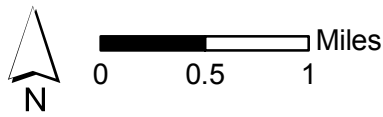
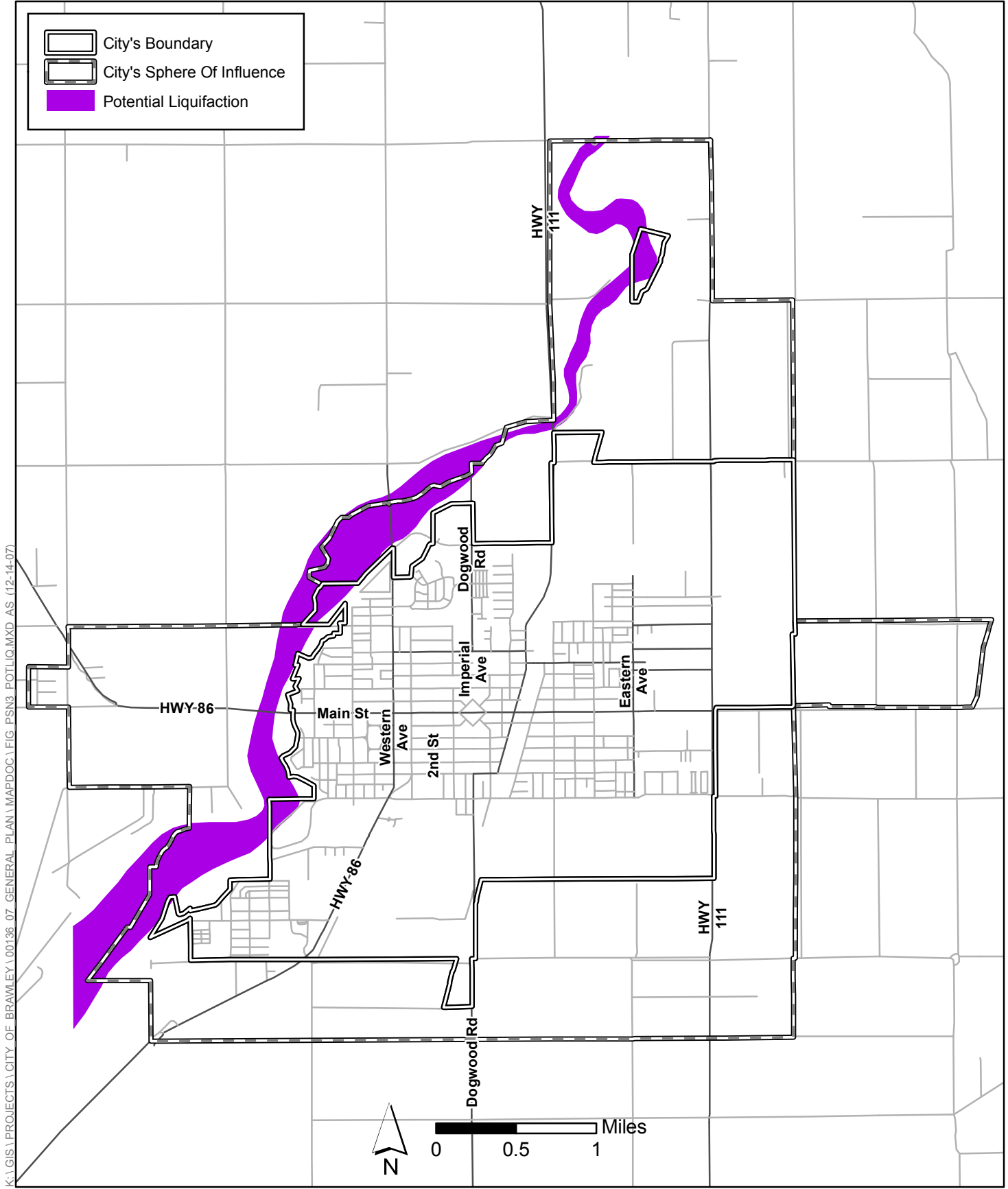


Figure PSNE-2  
Alquist-Priolo Zones (Faults)  
Public Safety and Noise Element  
September 2008





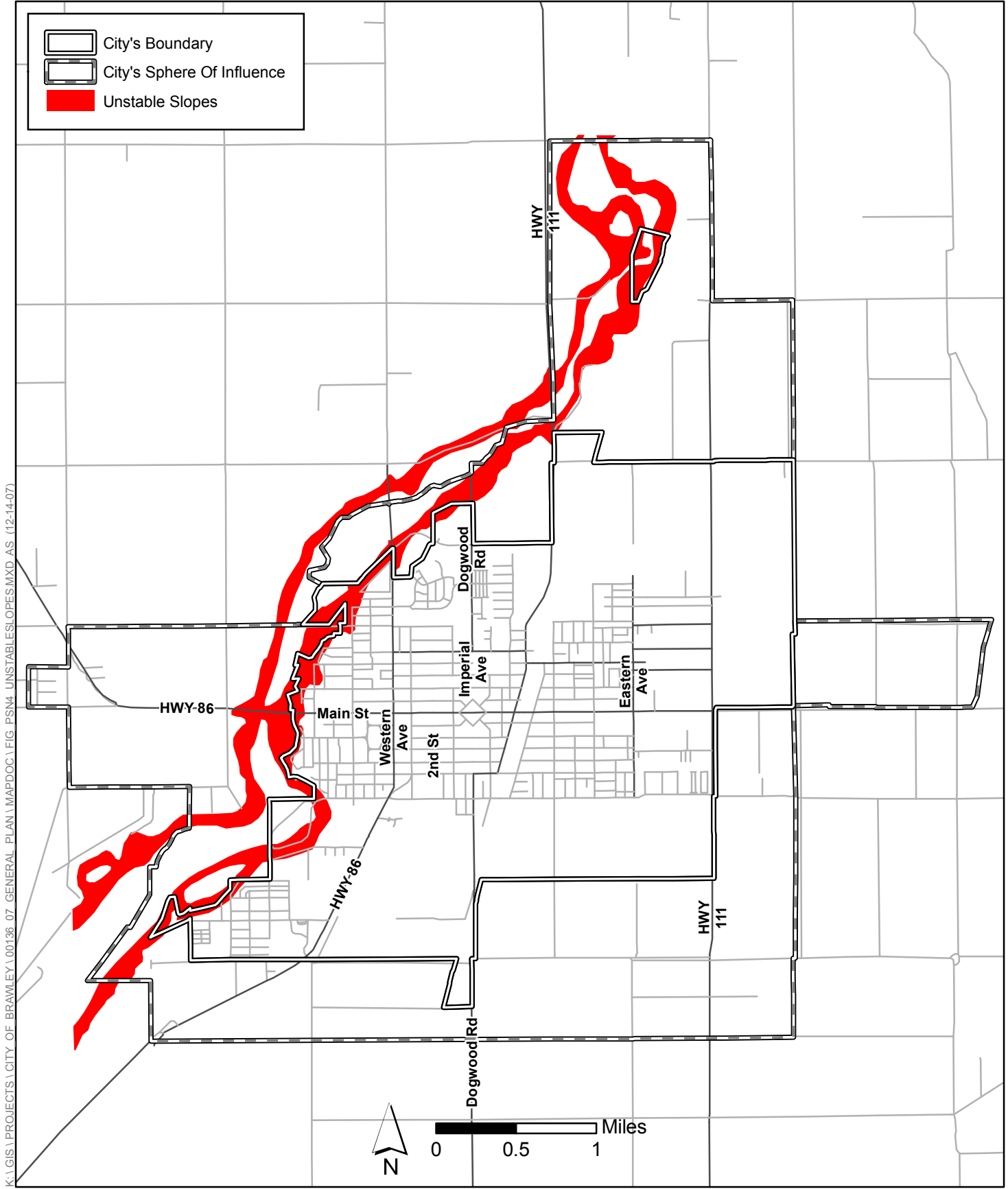
K:\GIS\PROJECTS\CITY OF BRAWLEY\00136\_07\_GENERAL\_PLAN\MAPDOC\FIG\_PSN3\_POTLIQ.MXD AS (12-14-07)

Source: Brawley General Plan (1995)

Figure PSNE-3  
 Potential Liquefaction  
 Public Safety and Noise Element  
 September 2008







K:\GIS\PROJECTS\CITY OF BRAWLEY\00136\_07\_GENERAL\_PLAN\MAPDOC\FIG\_PSN4\_UNSTABLESLOPES.MXD AS (12-14-07)

Source: Brawley General Plan (1995)

Figure PSNE-4  
Unstable Slopes





# HAZARDOUS AND TOXIC MATERIALS

## Introduction

Exposure to hazardous and toxic materials can be avoided through proper land use planning and implementation of policy to reduce risks associated with the use, transport, and disposal of such materials. The primary means of controlling hazardous materials is governing the siting of and conditions imposed upon facilities that handle hazardous materials or land uses developed adjacent to facilities using hazardous materials. The accidental release of hazardous materials would most likely occur at businesses and agricultural operations that utilize such materials and along transportation routes used to transport such materials.

Many of the businesses and agricultural operations that store or utilize hazardous materials in Brawley are separate from the most sensitive land uses, such as residential neighborhoods. In the event of an accident, the health of persons on or near the site could be threatened but residential populations would be less affected. Underground tanks are often used to store hazardous materials for industrial, commercial, and agricultural uses. A number of underground storage tank leaks have occurred in Brawley and have resulted in ground and groundwater contamination. Underground storage tanks have been managed as discovered or replaced at all operating gas stations.

Hazardous materials are transported along the Southern Pacific Railroad and State Routes 86 and 111. Liquid petroleum is transported through underground pipelines that generally parallel the railroad. In addition, pesticides and other agricultural chemicals are transported along a number of roads in the agricultural portions of the Planning Area. The railroad and State Routes primarily extend through non-residential areas and a hazardous materials accident may only threaten the health of occupants of nearby commercial and industrial buildings. The release of hazardous materials could result in ground and water contamination. Because agricultural areas contain sparse resident populations, few people would directly be affected by an accident involving agricultural chemicals. However, ground and water contamination could occur.

## Goals, Objectives, and Policies

<b><i>PSNE Goal 3:</i></b>	<b><i>Reduce the Risk to the Community's Inhabitants from Exposure to Hazardous Materials and Waste</i></b>
----------------------------	---

**PSNE Objective 3.1:** Promote policies and programs that reduce the risk to the community's inhabitants from exposure to hazardous materials and wastes.

**PSNE Policy 3.1.1:** Cooperate with the County to implement applicable portions of the County's Hazardous Waste Management Plan.

- PSNE Policy 3.1.2:** Cooperate with railroad and truck transport operators to ensure that transported hazardous materials do not pose a threat to life or property.
- PSNE Policy 3.1.3:** Support regulations requiring land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials to be located a safe distance from other land uses that may be adversely affected by such activities.
- PSNE Policy 3.1.4:** Establish defined transportation routes for the conveyance of hazardous materials.
- PSNE Policy 3.1.5:** Adopt a Hazardous Household Waste Plan, and encourage and support the proper disposal of hazardous household waste and waste oil.
- PSNE Policy 3.1.6:** Cooperate with responsible agencies to ensure that dry cleaners, film processors, auto service establishments, agricultural operations and industries, and other service businesses generating hazardous waste materials are complying with approved disposal procedures.
- PSNE Policy 3.1.7:** Minimize the amount and toxicity of hazardous waste and materials generated in Brawley by encouraging recycling, source reduction technologies and educational assistance to local residents, and commercial, industrial, and agricultural handlers.
- PSNE Policy 3.1.8:** Consider regular household hazardous waste disposal programs to enable residents to bring back yard pesticides, cleaning fluids, paint cans and other common household toxics to a centralized collection center for proper disposal.
- PSNE Policy 3.1.9:** Support efforts to enforce State "right to know" laws, which outline the public's right to information about local toxics producers.
- PSNE Policy 3.1.10:** Establish development standards for storage of industrial chemicals and other potentially hazardous substances to minimize damage caused by leaks or ruptures.
- PSNE Policy 3.1.11:** Coordinate with the County of Imperial in the implementation of the National Pollution Discharge Elimination System Permits (NPDES) regulations.
- PSNE Policy 3.1.12:** Where new residential development is proposed next to agricultural uses, assess the threat of resident exposure to agricultural toxic materials and require development designs that minimize exposure.
- PSNE Policy 3.1.13:** Participate in County and State efforts to identify contaminated sites within the Brawley Planning Area and encourage County and State clean-up activities.



## Plan

The City of Brawley will ensure that commercial, industrial, and agricultural operations will not potentially affect public and environmental health by establishing standard procedures to implement during the development review process. The City will:

- Develop and implement development standards for the storage of hazardous materials to minimize damage caused by leaks or ruptures in storage tanks;
- Ensure that required permits from responsible agencies are obtained for projects entailing the production, storage, transportation, use, or disposal of hazardous materials;
- Provide a safe distance between land uses involving the production, storage, transportation, use, or disposal of hazardous materials and other land uses that may be adversely affected by such activities;
- Require development projects to conform to the regulations of the National Pollution Discharge Elimination System Permits; and
- Assess the threat of resident exposure to agricultural materials and require development designs to minimize exposure where new residential development is proposed next to agricultural uses.

Pursuant to the state Emergency Right-to-Know-Act, businesses using hazardous materials must prepare a Business Plan within one year of operations. The Business Plan identifies the types of materials used on-site and is submitted to the County Environmental Health Services and Fire Department. The Brawley Fire Department will obtain copies of Business Plans prepared for operations within the Planning Area to compile a data base for emergency situations.

The Imperial County Hazardous Materials Area Plan was prepared pursuant to Chapter 6.95 of the California Health and Safety Code to protect public health and safety from hazardous materials. The City of Brawley hereby adopts the Hazardous Materials Area Plan by reference to address hazardous waste issues in the community. The County Hazardous Materials Area Plan establishes emergency response procedures for hazardous material accidents. The City of Brawley Fire Department will implement these procedures in case of an accident either at a local business, in an agricultural area, or along a transportation route. The procedures will be activated once the Fire Department receives notification of any hazardous materials incident.

Household hazardous wastes, (e.g., paint thinner, household cleaners, automotive products), are a growing environmental concern. The City will adopt its own Hazardous Household Waste Plan to minimize environmental contamination and public health hazards associated with toxic household materials. The Plan will address education of local residents, health hazards from household hazardous materials, and regular household hazardous waste disposal programs.

This page intentionally left blank.

# FIRE

## Introduction

Potential fire hazards exist where water pressure is insufficient for fire fighting, large areas of dry vegetation occur, and structural codes are not met. The potential for fires can be reduced through implementation of appropriate regulation, education, and cooperative fire protection measures.

Several types of fire hazards occur in Brawley. The agricultural fields surrounding the urbanized area are burned regularly. An uncontrolled field fire could threaten adjacent structures. Brush is a fire hazard in some parts of the Planning Area. In addition, some of the older structures of the City may be susceptible to fires due to systems that fail to meet current codes, (e.g., heating system, electrical system, roofing materials).

## Goals, Objectives, and Policies

***PSNE Goal 4: Reduce the Risk to the Community's Inhabitants from Fires or Explosions***

**PSNE Objective 4.1: Promote policies and programs that reduce the risk to the community's inhabitants from fires or explosions**

- PSNE Policy 4.1.1:** Work closely with the City Fire Department to continue to operate an education program regarding fire hazards for residential, commercial, industrial and agricultural uses.
- PSNE Policy 4.1.2:** Encourage the use of fire retardant roofing materials.
- PSNE Policy 4.1.3:** Establish and maintain mutual aid agreements with surrounding jurisdictions for fire protection.
- PSNE Policy 4.1.4:** Enforce building code requirements that assure adequate fire protection.
- PSNE Policy 4.1.5:** Study alternatives for upgrading emergency water line capacities in deficient areas.
- PSNE Policy 4.1.6:** Maintain service agreements with the Imperial County Fire Department, if financially feasible.
- PSNE Policy 4.1.7:** Continue to enforce the weed abatement program.

## **Plan**

The City will reduce fire hazards within new development through adoption and implementation of Uniform Fire Code provisions and amendments. The amendments shall address local topographic, geologic, climatic, and development conditions. Incorporation of the Uniform Fire Code in new development will result in structures that are more resistant to fire and maximize public safety in the event of a fire. During the development review process, the Public Works Department and the Fire Department will review water flow and distribution requirements for new development projects to ensure adequate water pressure for fire fighting.

Education also plays an important role in fire safety. People must be made aware of the fire dangers in natural and open space areas, particularly in the fire season. The City will provide public education and information programs to disseminate information regarding potential fire hazards related to open space areas and residential, commercial, industrial, and agricultural uses. All education programs shall emphasize fire prevention measures to minimize risks.

# EMERGENCY PREPAREDNESS PLANNING/DISASTER RESPONSE

## Introduction

Natural disasters and major accidents can result in civil disruption, personal injury, and property damage. Proper preparation and coordination for such events can minimize the extent of such adverse consequences. Preventive measures taken before an emergency occurs can also hasten recovery from such incidents.

## Goals, Objectives, and Policies

***PSNE Goal 5: Support Emergency Preparedness Planning and Disaster Response***

**PSNE Objective 5.1: Improve the City's ability to respond to natural and man-made emergencies.**

**PSNE Policy 5.1.1:** Maintain the Emergency Preparedness Plan identifying all available resources and funds for use in the event of a disaster and establishing implementing actions or procedures under the Plan for rescue efforts, medical efforts, emergency shelters, provision of supplies, and all other response efforts recommended by the State Office of Emergency Services and FEMA. Include procedures for dealing with specific events such as earthquake, major rail and roadway accidents, flooding, and hazardous materials.

**PSNE Policy 5.1.2:** Coordinate with County of Imperial and the Federal Emergency Management Agency in reducing community risks in the event of a disaster.

**PSNE Policy 5.1.3:** Sponsor and support public education programs for emergency preparedness and disaster response; distribute information about emergency planning to community groups, schools, churches, and business associations; and hold emergency drills in various parts of Brawley to test the effectiveness of emergency preparedness plans.

**PSNE Policy 5.1.4:** Maintain a high level of multi-jurisdictional cooperation and communication for emergency planning and management.

**PSNE Objective 5.2: Reduce the amount of personal injury, damage to property, and economic or social dislocation as the result of disaster.**

- PSNE Policy 5.2.1:** Existing vital facilities not designed to be disaster-resistant should be examined, and hazardous structures should be improved or demolished.
- PSNE Policy 5.2.2:** Vital facilities shall be designed and operated in a manner maximizing their ability to remain functional during and after disasters.
- PSNE Policy 5.2.3:** Encourage residents and businesses to undertake preventive measures for both catastrophic events and for more frequent incidents; for example, structural fires and localized flooding.
- PSNE Policy 5.2.4:** Assist in orderly and efficient reconstruction activities following a disaster to the maximum extent possible.
- PSNE Policy 5.2.5:** Help support people to take appropriate and effective action to safeguard life and property during and immediately after emergencies and assist in returning their lives and businesses to normal to the extent possible.

## **Plan**

Each city must have a plan for response to emergency and disaster situations. The City of Brawley has an emergency preparedness plan known as the Emergency Operations Plan. The Plan establishes response procedures for peace and wartime disasters and it complies with the provisions of the California Emergency Preparedness Plan and Emergency Resources Management Plan which apply to city governments.

### ***Emergency Evacuation***

The City has designated several evacuation routes through Brawley to be used in case of catastrophic emergencies. The extent and severity of a disaster will determine which routes and which directions people must take in order to escape or avoid the afflicted areas. Figure PSNE-5 shows the City's emergency evacuation routes.

### ***Emergency Response Personnel***

The City Police Department and Fire Department bear most of the responsibility for providing emergency services. In the event of a major disaster, other City, County, and State personnel assume local emergency response roles.

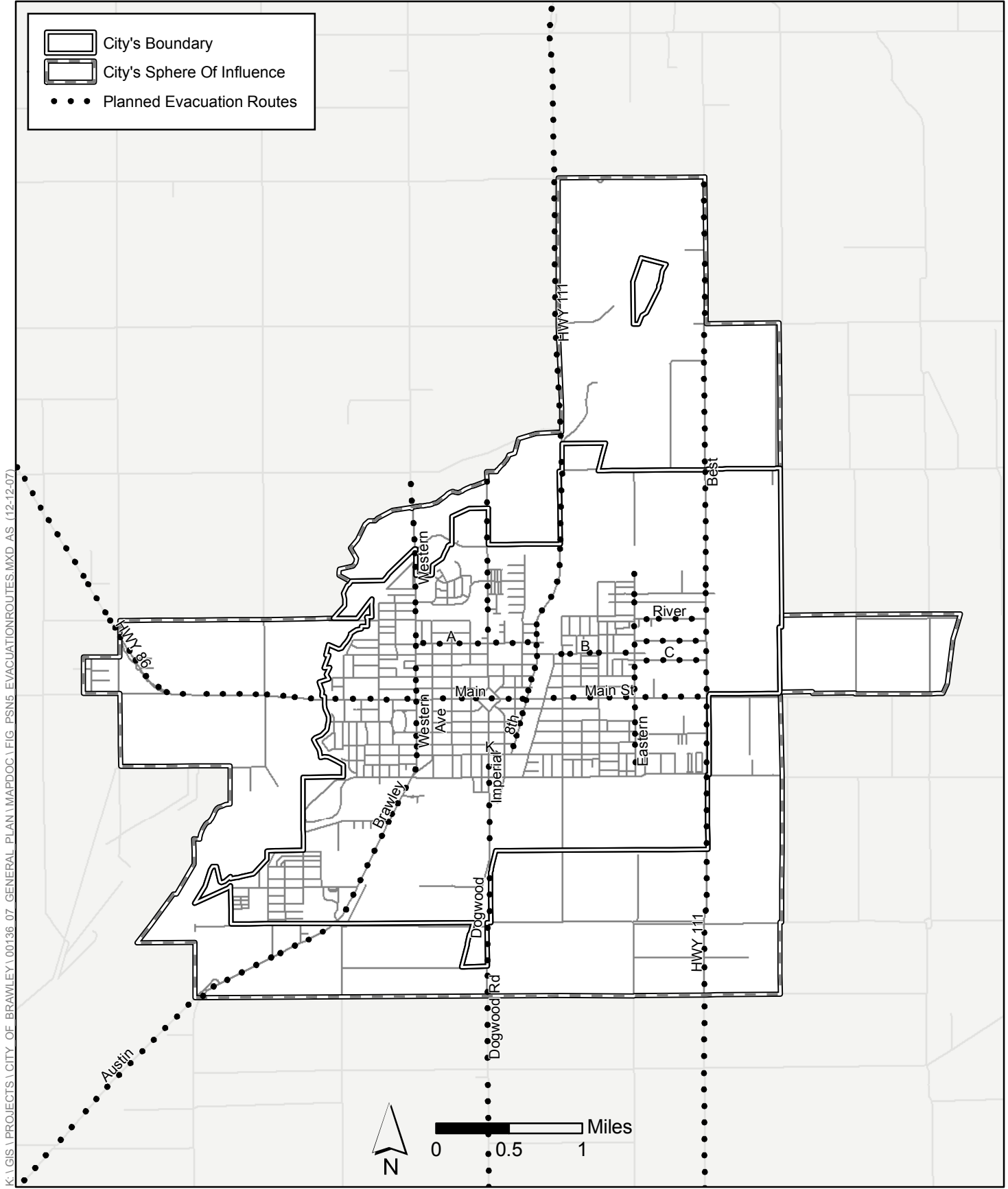
### ***Emergency Shelters***

In the event of either a natural or man-made disaster, homes may be destroyed or be inaccessible for extended periods of time. Area residents will need some form of temporary shelter. The City in coordination with the Red Cross, Salvation Army, and state and federal agencies is responsible for providing emergency shelter to displaced residents.

The Brawley Emergency Operations Plan contains an inventory of sites suitable for use as emergency shelters. The site or sites used in a particular emergency depend upon the length of time required to shelter the refugees. Sites most frequently used for shelter are schools, senior centers, community centers, public buildings, and churches.

This page intentionally left blank.





K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\100136\_07\_GENERAL\_PLAN\MAPDOC\FIG\_PSN5\_EVACUATIONROUTES.MXD AS (12-12-07)

Source: City of Brawley Existing General Plan (1995)

Figure PSNE-5  
Evacuation Routes





# AIRCRAFT OVERFLIGHTS

## Introduction

The Brawley Municipal Airport is located in the northern part of the City. The airport is used by small craft. A right-hand flight pattern is used at the airport and aircraft predominantly land from the east. Take-offs usually occur to the west and circle northeast. The location of the airport within the City limits creates potential public safety hazard including air and noise. Accidents occurring during take-off or landing could impact surrounding land and result in personal injury and property damage. While the City's power to manage the operational activities of the airport is extremely limited, the City can participate in land use control within the flight paths and the legislative process that regulates airport operations. The risk of potential aircraft accidents can be minimized through proper land use planning and emergency preparedness.

Annual aircraft takeoffs and landings were estimated to be approximately 70,000 annual aircraft movements (take-offs and landings) estimated in 1999 according to the 2003 Brawley Municipal Airport Master Plan. However, according to City staff the current number of annual aircraft movements is closer to 50,000 annual aircraft movements. Future growth of the City of Brawley will possibly entail additional passenger flights in and out of the area, and the addition of new industry to the City may create the need for additional cargo trips. Expansion of the airport will create additional opportunities for increased operations and possible commuter service.

## Goals, Objectives, and Policies

<b><i>PSNE Goal 6: Promote Compatibility between the Brawley Municipal Airport and Surrounding Uses</i></b>
---

**PSNE Objective 6.1: Minimize the level of danger to life and property from air operations accidents.**

**PSNE Policy 6.1.1:** Develop criteria to regulate the type and intensity of developments in areas of known potential air operations hazards.

**PSNE Policy 6.1.2:** Coordinate land use planning and emergency preparedness planning with the Municipal Airport officials.

**PSNE Policy 6.1.3:** Encourage Brawley citizen participation and City involvement on committees, which would impact future aircraft operations in Imperial County.

**PSNE Policy 6.1.4:** Establish land uses that create greater consistency with the Imperial County Airport Commission Land Use Plan and the Brawley Airport Master Plan around the airport as required to protect public safety.

**PSNE Policy 6.1.5:** The City should review the Brawley Airport Master Plan and revise it as needed every three to five years. The City shall work with the Imperial County Airport Commission to ensure consistency with the Commission's Imperial County Airport Commission Land Use Plan.

## **Plan**

The City of Brawley adopted the Brawley Airport Master Plan in 2003. The objective of this Master Plan is provide a framework for the continued development of the Brawley Municipal Airport from its current status to full satisfaction of facility requirements in a manner that is both environmentally sound and economically viable. The Imperial County Airport Commission reviewed the Brawley Airport Master Plan on March 19, 2003 and found the City's Airport Master Plan consistent with the County's Airport Land Use Compatibility Plan.

The area around the airport is largely used for agricultural purposes and very little public safety risks from aircraft accidents are present. The Land Use Element of the General Plan designates the areas west and north of the airport and under the flight pattern for Industrial uses, (see Figure OSRE-3 in the Open Space/Recreation Element). The objective of employing the Industrial designation around the airport and below the flight pattern is to minimize the risk of aircraft overflight incidents and human endangerment. The population density in industrial use areas is relatively low compared to other types of use areas. In the case of an aircraft accident, the risk of human endangerment will be much lower than if the area was developed with more intensive uses. In addition, the City will include an Airport Overlay in the City Zoning Ordinance that will establish height limitations, restrict flight hazards, restrict land uses within runway protection zones, and protect residential uses from excessive noise from airport operations. The City will continue to coordinate the review of development proposals with the County Airport Land Use Commission.

# TRANSPORTATION NOISE

## Introduction

One of the primary sources of noise in Brawley is transportation activities. The operation of cars, trucks, trains, and aircraft generate substantial noise levels that affect the quality of life of the community. Within the Brawley Planning Area are several transportation related noise sources including state highways, an airport and a railroad. These sources are the major contributors of noise in Brawley. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Public Safety/Noise Element.

## Noise Terminology

Noise is generally defined as unwanted sound. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). Because humans do not perceive all frequencies equally well, measured sound levels at certain frequencies are weighted to correspond to the sensitivity of the human ear. This frequency weighting is known as A-weighting, and sound levels that are adjusted in this way are given in units of A-weighted decibels (dBA). Table PSNE-1 describes typical A-weighted noise levels for various noise sources.

**TABLE PSNE-1.** Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock band
Jet fly-over at 1,000 ft		
	100	
Gas lawn mower at 3 ft		
	90	
Diesel truck at 50 ft at 50 mph		Food blender at 3 ft
	80	Garbage disposal at 3 ft
Noisy urban area, daytime		
Gas lawn mower, 100 ft	70	Vacuum cleaner at 10 ft
Commercial area		Normal speech at 3 ft
Heavy traffic at 300 ft	60	
		Large business office
Quiet urban daytime	50	Dishwasher next room

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Quiet urban night-time	40	Theater, large conference room (background)
Quiet suburban night-time	30	Library
Quiet rural night-time	20	Bedroom at night, concert
	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 1998

Noise in our daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The following noise descriptor is commonly used in traffic noise analysis.

**Equivalent Sound Level (Leq):** Leq represents an average of the sound energy occurring over a specified period. In effect, Leq is the steady-state sound level that in a stated period would contain the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level (Leq[h]), is the energy average of the A-weighted sound levels occurring during a 1-hour period and is the basis for noise abatement criteria (NAC) used by Caltrans and the Federal Highway Administration (FHWA).

**Community Noise Equivalent Level (CNEL):** CNEL is an average sound level during a 24-hour day. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 PM and 10:00 PM is as if the sound were actually 5 dBA higher than if it occurred from 7:00 AM to 7:00 PM. From 10:00 PM to 7:00 AM, humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 PM. to 10:00 PM, and 10 dBA to sound levels in the night before 7:00 AM and after 10:00 PM. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

**Day-Night Level (Ldn):** Ldn is also an average sound level during a 24-hour day. The difference between CNEL and Ldn is that CNEL considers the 24-hour day divided into three periods, while Ldn uses two periods. Ldn is obtained by adding an additional 10 dBA to sound levels in the evening from 10:00 PM. to 7:00 AM. The two measurements are very close, and are generally accepted as equivalent in community noise studies. Ldn is the measure used by the US

Environmental Protection Agency (EPA) for a community noise descriptor, while CNEL is commonly used in California.

The nature of decibel scales is such that individual decibel ratings for different noise sources cannot be added directly to give the sound level for the combined noise source. Instead, the combined noise level produced by multiple noise sources is calculated using logarithmic summation. For example, if one bulldozer produces a noise level of 80 dBA, two bulldozers would generate a combined noise level of 83 dBA. For another example, assume that a house is located at the intersection of two streets. If the traffic on the heavily traveled street (by itself) generated 60 dBA and traffic on the lightly traveled street (by itself) generated 50 dBA, the combined noise level caused by traffic on both streets would be 60.4 dBA.

People generally perceive a 10-dBA increase in a noise source as a doubling of loudness. For example, an average person would perceive a 70 dBA sound level as being twice as loud as a 60 dBA sound. People generally cannot detect differences of 1 to 2 dBA between noise levels of a similar nature (e.g., an increase in traffic noise compared to existing traffic noise). However, under ideal listening conditions, some people can detect differences of 2 or 3 dBA. Under normal listening conditions, most people would likely perceive a 5 dBA change in sounds of a similar nature. Note that when the new sound is of a different nature than the background sound (e.g., backup alarms compared to quiet residential sounds), most people can detect changes as low as 1 dBA.

When distance is the only factor considered, sound levels from isolated point sources of noise typically decrease by about 6 dBA for every doubling of distance from the noise source. When the noise source is a continuous line (e.g., vehicle traffic on a highway), sound levels decrease by about 3 dBA for every doubling of distance. In traffic studies, an attenuation rate of 4.5 dBA per doubling of distance is often used when the roadway is at ground level and the intervening ground is effective in absorbing sound (e.g., ground vegetation, scattered trees, clumps of bushes). When the roadway is elevated, 3 dBA of noise attenuation per doubling of distance is used because the sound-absorbing effects of the intervening ground are limited.

Noise levels can also be affected by several factors other than the distance from the noise source. Topographic features and structural barriers that absorb, reflect, or scatter sound waves can affect the reduction of noise levels. Atmospheric conditions (e.g., wind speed and direction, humidity levels, and temperatures) can also affect the degree to which sound is attenuated over distance.

Echoes off of topographical features or buildings can sometimes result in higher sound levels (lower sound attenuation rates) than normally expected. Temperature inversions and altitudinal changes in wind conditions can also refract and focus sound waves toward a location at considerable distance from the noise source. These effects are usually noticeable only for very intense noise sources, such as blasting operations. As a result, the existing noise environment can be highly variable depending on local conditions.

## Goals, Objectives, and Policies

<b><i>PSNE Goal 7: Protect People Living and Working in the City from Excessive Transportation Noise</i></b>
--

**PSNE Objective 7.1: Utilize noise control measures to reduce the impact from the airport noise sources.**

**PSNE Policy 7.1.1:** Discourage new residential development from moving into the airport noise impact zone with noise levels greater than 65 dB CNEL.

**PSNE Policy 7.1.2:** Require California Title 24 building code noise insulation with 25 dB noise reduction for new developments in the airport noise impact zone with noise levels between 60 dB CNEL and 65 dB CNEL.

**PSNE Policy 7.1.3:** Encourage the airport to communicate with the City to ensure future compatibility.

**PSNE Objective 7.2: Utilize noise control measures to reduce the impact from the roadway noise sources.**

**PSNE Policy 7.2.1:** Discourage new residential developments from moving into the roadway noise impact zone with noise levels greater than 65 dB CNEL.

**PSNE Policy 7.2.2:** Require California Title 25 building code noise insulation with 25 dB noise reduction for new developments will move into a roadway noise impact zone with noise levels between 60 dB CNEL and 65 dB CNEL.

**PSNE Policy 7.2.3:** Require developers to construct noise abatements that meet Caltrans's acoustical criteria if new developments cause increases in traffic volumes that result in roadway noise levels greater than 65 dB CNEL at existing dwellings.

**PSNE Policy 7.2.4:** Require the City to construct noise abatements that meet Caltrans's acoustical criteria if the result of City road improvements will cause traffic noise levels greater than 65 dB CNEL at sensitive noise receivers.

**PSNE Objective 7.3: Utilize noise control measures to reduce the impact from the railroad noise sources.**

**PSNE Policy 7.3.1:** Discourage new residential developments from moving into the railroad noise impact zone with noise levels greater than 65 dB CNEL.



- PSNE Policy 7.3.2:** Require California Title 24 noise insulation with 25 dB noise reduction if new developments will move into the railroad noise impact zone with noise levels between 60 dB CNEL and 65 dB CNEL.
- PSNE Policy 7.3.3:** Require developers to construct noise abatements (e.g., noise walls) if new residential developments are proposed in the railroad noise impact zone with noise levels greater than 65 dB CNEL.
- PSNE Policy 7.3.4:** Future residential development should be discouraged inside the train horn impact zones near at-grade rail crossings.
- PSNE Policy 7.3.5:** Encourage the Southern Pacific railroad company and other rail carriers to communicate with the City on future plans that would increase railroad noise.

## **Plan**

### ***Noise/Land Use Compatibility Criteria***

Table PSNE-2 provides guidance for the acceptability of certain development projects within specific CNEL contours and will act as a set of criteria for assessing the compatibility of proposed land uses within the noise environment. Table PSNE-2 depicts “normally acceptable”, “conditionally acceptable”, “normally unacceptable”, and “clearly unacceptable” exterior noise levels for various land use categories. The primary purpose of the noise compatibility matrix is to identify potential conflicts between proposed land uses and the noise environment. The matrix is usually used at the General Plan or zoning level of approvals.

**Table PSNE-2. Noise/Land Use Compatibility Matrix**

Land Use Categories	Community Noise Exposure—L <sub>dn</sub> or CNEL (db)						
	50	55	60	65	70	75	80
Residential—low density single family, duplex, mobile homes	████████████████████			████████████████████		██████████	██████████
Residential—multi-family	████████████████████				████████████████████		██████████
Transient lodging—motels, hotels	████████████████████				████████████████████		██████████
Schools, libraries, churches, hospitals, nursing homes	████████████████████					████████████████████	
Auditoriums, concert halls, amphitheaters	████████████████████				████████████████████		
Sports arenas, outdoor spectator sports	████████████████████					████████████████████	
Playgrounds, neighborhood parks	████████████████████				██████████		██████████
Golf courses, riding stables, water recreation, cemeteries	████████████████████					████████████████████	

Land Use Categories	Community Noise Exposure—L <sub>dn</sub> or CNEL (db)						
	50	55	60	65	70	75	80
Office buildings, business commercial and professional	[Solid Black]			[Diagonal Hatching]		[Cross-hatching]	
Industrial, manufacturing, utilities, agriculture	[Solid Black]				[Diagonal Hatching]		[Cross-hatching]
<b>Normally Acceptable</b>	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.						
<b>Conditionally Acceptable</b>	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.						
<b>Normally Unacceptable</b>	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.						
<b>Clearly Unacceptable</b>	New construction or development generally should not be undertaken.						

Source: California Governor's Office of Planning and Research 2003.

### ***California Building Noise Standards***

Table PSNE-3 provides the interior and exterior noise standards for various developments. The noise standards will act as City policy for new land uses and acceptable noise levels for development of new land uses. The provisions of the State of California Noise Insulation Standards (California Administrative Code, Title 24) will be enforced to specify that the indoor noise levels for multifamily residential living spaces shall not exceed 45 dB CNEL (or L<sub>dn</sub>) due to the combined effect of all noise sources. The State requires implementation of this indoor standard when the outdoor noise levels exceed 60 dB CNEL (or L<sub>dn</sub>). The Title 24 requires that this standard be applied to all new hotels, motels, apartment houses and dwellings, other than detached single family dwellings. The City will also, as a matter of policy, apply this standard to new single family developments and condominium conversion projects where feasible.

An acoustical analysis prepared by a qualified acoustical engineer, should be required in these noise impacted areas for all noise sensitive land uses verifying that the structure has been designed, or mitigation measures proposed, to limit intruding noise to the prescribed allowable levels.

**TABLE PSNE-3. Interior and Exterior Noise Standards**

Land Use	Noise Standards <sup>1</sup>	
	Interior <sup>2,3</sup>	Exterior
Residential - Single family, multifamily, duplex, mobile home	CNEL 45 dB	CNEL 65 dB <sup>4</sup>
Residential - Transient lodging, hotels, motels, nursing homes, hospitals	CNEL 45 dB	CNEL 65 dB <sup>4</sup>
Private offices, church sanctuaries, libraries, board rooms, conference rooms, theaters, auditoriums, concert halls, meeting halls, etc.	Leq(12) 45 dB(A)	-
Schools	Leq(12) 45 dB(A)	Leq(12) 67 dB(A) <sup>5</sup>
General offices, reception, clerical, etc.	Leq(12) 50 dB(A)	-
Bank lobby, retail store, restaurant, typing pool, etc.	Leq(12) 55 dB(A)	-
Manufacturing, kitchen, warehousing, etc.	Leq(12) 65 dB(A)	-
Parks, playgrounds, etc.	-	CNEL 65 dB <sup>5</sup>
Golf courses, outdoor spectator sports, amusement parks, etc.	-	CNEL 70 dB <sup>5</sup>

Notes:

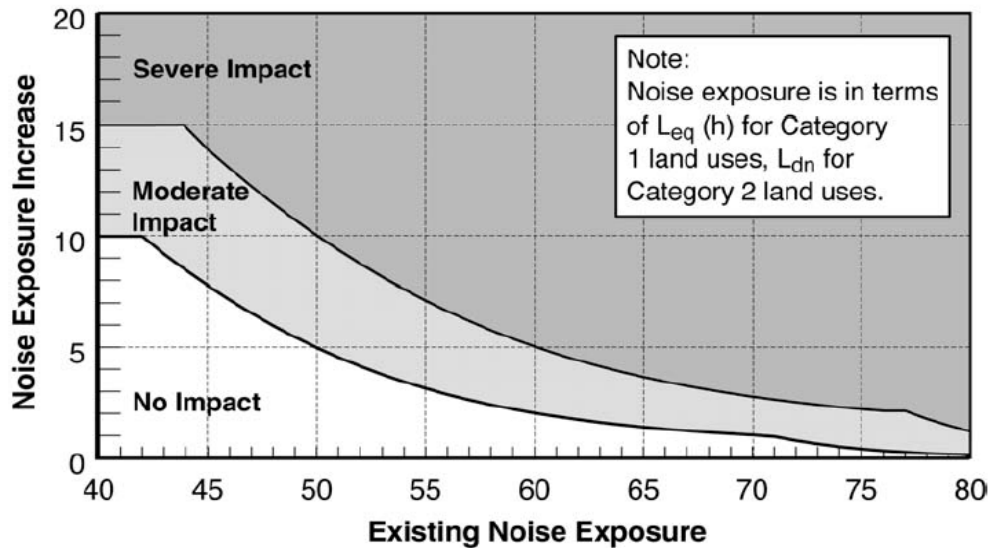
CNEL: Community Noise Equivalent Level.

1. Leq(12): The A-weighted equivalent sound level averaged over a 12-hour period (usually the hours of operation).
2. Noise standard with windows closed. Mechanical ventilation shall be provided per UBC requirements to provide a habitable environment.
3. Indoor environment excluding bathrooms, toilets, closets and corridors.
4. Outdoor environment limited to rear yard of single family homes, multifamily patios and balconies (with a depth of 6' or more) and common recreation areas.
5. Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

### ***Railroad Noise Criteria***

The Federal Transit Administration (FTA) provides guidance and criteria for evaluating noise impacts associated with rail projects (FTA 2006). The FTA guidelines were used to assess three types of noise impacts: 1) new residential development near existing rail lines 2) noise impacts caused either by new rail lines constructed near existing dwellings; or 3) increases in rail traffic along existing rail lines near existing residential areas. The FTA noise impact criteria for railroad noise are shown graphically in Figure PSNE-6. The noise evaluation is based on comparison of the existing outdoor noise levels and future outdoor noise levels caused by train traffic.

The FTA noise impact criteria define the allowable project noise levels, which would cause impacts for three types of noise sensitive receivers. As shown in Figure PSNE-6 the FTA noise criteria describe two ranges of noise impact: “severe impact”; and “moderate impact”. The FTA criteria are applicable to several categories of land use. Category 1 includes land use where quiet is an essential element in their intended purpose, such as outdoor concert pavilions or national historic landmarks where outdoor interpretation routinely take place. Category 2 includes residences and buildings where people sleep. Category 3 includes institutional land uses such as schools and libraries. The FTA criteria do not apply to commercial or industrial land uses.



**FIGURE PSNE-6. RAILROAD NOISE IMPACT CRITERIA**

Source: Figure 3-2 of Transit Noise and Vibration Impact Assessment (FTA 2006)

## Existing and Future Noise Conditions

### *Airport Noise*

The existing and future noise levels for the Brawley Municipal Airport were analyzed in the Brawley Municipal Airport Master Plan (City of Brawley 2003). Figure PSNE-7 shows the noise contours for existing conditions and Figure PSNE-8 shows the noise contours for future conditions. Criteria for interpreting the compatibility of land uses within the contours are set forth in Table PSNE-2.

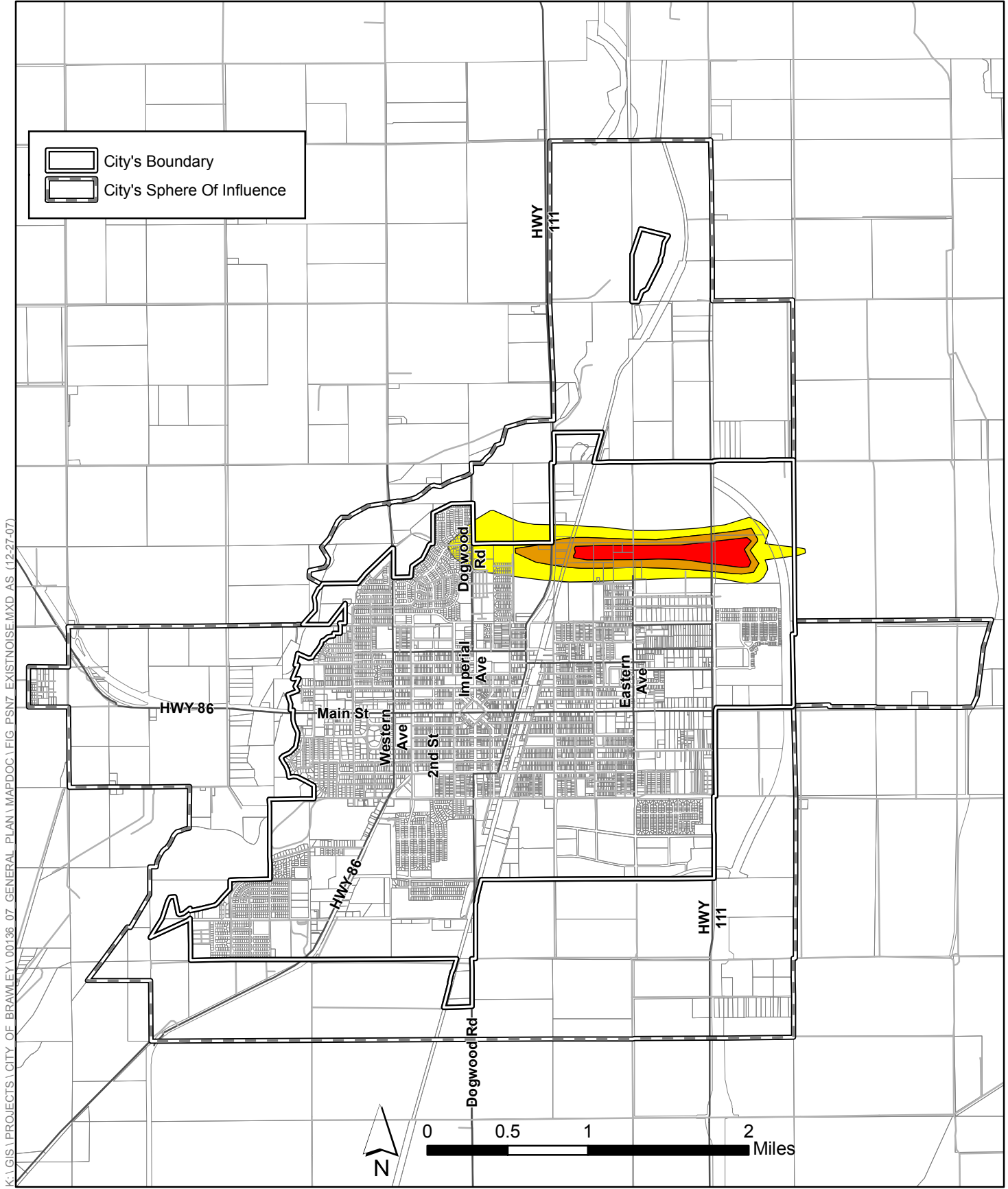
The City’s noise analysis revealed the 65dB CNEL contour for the current conditions is located entirely on airport property and thus does not create any land use incompatibilities based on the noise criteria shown in Table PSNE-2. In the future conditions, the 65dB CNEL expands outward

slightly, but remains near its present location to the west and is approximately 1,500 feet further to the east.

### ***Traffic Noise***

All noise-sensitive areas within the City are adjacent to roadways. Depending on the distance from any given roadway, anticipated future new developments could cause increases in traffic volumes large enough to cause traffic noise to exceed the noise criteria described previously.

Traffic noise levels near representative City streets and expressways were estimated using the Federal Highway Administration (FHWA) Traffic Noise Model Version 2.5 Lookup Table spreadsheets. Existing traffic volumes and forecast future traffic volumes were obtained from the City's traffic forecasts (LLG 2007). The existing and 2025 traffic noise levels from expressways and major arterials are summarized in Table PSNE-4. The noise analysis used the existing average daily traffic volumes (ADT) and 2025 ADT estimated for the Circulation Element of the General Plan.



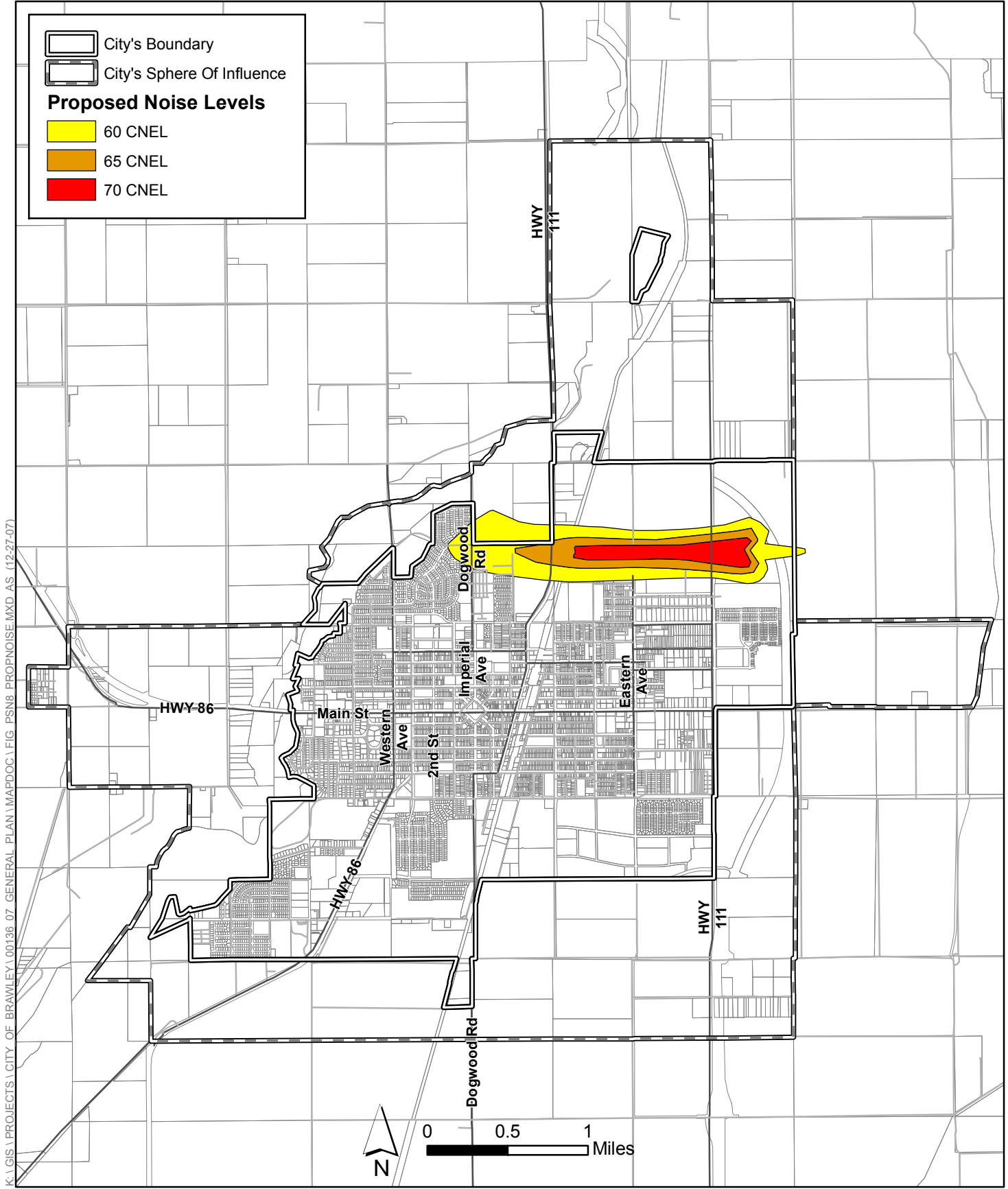
Source: Brawley Municipal Airport Master Plan, 2003

Figure PSNE-7  
Existing Airport Noise Contours









K:\GIS\PROJECTS\CITY\_OF\_BRAWLEY\00136\_07\_GENERAL\_PLAN\MAPDOC\FIG\_PSN8\_PROFNOISE.MXD AS (12-27-07)

Source: Brawley Municipal Airport Master Plan, 2003

Figure PSNE-8  
 Future Airport Noise Contours  
 Public Safety and Noise Element  
 September 2008





**TABLE PSNE-4. Highway Traffic Noise Contours**

Roadway	Segment Location	Speed (mph)	Annual Average Daily Traffic (AADT)		Existing			2025		
			Existing ADT	2025 ADT	60 dB CNEL	65 dB CNEL	70 dB CNEL	60 dB CNEL	65 dB CNEL	70 dB CNEL
SR 111 (east)	Wildcat Dr to SR 78	60	9600	39400	952	393	138	>1,000	>1,000	489
SR 111 (east)	SR 78 to Shank Rd	60	-	27500	-	-	-	>1,000	882	361
SR 111 (east)	Shank Rd to SR 111 (west)	60	-	18300	-	-	-	>1,000	658	252
SR 111 (west)	SR 78 to North City Limit	55	14500	18200	790	319	109	927	386	135
SR 86	South City Limit to SR 78	55	21000	30700	>1,000	618	233	>1,000	823	331
SR 86	SR 78 to West City Limit	55	16600	15900	>1,000	514	188	>1,000	498	181
SR 78	SR 86 to Cesar Chavez	50	28000	17300	>1,000	450	162	754	301	102
SR 78	Cesar Chavez to SR 111	50	19400	22000	825	334	114	901	370	128
Best Ave	Mead Rd to SR 78	45	4850	16200	271	92		599	226	75
Best Ave	SR 78 to Shank Rd	45	1500	13000	71			505	185	60
Malan St	SR 86 to Best Ave	45	3920	12000	178	59		474	171	57
Wildcat Dr	SR 86 to Best Ave	45	-	16100	-	-	-	596	224	74

## ***Railroad Noise at Areas Other Than Crossings***

The Southern Pacific Railroad runs north-south through the City. An average of 8 freight trains per day runs the rail line. The train speed is approximately 25 miles per hour within the City. The passing time for a train is about 3 minutes. The existing rail line passes through commercial and industrial areas of the City, with few existing houses within 150 feet of the tracks. Locomotives and freight cars can generate considerable noise, and could be disruptive at night at dwellings within roughly 150 feet of the tracks.

Railroad noise was analyzed for two scenarios: 1) trains moving at steady speed along rail lines, without sounding their horns; and 2) train horns at at-grade crossing. Steady-speed train noise without horns is described in this section, while train horn noise is described in the next section.

The Federal Transit Administration (FTA) Create project train noise spreadsheet was used to estimate noise levels at various distances perpendicular to the tracks. Two land use scenarios were evaluated: the “unshielded case” where the noise-sensitive receiver has a direct line of sight to the rail line with no intervening buildings; and the “shielded case” where there is at least one row of buildings between the tracks and the receiver location. In both cases the noise contour distances corresponding to CNEL noise levels of 60 dBA, 65 dBA, and 70 dBA were modeled.

Table PSNE-5 shows the noise levels for trains moving along the rail line, without sounding their horn. The FTA train noise model displays noise levels as Ldn rather than the CNEL metric used by the City’s land use criteria. In most cases the modeled Ldn noise levels for train noise are expected to be nearly the same as the CNEL. The 65 CNEL contour (which defines the lower range of the “conditionally acceptable” land use criterion for residential areas” is 130 feet from the tracks for the unshielded case.

**TABLE PSNE-5.** Railroad Noise Contours (8 trains per day)

<b>Ldn or CNEL (dB)</b>	<b>60</b>	<b>65</b>	<b>70</b>
“Unshielded Case”, distance (ft) to rail track	280	130	60
“Shielded Case”, distance (ft) to rail track	140	70	40

## ***Train Horns at Rail Crossings***

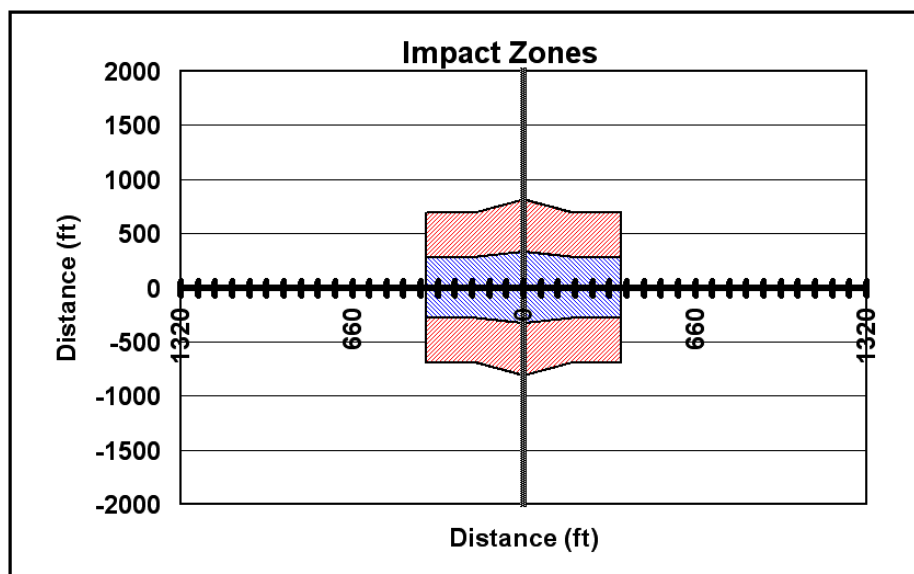
The existing rail line crosses approximately eight at-grade public roads within the City. Federal laws require trains to sound their horns while passing at-grade road crossings. Train horns are designed to be loud and noticeable to serve their purpose as safety devices. As a result, train horn noise can be disruptive at noise-sensitive receivers near the at-grade crossings, especially at night.

Noise impacts caused by train horns at at-grade road crossings were estimated using the Federal Railroad Administration (FRA) Horn Noise Spreadsheet (Federal Railroad Administration, 2007). The assessment was done based on 8 trains per day, with each train moving at 25 miles per hour and

the train sounding its horn for the minimum required time at the crossing. The baseline land use conditions at the rail crossings were set to “light suburban” to account for background noise levels.

The FRA horn noise spreadsheet indicates the geographical extent of the “severe impact zone” and the “moderate impact zone” described previously. Figure PSNE-9 shows a schematic diagram of the train horn impact zones at a representative at-grade crossing. The blue-shaded area on the diagram is the “severe impact” zone, while the red-shaded area is the “moderate impact zone”. Based on the FTA impact criteria, the length of the moderate impact zone extends for roughly 375 feet along the rail line in both directions away from the crossing, and the width of the moderate impact zone extends for 690 feet perpendicular to each side of the rail line.

**FIGURE PSNE-9. TRAIN HORN IMPACT ZONES**



**Note:** Blue-shaded area is the severe impact zone and red-shaded area is the moderate impact zone.

Source: FRA Horn Noise Model.

### *Areas of Special Concern*

Areas of special concern within Noise Impact Areas are near the Brawley Municipal Airport. CNEL range from 60 to 70 dB around the airport. The orientation of the CNEL contours correspond to the east-west trending runway and the right-hand flight pattern.

The planned land uses established in the Land Use Element reflect the airport noise contours. Land uses within the Noise Impact Areas are restricted to industrial and commercial development. One exception is a pocket of planned rural residential development to the west of North Imperial Avenue. This pocket will be exposed to CNEL of 65 dB in future years. Mitigation measures may be required to reduce interior noise to acceptable levels.

Intermittent noise is produced by trains using the Union Pacific Railroad. The intermittent noise can be substantial and temporarily disruptive. Rail activity is modest (currently estimated at 8 train passages per day) and the trains move slowly through the city (25 miles per hour). There are no existing homes within 130 feet of the tracks. Therefore, train noise does not result in CNEL exceeding 65 dBA at any existing homes.

### ***Transportation Noise Control***

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, because the City has little direct control over source noise levels because of state and federal preemption, (i.e., State motor vehicle noise standards and Federal air regulations), programs should be focused on reducing the impact of the noise on the community. Cooperative efforts with state and federal offices are essential.

**Noise Barriers:** The most effective method for mitigating transportation noise is through reducing the impact of the noise to the community by utilizing the site design review process and noise mitigation measures required by the California Environmental Quality Act. To reduce noise impacts for new projects to less than significant, mitigation through site planning, landscaping, as well as topography, and the design and construction of a noise barrier (wall, berms, or combination wall/berms) are the most common ways of alleviating traffic noise impacts in existing urban environments. Setbacks can also be used to provide partial mitigation or full mitigation where a small noise reduction is needed.

Noise attenuating barriers are commonly incorporated into projects and can be extremely effective in reducing noise levels. The effectiveness of the barrier depends on the relative height and materials of the barrier, the noise source, the affected area, the horizontal distance between the source and the barrier, and between the barrier and the affected area. The City shall require the design and implementation of appropriate noise mitigation measures for all new projects. Although noise barriers can be extremely effective, their aesthetic effect on a neighborhood should be considered.

Noise mitigation measures must be considered in the design of Caltrans funded roadway improvement projects. The Noise abatements should be designed to meet Caltrans feasible and reasonable criteria in accordance with Traffic Noise Analysis Protocol (Caltrans 2006) and Technical Noise Supplement (TeNS) guidelines (Caltrans 1998).

The City shall require the use of walls and berms in the design of new residential and other noise sensitive land uses that are next to major roads, rail lines, commercial, or industrial to help mitigate noise impacts. The City will also encourage the reduction of train noise by requesting that the Union Pacific Railroad reduce speed and use welded track in good repair throughout the Planning Area.

**Noise Control at the Source:** The California Vehicle Code contains noise limits applicable to new vehicles at the time of manufacture and noise regulations pertaining to the operation of all vehicles on public roads.

The City will provide for continued evaluation and enforcement of truck and bus movements and routes to minimize noise at the source for sensitive land uses. Regulation of traffic flow can also significantly minimize noise impacts. The State Motor Vehicle noise standards for cars, trucks, and

motorcycles will be enforced through coordination with the California Highway Patrol and the Brawley Police.

The City and its citizens will also participate in planning processes for the Brawley Municipal Airport. The City will work with the Airport Land Use Commission to ensure that changes in airport operation do not result in excessive noise to existing and planned land uses.

This page intentionally left blank.



# NON-TRANSPORTATION NOISE

## Introduction

Significant noise can also be generated by other sources that are unrelated to transportation activities, (such as industrial, agricultural, and construction operations). Non-transportation noise can be controlled by the operator of the noise source to avoid excessive exposure at nearby noise-sensitive receiver locations.

## Goals, Objectives, and Policies

***PSNE Goal 8: Protect People Living and Working in the City from Excessive Non-Transportation Noise***

**PSNE Objective 8.1: Develop measures to control non-transportation noise impacts.**

- PSNE Policy 8.1.1:** Enforce Brawley's noise ordinance, City policies, and regulations affecting noise.
- PSNE Policy 8.1.2:** Minimize the impacts of non-transportation construction noise on adjacent land uses through limiting the permitted hours of activity.
- PSNE Policy 8.1.3:** Require City departments to observe state and federal occupational safety and health noise standards.
- PSNE Policy 8.1.4:** Require new equipment and vehicles purchased by the City to comply with noise performance standards consistent with available noise reduction technology.

## Plan

People and noise sensitive areas must be protected from excessive noise generated by non-transportation sources including commercial and industrial centers. These impacts are most effectively controlled through the environmental and site plan review process by imposition of mitigation measures and the application of a City Noise Ordinance.

### *Noise Ordinance*

The existing Noise Ordinance is included in the Chapter 18 of City Code, which is outlined below:

- Sec. 18.1. Loud or unusual noises prohibited and declared nuisance.

- Sec. 18.2. Causing noise nuisance after notice unlawful.
- Sec. 18.3. Persons liable for expense of abating nuisance; cost to be lien.
- Sec. 18.4. Civil action to abate nuisance.
- Sec. 18.5. Permit for use of loudspeakers or sound amplifiers.

The city noise ordinance is qualitative only, and does not specify numerical noise limits. Furthermore, the city ordinance does not cover some of the categories of noise sources known to cause noise impacts. For example, noise from vehicles on public roads, airport, and railroad is not regulated by the noise ordinance. The noise ordinance does not set numerical restrictions on construction noise.

The City's Noise Ordinance will be updated to reflect the policies and plans of this element. The ordinance revisions will address the following subjects: construction activity, truck traffic, loading and unloading operations, landscape activity, interior noise standards and exterior noise standards. The updated Noise Ordinance will also require all City departments to comply with state and federal OSHA noise standards, and old purchased equipment and vehicles must comply with city, state, and federal noise standards.

The Noise Ordinance will be enforced to ensure that adjacent properties are not exposed to excessive noise levels from stationary sources. The Economic and Community Development Department will act as noise control coordinator. This will ensure the continued operation of the noise enforcement efforts of the City. Following the initial update of the Noise Ordinance, the City will periodically review its Noise Ordinance and other noise policies and regulations to conform with changes in legislation and/or technologies, and to address new community noise issues.

### ***Typical Mitigation for Industrial and Commercial Uses***

Consideration should be given to the control of noise in new commercial and industrial developments when noise levels would otherwise be generated that would exceed the noise level for the district in which they are located and that would adversely affect nearby projects. The following mitigation measures could be applied when reviewing these new projects:

- ***Furnaces*** - Acoustically treat natural draft and/or forced draft units and combustion air intake. Insulation of firing walls and damped and lined ducting are but a few of the treatments that could be considered.
- ***Fans*** - Air cooled heat exchangers can be provided with silencers where effective (i.e., primarily on small, high-speed air fans). For larger coolers, quieter equipment can be installed.
- ***Motors*** - Quiet-design motors can be employed and located to minimize impacts on nearby properties.
- ***Centrifugal Compressors*** - Centrifugal compressors can be equipped with inlet and discharge silencers. Acoustical enclosures may also be considered.
- ***Centrifugal Pumps*** - Centrifugal pumps may be equipped with suction and discharge piping that has been acoustically treated. Acoustical enclosures may be considered.

- ***Steam and Gas Generators*** - Acoustical enclosures for turbines may be effective in reducing noise. Inlet and discharge piping may be acoustically treated and expansion joints added or comparable attenuative modifications made to minimize structure-borne vibrations.
- ***Control Valves*** - Quiet valves should be used whenever available. In other circumstances, in-line silencers can be employed.
- ***Atmospheric Vents, Exhaust and Intakes*** - Noisy vents should be equipped with silencers. Where safety is not an overriding concern, vents should be positioned close to the ground or below grade.

This page intentionally left blank.

# NOISE AND LAND USE PLANNING INTEGRATION

## Introduction

The juxtaposition of incompatible land uses can result in noise impacts to sensitive receptors, (e.g., residential uses, schools, hospitals). Noise impacts can be avoided by considering the effects of noise early in the land use planning process.

## Goals, Objectives, and Policies

<b><i>PSNE Goal 9: Incorporate Noise Considerations into Land Use Planning Decisions</i></b>
--

**PSNE Objective 9.1: Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise.**

- PSNE Policy 9.1.1:** Adopt planning guidelines, which establish acceptable noise standards for various land uses throughout Brawley.
- PSNE Policy 9.1.2:** Apply the state's Title 24 noise insulation standards to the construction of multi-family housing and conversion of existing apartments into condominiums.
- PSNE Policy 9.1.3:** Utilize noise/land use compatibility standards as a guide for future planning and development.
- PSNE Policy 9.1.4:** Review proposed projects in terms of compatibility with nearby noise-sensitive land uses with the intent of reducing noise impacts.
- PSNE Policy 9.1.5:** Require new residential developments located in proximity to existing commercial/industrial operations that exceed 65db CNEL to control residential interior noise levels with 25 dB noise reduction as a condition of approval.
- PSNE Policy 9.1.6:** Require commercial uses from a mixed-use project (including residential) to comply with the Noise Ordinance. Design mixed-use structures to prevent transfer of noise from the commercial to the residential use.
- PSNE Policy 9.1.7:** Require new commercial/industrial operations located in proximity to existing or proposed residential areas to incorporate noise mitigation into project design, to comply with Noise Ordinance.

**PSNE Policy 9.1.8:** Require new residential development and office buildings located within the 65 dB contour of the Municipal Airport to reduce interior noise levels by 25 dB as a condition of approval.

## Plan

Table PSNE-2 provides guidance for the acceptability of certain development projects within specific CNEL contours and will act as a set of criteria for assessing the compatibility of proposed land uses within the noise environment. Table PSNE-2 depicts “normally acceptable”, “conditionally acceptable”, “normally unacceptable”, and “clearly unacceptable” exterior noise levels for various land use categories. The primary purpose of the noise compatibility matrix is to identify potential conflicts between proposed land uses and the noise environment. The matrix is usually used at the General Plan or zoning level of approvals.

Table PSNE-1 also provides the basis for development of the specific noise standards presented in Table PSNE-3. The noise standards will act as City policy for new land uses and acceptable noise levels for development of new land uses. The provisions of the State of California Noise Insulation Standards (California Administrative Code, Title 24) will be enforced to specify that the indoor noise levels for multifamily residential living spaces shall not exceed 45 dB CNEL (or Ldn) due to the combined effect of all noise sources. The State requires implementation of this indoor standard when the outdoor noise levels exceed 60 dB CNEL (or Ldn). The noise contour maps can be used to determine when this standard needs to be addressed. The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings, other than detached single family dwellings. The City will also, as a matter of policy, apply this standard to new single family developments and condominium conversion projects where feasible.

For the City to achieve noise and land use compatibility, it is imperative that mitigation measures be imposed during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The submittal of an acoustical analysis report analyzing anticipated noise impact levels is one mechanism to evaluate proposed projects. The incorporation of mitigation measures as described in this element and other action may enable a project to comply with exterior and interior noise compatibility guidelines and standards.

## Related Goals and Policies

Goals and policies of the other Brawley General Plan Elements also relate to public safety and noise issues. Internal consistency is a major legislative requirement for all general plans. Table PSNE-6 shows the goals of the Public Safety/Noise Element that are related to the other Elements of the General Plan.

**Table PSNE-6. Public Safety/Noise Related Goals and Policies by Element**

Related Goals and Policies by Element							
Public Safety/ Noise Goals	Land Use	Infra- structure	Resource MGT	Open Space/ Recreation	Public Safety/ Noise	Economic Developm ent	Draft Housing (March 2008)
Reduce the Risk of Flood Damage in Brawley	2.1.3; 6.1.1; 6.1.5	5.2.5	2.2.4	3.1.1-3.1.2			
Reduce the Risk of Seismic and Other Geologic Hazards in Brawley	2.1.3;		2.2.1; 2.2.3- 2.2.6; 2.2.8- 2.2.10				
Reduce the Risk to the Community's Inhabitants from Exposure to Hazardous and Toxic Materials and Wastes		1.1.7; 1.2.4; 8.2.1- 8.2.3;	2.2.4; 3.1.1; 3.1.3	2.1.1; 3.1.1- 3.1.2			
Reduce the Risk to the Community's Inhabitants from Fires or Explosions	2.2.5; 6.1.1; 6.1.10;						
Support Emergency Preparedness Planning/Disaster Response		6.3.3					
Promote Compatibility between the Brawley Municipal Airport and Surrounding Uses	2.1.3	3.1.2; 3.1.4		3.1.1			
Protect People Living and Working in the City	2.2.1; 2.2.3	1.1.13					

**Related Goals and Policies by Element**

<b>Public Safety/ Noise Goals</b>	<b>Land Use</b>	<b>Infra- structure</b>	<b>Resource MGT</b>	<b>Open Space/ Recreation</b>	<b>Public Safety/ Noise</b>	<b>Economic Developm ent</b>	<b>Draft Housing (March 2008)</b>
from Excessive Transportation Noise							
Protect People Living and Working in the City from Excessive Non-Transportation Noise	2.2.3						
Incorporate Noise Considerations into Land Use Planning Decisions							



# INTRODUCTION TO THE ECONOMIC DEVELOPMENT ELEMENT

Economic development is a key to achieving long-term community goals in Brawley. Although this Element is optional under State law, City initiatives aimed at improving the economic conditions in the area are directly tied to the success of other long-range goals in the areas of land use, housing, and infrastructure.

The Economic Development Element is intended to be a dynamic component of the General Plan. The Element is directed at a wide range of economic issues that need to be dealt with during various stages of the community's evolution and, in some cases, on a repetitive basis. Therefore, the economic goals, objectives, and policies are of a general nature so as to encompass the directed scope of specific initiatives described in the Economic Development Plan, whenever and as often as they must be undertaken.

In addition to this Introduction, the Economic Development Element is composed of the following sections: Fiscal Strength and Stability; Business Promotion; Promotion of Downtown Business District; and Balanced Employment and Housing. Each section contains an Introduction, Goals, Objectives and Policies, and a Plan. Specific implementation programs for this Element are contained in the Implementation Chapter of the General Plan.

## Related Plans and Entities

Aside from the City's Redevelopment Plan, there are two major entities that directly address economic development within the City of Brawley, which are listed below and described in the Introduction Chapter of the General Plan.

- City of Brawley Redevelopment Plan, 2007
- Brawley Community Redevelopment Agency
- Brawley Economic Development Commission

### ECONOMIC DEVELOPMENT ELEMENT GOALS

- |             |  |
|-------------|--|
| EDE Goal 1: | Maintain and Promote Fiscal Strength and Stability of the City's Economy |
| EDE Goal 2: | Promote Local Businesses and Encourage New Commerce in the City          |
| EDE Goal 3: | Promote the Revitalization of the City's Downtown                        |
| EDE Goal 4: | Achieve a Balance between Housing and Employment Opportunities           |

This page intentionally left blank.

# FISCAL STRENGTH AND STABILITY

## Introduction

Maintaining and promoting fiscal strength and stability is an essential step in realizing a greater quality of life within Brawley. Expanding and diversifying the City's economic base provides a foundation for fiscal strength and stability in the future.

## Goals, Objectives, and Policies

<b><i>EDE Goal 1: Maintain and Promote Fiscal Strength and Stability of the City's Economy</i></b>
--

**EDE Objective 1.1: Provide for the expansion and diversification of the City's economic base.**

**EDE Policy 1.1.1:** Maintain and support the Brawley Economic Development Commission and Chamber of Commerce and facilitate an aggressive business marketing and promotion program.

**EDE Policy 1.1.2:** Identify the types of industrial, office and commercial uses that are desired by the community and assess the market demand for those types of uses.

**EDE Policy 1.1.3:** Ensure that the land use plan includes sites supporting new job-creating industrial and commercial development.

**EDE Policy 1.1.4:** Work with federal and state agencies to develop and implement programs designed to train the undereducated and unskilled to increase their opportunities for employment.

**EDE Objective 1.2: Implement an infrastructure improvement program to enable the City to offer fully served industrial and commercial sites tied to multi-modal transportation.**

**EDE Policy 1.2.1:** Ensure adequate infrastructure to support new job-creating industrial development.

## **Fiscal Strength and Stability Plan**

A strategy for maintaining and promoting fiscal strength and stability for Brawley must be tied directly to the expansion and diversification of its economic base. The strategy is based on the active efforts of the Brawley Economic Development Commission (BEDC), an arm of the Chamber of Commerce, and the Brawley Community Redevelopment Agency (CRA) to market and promote business opportunities in Brawley. A major objective of the BEDC is to promote sustained economic growth through the targeting of certain industries that represent the greatest opportunities for long-term growth and development.

This basic objective is reflected in the Land Use Element of the General Plan through the narrative description of land use categories or designations that allow business and commercial activities, and through the Land Use Policy Map which identifies the physical locations and sizes of lands planned for such uses. For example, the Map identifies a substantial amount of vacant land in the northeast portion of the planning area around the Municipal Airport for industrial use. This land is presently served by the Airport, the Southern Pacific Railway, and, in the future, the realigned SR 111. The Land Use Policy Map also identifies substantial land area for future commercial development along and in close proximity to Main Street as reflected in the Downtown Overlay Districts and close to important transportation corridors including SR 86 and the future realignment of SR 111.

Without basic infrastructure to service land available for industrial, commercial, and residential development, growth and economic improvement would not be possible. The Infrastructure Element identifies the various financing mechanisms that can be used to improve and expand the public facilities needed to support new development.

# BUSINESS PROMOTION

## Introduction

Brawley is interested in promoting businesses which will create new jobs, new physical development, and increased revenues to support urban services. Opportunities to promote businesses and commerce must be recognized and acted upon to achieve these desired results.

## Goals, Objectives, and Policies

<b><i>EDE Goal 2: Promote Local Businesses and Encourage New Commerce in the City</i></b>
---

**EDE Objective 2.1: Develop a strategy for promoting the types of businesses and industries desired by the community.**

- |                          |  |
|--------------------------|--|
| <b>EDE Policy 2.1.1:</b> | Consider the use of incentives to assist businesses which provide important continuing benefits and contributions to the local economy.                                |
| <b>EDE Policy 2.1.2:</b> | Coordinate local programs with regional programs for retention of jobs and economic development.   |
| <b>EDE Policy 2.1.3:</b> | Assure that local amenities and open spaces are maintained and expanded in order to assist and attract new businesses and promote economic vitality.                   |
| <b>EDE Policy 2.1.4:</b> | Establish revitalization project areas as needed by the City.  |
| <b>EDE Policy 2.1.5:</b> | Promote the development of industrial parks in Brawley, which offer access to multi-modal forms of transportation (highway, rail, and air).                            |
| <b>EDE Policy 2.1.6:</b> | Provide for the expansion of the runway at the Brawley Municipal Airport, in order to accommodate the larger aircraft typically used by corporate decision makers.     |
| <b>EDE Policy 2.1.7:</b> | Promote the development of hotels/motels, theatres, entertainment, golf course, recreation facilities, water park, and restaurants to facilitate the tourism industry. |
| <b>EDE Policy 2.1.8:</b> | Promote the development of quality recreational vehicle/travel trailer parks as a means of tapping into the winter visitor market.                                     |
| <b>EDE Policy 2.1.9:</b> | Develop a streamlined City process for expediting land use permits and entitlements.   |

**EDE Policy 2.1.10:** Encourage the promotion of jobs and job related programs for the City's youth.

**EDE Objective 2.2: Promote economic opportunities associated with regional and international markets to stimulate business for the City.**

**EDE Policy 2.2.1:** Review ongoing economic research on the effects of NAFTA to determine potential business opportunities for Brawley.

**EDE Policy 2.2.2:** Develop strategies to promote NAFTA business opportunities that are suitable for Brawley.

**EDE Policy 2.2.3:** Work with public and private transport agencies to make the flow of goods through and around Brawley as convenient and expedient as possible for business and industry.

**EDE Policy 2.2.4:** Work with regional economic development agencies, local governments, and Mexicali officials to develop rail access to Pacific Ocean ports.

**EDE Objective 2.3: Promote development to meet the retail needs of the community.**

**EDE Policy 2.3.1:** Promote development of retail uses which serve local needs and diversify the selection of conveniently located goods and services.

**EDE Policy 2.3.2:** Promote the overlap between visitor and regional serving retail uses by encouraging retail goods and services which serve both market segments.

**EDE Policy 2.3.3:** Ensure that the land use plan includes sites supporting job creating new commercial development.

**EDE Policy 2.3.4:** Promote the development of more specialized and upscale retail establishments.

## **Business Promotion Plan**

A primary objective for economic development in Brawley is the promotion of businesses, which create jobs and new physical development within the City. This primary objective, if successful, will result in increased retail sales, increased demand for housing, and an improved property and sales tax base that will increase fiscal stability. With this as a primary objective, the City will concentrate its energies on the following efforts aimed at promoting economic growth and development:

1. Pursue development of diversified light industrial, agricultural services, food/beverage processing, electronic and computer components assembly, pharmaceuticals/biotech, and warehousing/distribution development in the northeast portion of the planning area around the airport, Southern Pacific Railway and the new SR 111 realignment;

2. Pursue the attraction of industry that supports the development and use of geothermal energy resources;
3. Evaluate the feasibility of a trucking service center in the northeast portion of the planning area as part of future industrial development or at the future SR 111/SR 78 intersection in the easterly portion of the planning area;
4. Aggressively pursue institutional users (such as educational, state, federal, utility, financial processing, and medical institutions) to locate in Brawley by marketing inexpensive land, water availability, low utility costs, and underutilized workforce, affordable housing and a quality community in which to live;
5. Evaluate the feasibility of a traveler commercial center at the future intersection of SR111/SR 78 in the easterly portion of the planning area;
6. Aggressively market Brawley to regional and national tourists visiting the desert or travelling to the Colorado River and other recreational areas;
7. Target commercial land along SR 86 in the southwest portion of the planning area for larger discount retail uses that might have the potential to draw customers from northern El Centro;
8. Promote the development of recreational vehicle accommodations for regional and national tourists requiring such facilities for short- and long-term visits to the Imperial Valley.
9. Promote the City's Foreign Trade Zones and New Market Tax Credit Areas located within and adjacent to the Brawley Municipal Airport Environs.

This page intentionally left blank.



# PROMOTION OF DOWNTOWN BUSINESS DISTRICT

## Introduction

The downtown business district is the heart of Brawley and is easily distinguished by a predominant Spanish architectural style and the physical arrangement of its streets and buildings. As depicted on Figure LUE-2, Special Study Areas, a large portion of the City's downtown is located within the Downtown Overlay District (DOD). Revitalization of the DOD is an essential component of the City's overall approach to achieve and benefit from economic growth.

## Goals, Objectives, and Policies

<b><i>EDE Goal 3: Promote the Revitalization of the City's Downtown</i></b>
---

**EDE Objective 3.1: Maximize the potential of the area to provide a more exciting and compatible mix of uses.**

**EDE Policy 3.1.1:** New developments in the Downtown Overlay District (DOD) should be consistent with the vision of the DOD's respective sub-districts and the 1989 Downtown Revitalization Guidelines. Modify and implement design guidelines for the downtown area as needed.

**EDE Policy 3.1.2:** Promote the development of residential, recreational, and retail opportunities that encourage use and activity beyond the normal hours of the work week.

**EDE Policy 3.1.3:** Encourage the development of a combined governmental (City, state and federal) services complex in downtown Brawley.

**EDE Policy 3.1.3:** Establish a business improvement district in the downtown area and offer incentives to downtown businesses.

## Promotion of Downtown Business District Plan

The City of Brawley recognizes that its economic development plan and strategy must include a component aimed at invigorating and revitalizing its downtown business district centered along Main Street. The City created the Downtown Revitalization Guidelines in 1989 in order to help provide a better framework to guide the character of growth and improvements within the City's redevelopment areas.

Revitalizing the downtown area was a common theme in the public workshops involved during the General Plan update. As a result, the Downtown Overlay District was created and includes three sub-districts located within the downtown as shown on Figure LUE-2, each with a different vision as discussed in the Land Use Element. With the exception of areas designated for industrial uses, the DOD may allow residential densities and/or a mixture of commercial and residential uses that would not otherwise be allowed by a single land use designation anywhere else in the City. New developments in the DOD must ensure adequate buffers between any industrial and residential properties and other sensitive receptors with regard to but not limited to the following potential hazards: noise; hazardous and/or toxic air contaminants; and hazardous and/or toxic substances. The City may adopt additional development guidelines or a specific plan for the DOD following the adoption of the update to the General Plan in order to provide greater direction for future developments.

# BALANCED EMPLOYMENT AND HOUSING

## Introduction

Economic development creates jobs and demand for housing. To effectively attract new industry and commerce to Brawley, the City must ensure that adequate housing is available for those who wish to live and work in the community.

## Goals, Objectives, and Policies

<b><i>EDE Goal 4:      Achieve a Balance between Housing and Employment Opportunities</i></b>
---

**EDE Objective 4.1:    Support the provision of adequate housing to meet the needs of all economic segments of the City.**

**EDE Policy 4.1.1:**    Implement the goals and policies of the Housing Element of the General Plan.

**EDE Policy 4.1.2:**    Develop and implement short- and long-range programs to stimulate jobs and economic growth.

## Balanced Employment and Housing Plan

The overall Economic Development Plan for Brawley must include consideration of the demand for housing that may result from the introduction of new jobs into the community. Although the relatively high unemployment rate indicates that many of the workers taking newly created jobs may already be living within housing in the community, stable employment for those who are currently unemployed will probably result in increased demand for housing units. As new jobs are created, some of the persons filling those jobs will be moving into Brawley from outside the planning area and those individuals and their families will be seeking suitable housing within a reasonable distance from their place of work. These resulting conditions suggest that suitable land must be available to provide housing for the future population of Brawley.

Implementation of the City's Land Use Element and Housing Element of the General Plan directly support this important component of the Economic Development Plan. For example, the Land Use Element describes three land use designations and an overlay zone for a portion of downtown that provide for various densities of residential development to accommodate the City's population. Variation in densities is designed to ensure that housing choices are available to a population consisting of different income groups and lifestyles.

The Land Use Element also includes a Land Use Policy Map describing the physical location and extent of land designated for residential use. The Map indicates where the residential land uses exist or will exist in the future, and provides a clear indication of the physical relationship between residential land uses and other uses, such as commercial, industrial, public facilities, and open space.

The Housing Element of the General Plan looks directly at housing needs based on projected growth in the community over a five-year period. Based on projected population growth, land has been identified to accommodate new residential construction at various densities to support future housing demand. Other housing programs included in the Housing Element are designed to maintain and preserve existing housing within the community, as well as meet the needs of certain segments of the population (handicapped, farm workers, and others) with specialized requirement.

## Related Goals and Policies

The goals and policies described in the Economic Development Element are related to and support subjects included within other General Plan Elements. In turn, many policies from the other Elements directly or indirectly support the goals and policies of the Economic Development Element. These supporting policies are identified in Table EDE-1.

**TABLE EDE-1.** Economic Development Related Policies by Element

Related Policies by Element							
Economic Development Goals	Land Use	Infrastr-ucture	Resource Manage-ment	Open Space/ Recreation	Public Safety/ Noise	Economic Development	Draft Housing (March 2008)
Maintain and Promote Fiscal Strength and Stability of the City's Economy	1.1.6; 1.1.8;	1.1.1; 1.1.6; 2.1.2; 2.1.3; 2.1.5; 2.1.7; 3.1.1-3.1.4; 3.2.1-3.2.5; 3.3.1-3.3.2; 7.1.1; 8.2.1; 9.1.1;	9.1.1- 9.1.2				
Promote Local Business and Encourage New Commerce in the City	1.1.3; 1.1.4; 1.1.10; 1.1.11; 1.1.14; 2.1.2; 2.1.5; 3.1.8; 5.1.1-5.1.3; 5.2.1-5.2.4;		8.1.1; 8.1.7				
Promote the Revitalization of the City's Downtown	3.1.1-3.1.9						4.2.1 E, F, and H
Achieve a Balance between Housing and Employment Opportunities	1.1.1-1.1.2; 1.1.9; 4.1.4;						4.2.1, 7



# HOUSING ELEMENT

State law requires that the City of Brawley's Housing Element contain an analysis of existing and projected housing needs as well as policies and programs to meet those demands. State law also mandates that the City evaluate its Housing Element every five years to determine its effectiveness in achieving its housing goals and objectives and to adopt an updated Housing Element which reflects the results of this evaluation. The City of Brawley's draft Housing Element (March 2008) is internally consistent with this draft General Plan Update. The draft Housing Element is currently being updated and is on file with the City's Community and Economic Development Department.





# **IMPLEMENTATION INTRODUCTION**

The General Plan Implementation Program provides a guide to the community, City staff, and City officials to implement adopted General Plan policy and plans. The purpose of the Implementation Program is to ensure that the overall direction provided in the General Plan for growth and development in the City of Brawley is translated from general terms to specific actions. The Implementation Program is a series of actions, procedures, and techniques that carry out the General Plan policy through implementing a standard or program. Each implementation measure will need further City Council action, either on a city-wide basis, (e.g. zoning ordinance amendment or adoption of and development review criteria), or in individual subareas for actions, (e.g., capital improvement projects). The City Council, by relating the Implementation Program to the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision making. Implementation of the actions, procedures, and techniques established in this program will be subject to funding constraints.

The Implementation Program is organized into six subsections that correspond to the General Plan Elements with the exception of the Housing Element. The implementation programs for the Housing Element are contained in the element. Each of the Implementation Program subsections is comprised of measures that directly relate to the policies and plans of the corresponding General Plan element.

## **Use of the General Plan Implementation Program**

The City will use this Implementation Program as the basis for preparing the annual report to the City Council on the status of the City's progress in implementing the General Plan, as described in Section 65400 of the Government Code. Because many of the individual actions and programs described in the Implementation Program act as mitigation for significant environmental impacts resulting from planned development identified in the General Plan, the annual report can also provide a means of monitoring the application of the mitigation measures as required by AB 3180. This Implementation Program should be updated annually and whenever the City's General Plan is amended or updated to ensure its continued consistency and usefulness.

This page intentionally left blank.

# LAND USE ELEMENT IMPLEMENTATION

The Implementation Program provides strategies to implement the adopted policies and plans identified in the Land Use Element. The Land Use Implementation Program provides a guide to the community, City staff, and City officials to be used in making daily Land Use issue decisions in Brawley. The Implementation Program is a series of actions, procedures, and techniques that carry out the Land Use policy through implementing a standard or program, subject to funding constraints. The Implementation Program ensures that future development will be compatible, provide for a balance of land uses, and allow economic expansion in Brawley.

The Land Use Element identifies the land use Goals, Objectives, and Policies of the City. The Land Use Element Implementation Program section identifies programs, which will be utilized to carry out land use policy in Brawley.

The City's zoning ordinance, subdivision and grading ordinances, code enforcement, specific plans, and capital improvement projects and programs, and the City's Redevelopment Plan serve as tools to enable the City to guide the development and revitalization of key areas of Brawley.

## ***IMP-LUE Goal 1: Balanced Development***

### ***IMP-LUE Program 1.1***

**Zoning Ordinance:** The Zoning Ordinance is the primary method by which cities implement land use policy regulating the location, type of use, and the physical form of development. Table LUE-5 of the Land Use Element shows the relationship between the General Plan land use designations and zoning districts. This table identifies how properties city-wide should be zoned to be consistent with the Land Use Policy Map. The Zoning Ordinance consists of a map, which delineates boundaries of zoning districts and text which explains the purpose of zoning districts, lists permitted and conditional uses, provides standards for development and includes other regulations. Title 27 of the municipal code contains the City's Zoning Ordinance. Following adoption of the General Plan, a revised Zoning Ordinance will be prepared.

The City will review the Zoning Ordinance and prepare amendments to achieve consistency as necessary with the policies and standards contained in the General Plan. Adoption of Zoning Ordinance amendments and an associated Zoning Map will provide a primary implementation tool for the Land Use Element.

**Responsible Agency/Department:** Community Development

**Funding Source:** City General Fund

**Time Frame:** Following the adoption of the General Plan Update

Related Land Use Element Policies: **1.1.1-1.1.4; 1.2.1-1.2.5; 2.1.1-2.1.6; 2.2.1-2.2.6; 2.3.1-2.3.2; 3.1.1-3.1.9; 4.1.1-4.1.16; 5.2.1-5.2.4**

***IMP-LUE Program 1.2***

Maintenance of City Revenues: Promote expansion of the City's economic base and diversification of economic activity, while ensuring that necessary public facilities and services are available to accommodate City needs.

- Identify those land uses and developments, which impose significant costs on the City through the monitoring of expenditures for facilities and services.
- Maintain an updated Development Impact Fee Study
- Adjust development standards, if required, to reduce municipal costs.
- User fees and charges should be reviewed periodically to ensure they are consistent with costs incurred by City.

Responsible Agency/Department: All City Departments

Funding Source: General Fund

Time Frame: Ongoing

Related Land Use Element Policies: **6.1.1-6.1.7; 6.1.7; 6.1.8; 6.1.12**

***IMP-LUE Program 1.3***

Intergovernmental Cooperation: The City will provide information on public and private development proposals within Brawley to other government agencies and will monitor major issues under consideration by federal and state and other adjacent local agencies which impact Brawley.

Responsible Agency/Department: Community Development

Funding Source: All City Departments

Time Frame: Ongoing

Related Land Use Element Policies: **1.2.5; 1.3.1-1.3.3**

***IMP-LUE Goal 2: Compatible and Complementary Development***

***IMP-LUE Program 2.1***

Code Enforcement: To be effective, the Zoning Ordinance and other City ordinances must be

enforced. The City has a code enforcement program designed to achieve the desired level of regulation and expects to continue the program.

Responsible Agency/Department: Community Development

Funding Source: City General Fund, Redevelopment Agency, Federal and State Grants and Other Sources

Time Frame: Ongoing

Related Land Use Element Policies: **2.2.4-2.2.6; 3.1.3; 3.1.4; 3.1.6; 3.1.7**

***IMP-LUE Program 2.2***

Environmental Review: Utilize the California Environmental Quality Act, and site plan review process, as applicable, in review of development projects to minimize environmental impacts and promote high quality design, compatible and sensitive to the City's natural resources and availability of municipal services and facilities.

Responsible Agency/Department: Community Development

Funding Source: City General Fund/Redevelopment Agency/Real Estate Developers

Time Frame: Ongoing

Related Land Use Element Policies: **2.1.1-2.1.6; 2.2.1-2.2.6; 2.3.1-2.3.1; 5.2.4**

<p><b><i>IMP-LUE Goal 3: Revitalization of Older Commercial, Industrial, and Residential Uses and Properties</i></b></p>
--

***IMP-LUE Program 3.1***

Redevelopment Project Area: The Brawley Community Redevelopment Agency shall continue to implement redevelopment actions within the Redevelopment Project Area No. 1 to promote revitalization. The feasibility of creating additional project areas shall also be evaluated as needed to implement General Plan goals and policies.

Responsible Agency/Department: Office of the City Manager, Community Development

Funding Source: Redevelopment Agency

Time Frame: Ongoing

Related Land Use Element Policies: **2.2.4; 3.1.1-3.1.9**

### ***IMP-LUE Program 3.2***

Rehabilitation Activities: Through the Community Development Block Grant Program (CDBG), the Housing and the U.S. Department of Urban Development (HUD) provide funds to local governments for funding a wide range of activities. Allocate CDBG funds, where possible, for rehabilitation of older residential and commercial areas within the City.

Responsible Agency/Department: Community Development

Funding Source: County of Imperial/Federal Agencies

Time Frame: Ongoing

Related Land Use Element Policies: **3.1.1-3.1.9**

## ***IMP-LUE Goal 4: Improved City-Wide Urban Design***

### ***IMP-LUE Program 4.1***

Overall Capital Improvement Program: The City's Capital Improvement Program (CIP) should be reviewed in relation to the General Plan to ensure that plans for major expenditures are consistent with goals, policies and recommend programs, and that the improvements identified in the General Plan are included in the CIP. A finding should be included in any actions to approve a budget for a specific improvements, as well as approval of the CIP.

Responsible Agency/Department: Community Development, Public Works

Funding Source: City Capital Improvements, City General Fund, Redevelopment Agency, State and Federal grants, and outside funding sources

Time Frame: Annually

Related Land Use Element Policies: **6.1.1-6.1.21**

### ***IMP-LUE Program 4.2***

Beautification Program: Encourage organization and implementation of a city beautification program to assist residents and businesses to improve the physical appearance of their property.

Responsible Agency/Department: Office of City Manager, Community Development

Funding Source: State and Federal funding sources

Time Frame: Ongoing

Related Land Use Element Policies: **4.1.1-4.1.16**

***IMP-LUE Program 4.3***

Special Study Areas: Encourage specific plans which describe necessary circulation and infrastructure systems and specific land uses desired within Special Study areas identified on Figure LUE-2.

Responsible Agency/Department: Community Development

Funding Source: City General Fund/Property Owners

Time Frame: Ongoing

Related Land Use Element Policies: **1.1.1-1.1.14; 1.2.1-1.2.5; 2.1.1-2.1.6; 2.2.1-2.2.6; 2.3.1-2.3.2; 6.1.1-6.1.21**

***IMP-LUE Goal 5: Economic Expansion and Diversification***

***IMP-LUE Program 5.1***

Economic Development: Land use activities and development proposals generating long-term fiscal benefit to serve local needs will be targeted as desirable land uses.

Responsible Agency/Department: Office of City Manager, Community Development

Funding Source: City General Fund/Business Community and Redevelopment Agency

Time Frame: Ongoing

Related Land Use Element Policies: **1.1.4; 1.1.14; 3.1.8-3.1.9; 5.1.1; 5.2.1-5.2.4**

***IMP-LUE Program 5.2***

Business Attraction and Retention: Develop and employ an aggressive marketing effort to attract and retain business in Brawley.

Responsible Agency/Department: City Council, Office of City Manager, Community Development

Funding Source: City General Fund/State and Federal funding sources

Time Frame: Ongoing

Related Land Use Element Policies: **1.1.4; 1.1.9; 3.1.8-3.1.9; 5.1.1-5.1.3; 5.2.1-5.2.4**

***IMP-LUE Program 5.3***

Legislation: Support State and Federal legislation which will maintain and expand local financing capabilities in undertaking economic development activities and capital projects.

Responsible Agency/Department: Community Development, Public Works

Funding Source: City General Fund/State and Federal funding sources

Time Frame: Ongoing

Related Land Use Element Policies: **1.2.5; 1.3.3; 5.1.2**

***IMP-LUE Goal 6: Development Coordinated With Public Facilities and Services***

***IMP-LUE Program 6.1***

Dedication/Improvements: The City shall continue to require dedication of right-of-way and improvements of streets and infrastructure and other public facilities consistent with the provisions of Brawley's Municipal Code.

Responsible Agency/Department: Public Works

Funding Source: Property Developer

Time Frame: Ongoing

Related Land Use Element Policies: **6.1.7; 6.1.8; 6.1.11-6.1.12**

***IMP-LUE Program 6.2***

Annexation Proposal Review: Proposals for annexation of lands within the City's sphere of influence will be reviewed. Annexations are approved by the Imperial County Local Agency Formation Commission. Factors to be considered in the review of a proposal shall include, but not be limited to, all of the following:

- a. Population, population density; land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.
- b. Need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas.  
“Services,” as used in this subdivision, refers to governmental services whether or not the services are services that would be provided by local agencies subject to this division, and includes the public facilities necessary to provide those services.
- c. The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.



- d. The conformity of both the proposal and its anticipated effects with both the adopted commission policies and priorities set forth in Section 56377.
- e. The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Section 56016.
- f. The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.
- g. Consistency with city or county general and specific plans.
- h. The sphere of influence of any local agency which may be applicable to the proposal being reviewed.
- i. The comments of any affected local agency.
- j. The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.
- k. Timely availability of water supplies adequate for projected needs as specified in Section 65352.5.
- l. The extent to which the proposal will assist the receiving entity in achieving its fair share of the regional housing needs as determined by the Southern California Association of Governments (SCAG).
- m. Any information or comments from the landowner or owners, and residents of the study area.
- n. Any information relating to existing land use designations.

Responsible Agency/Department: Office of City Manager, Community Development

Funding Source: City / Annexation Application

Time Frame: Ongoing

Related Land Use Element Policies: **1.3.3; 2.3.1-2.3.2**

***IMP-LUE Program 6.3***

Sphere of Influence: The Sphere of Influence is defined as a “plan for the probable physical boundaries and service area of a local agency.” The Sphere of Influence for the City of Brawley is adopted by the Imperial County Local Agency Formation Commission (LAFCO), in accordance with the state Government Code.

The Imperial County LAFCO uses the City of Brawley’s Sphere of Influence as a guide for approving annexations. In accordance with the state government code, on or before January 1, 2008, and every 5 years thereafter, Imperial County LAFCO, as necessary, is to review and

update the City of Brawley's Sphere of Influence. Criteria for adopting or amending a Sphere of Influence are defined as follows:

- The present and planned land uses in the area, including agricultural and open space lands.
- The present and probable need for public facilities and services in the area.
- The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide.
- The existence of any social or economic communities of interest in the area if the [LAFCO] commission determines that they are relevant to the agency.

Responsible Agency/Department: All City Departments

Funding Source: City General Fund Fee

Time Frame: Ongoing

Related Land Use Element Policies: **1.1.5-1.1.6**

***IMP-LUE Program 6.4***

Level of Services: Achieve and/or maintain standards for provisions of municipal services and facilities discussed in the City's Service Area Plan and attempt to maintain such level and/or quality of service throughout the City.

Responsible Agency/Department: All City Departments

Funding Source: City General Fund

Time Frame: Ongoing

Related Land Use Element Policies: **6.1.1-6.1.21**

***IMP-LUE Program 6.5***

Public Educational Facilities: To address the need for public education facilities in Brawley, the City will:

- Notify school districts of proposed subdivision projects or development applications early in the review process to allow time for adequate responses;
- Request school districts to indicate the level of facilities expected to be available at the time of need to serve development projects requiring discretionary approval; and
- Take into consideration (to the extent allowable by State law), the availability of school facilities at the time of need when making decisions on development applications

requiring general plan amendments, community plan updates, specific plans and amendments thereto, zone changes for residential or commercial or industrial uses, and other legislative land use decisions.

Responsible Agency/Department: Community Development

Funding Source: Development fees

Time Frame: Ongoing

Related Land Use Element Policies: **6.1.1; 6.1.13-6.1.21**

***IMP-LUE Goal 7: Conservation of Agricultural Lands and Open Space***

***IMP-LUE Program 7.1***

Parkland Dedication: The City will continue to require dedication of parkland and other public facilities, a fee or lien thereon, or a combination of both, as a condition of new residential development consistent with the Quimby Act. The City will implement their Right to Farm Ordinance and help conserve agricultural lands from future development.

Responsible Agency/Department: Community Development, Parks and Recreation, and Public Works

Funding Source: Property Developer

Time Frame: Ongoing

Related Land Use Element Policies: **7.1.1-7.1.4; 7.2.1-7.2.3**

This page intentionally left blank.

# INFRASTRUCTURE ELEMENT IMPLEMENTATION

The Infrastructure Element Implementation Program provides strategies to implement the adopted policy identified in the Infrastructure Element. The Program provides a guide to the community, City staff, and City officials to be used in making daily decisions related to the provision of public infrastructure, subject to funding constraints. The Implementation Program is a series of actions, procedures, and techniques that carry out the Infrastructure policy through implementing standards or programs. The City Council, by incorporating the Implementation Program into the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision-making.

The implementation measures are intended to ensure that adequate facilities exist for transportation and circulation of people and goods; potable water treatment and distribution; wastewater collection and treatment; solid waste; storm water run-off; drainage system; animal control; and power (electricity and gas) service. While providing for the maintenance of existing infrastructure, the implementation measures also identify strategies to furnish infrastructure for the planned growth identified in the Land Use Element.

<b><i>IMP-IE Goal 1:            Provide for Adequate Local Thoroughfares and Transportation Routes</i></b>
--

## ***IMP-IE Program 1.1***

Circulation Phasing Program: The General Plan Circulation Plan identifies future roadway improvements that must be implemented to accommodate anticipated growth in Brawley. The Circulation Plan incorporates the planned realignment and expansion of State Route 111 to bypass the City. The roadway classifications of the Circulation Plan are based on the realigned State Route 111 serving as a primary north-south connector. To coordinate circulation improvements with anticipated growth and the realignment of State Route 111, the City will prepare a Circulation Phasing Program. The Phasing Program will address the following issues:

- How circulation improvements will be identified during the development review process in coordination with the Circulation Plan standards and criteria;
- How major roadway improvements associated with the State Route 111 bypass will be coordinated with Caltrans, phased and financed; and
- How increasing traffic volumes in the City will be accommodated during the interim period before the bypass is constructed.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: City Capital Improvement Fund/Real Estate Developer Exactions

Time Frame: 2012

Related Infrastructure Element Policies: 1.1.1 – 1.1.6

***IMP-IE Program 1.2***

Improvements to Arterial Highway System: Implementing the General Plan Circulation Plan will require adding to or improving the existing roadway system. To this end, this implementation program involves monitoring improvement priorities, establishing funding sources, and incorporating the needed improvements into the City's Capital Improvement Program (CIP) on a regular annual basis. The following specific actions shall be implemented:

- Evaluate and if necessary revise the current CIP mechanism to ensure the mechanism includes a formal method to identify the roadway improvements that need to be constructed within five to seven years, as identified in the Circulation Phasing Program (to be prepared);
- Make an annual determination of potential sources of highway funding, such as Proposition 111 (Congestion Management) and other state and federal sources. Ensure that the use of funding from other agencies for projects initiated by the City will not limit the use of the street in the future;
- Establish guidelines for traffic impact fees so that an equitable means can be established for requiring new development to pay a fair share of the needed transportation improvements;
- Develop capital improvements program that includes reconstruction of existing curbs, gutters, and sidewalks along City streets, as needed; and
- Coordinate plans for Brawley circulation improvements with regional activities so that the City will obtain maximum benefit from other improvement activities in surrounding jurisdictions. Examples include coordination with Caltrans on the State Route 111 realignment project and coordination with the County of Imperial on improvements to County roads.

Responsible Agency: Public Works/Economic and Community Development/ City Council

Funding Source: City Capital Improvement Fund/Real Estate Developer Exactions/ Federal and State Funding/County of Imperial

Time Frame: Annual Update of Capital Improvement Program

Related Infrastructure Element Policies: **1.1.3 – 1.1.5; 1.1.15; 1.1.21-1.1.22**

***IMP-IE Program 1.3***

Dedication/Improvements for New Development Projects: The City will establish setback lines for future right-of-ways to protect ultimate roadway integrity in developing areas. As part of development review, dedication of necessary right-of-ways and street improvements will continue to be required at the developer's expense. Restricted local streets in residential areas will be permitted where such streets will be appropriate and conduct cost studies to determine if public alleys are needed in new residential subdivisions.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: Project Review Fees/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: **1.1.2; 1.1.9; 1.1.16**

***IMP-IE Program 1.4***

Circulation Improvements in Unincorporated Portion of Planning Area: The City will review all development proposals in the unincorporated County portion of the Brawley Planning Area to assess potential circulation impacts. The County will be requested to require infrastructure improvements that meet the standards of the City of Brawley and maintain Level of Service C.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: City General Fund/County of Imperial/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: **1.1.3 – 1.1.5**

***IMP-IE Program 1.5***

Minimize Traffic Noise: When planning improvements to the circulation system, the City will incorporate relevant policies and programs from the General Plan Noise Element to minimize noise impacts to residential areas, schools, hospitals, and other sensitive uses.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: City Capital Improvement Fund/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: **1.1.13**

***IMP-IE Program 1.6***

Streetscape Guidelines: Streetscapes play an important role in defining the character of the City

and projecting a positive civic image. The City will develop Streetscape Guidelines that identify Brawley's design goals for median parkways and sidewalk landscaping, street furniture, and signage for the various roadway classifications as well as future bus turnouts and other transit considerations. Roadways that serve as community focal points will be identified and appropriate streetscape goals and objectives will be developed to maintain and enhance such roadways. In addition, the City will identify important public views along Major Arterials, Secondary Arterials, and Collectors and develop guidelines to promote view preservation. During the development review process, the proposed streetscape of private streets will be assessed to coordinate integration with the streetscape of public streets.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: City General Fund/Development Exactions/Project Review Fees

Time Frame: 2010

Related Infrastructure Element Policies: **1.1.14**

***IMP-IE Program 1.7***

Truck Traffic: Established truck routes will be enforced to minimize the impacts of truck traffic on the City and reduce hazards from potential hazardous materials accidents. Truck routes should be appropriately designed and maintained. Truck routes will be periodically reviewed and modified for conformance with the truck route criteria established by the City.

Responsible Agency: Public Works /Police Department/Fire Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: **1.2.1 – 1.2.5**

***IMP-IE Program 1.8***

Adequate Circulation for Agriculture: The City will provide an adequate circulation system for the transport of agricultural products and machinery. When circulation improvements are planned for agricultural areas, the circulation needs of the agriculture sector will be incorporated.

Responsible Agency: Public Works

Funding Source: City Capital Improvement Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: **1.2.6 - 1.2.7**



### ***IMP-IE Program 1.9***

Main Street Improvements: To alleviate congestion on Main Street, the City will evaluate the following improvements for effectiveness and feasibility:

- Coordinate efforts with Caltrans to update the traffic signal timing and coordination for traffic signals along Main Street. Significant benefits can sometimes be achieved by keeping signal timing current with existing traffic levels;
- Review pavement striping along Main Street to determine locations where additional lanes could be added without incurring substantial construction costs.

The improvements rated as effective and feasible will be implemented as soon as possible.

Responsibility Agency: Public Works

Funding Source: City Capital Improvement Fund/Development Exactions

Time Frame: 2010

Related Infrastructure Element Policies: **1.1.3; 4.1.1 - 4.1.2**

<b><i>IMP-IE Goal 2:           Manage Parking Resources</i></b>
---

### ***IMP-IE Program 2.1***

Adequate Parking: During the development review process, the parking requirements of proposed projects will be determined according to the parking standards established in the Zoning Ordinance. The City will establish parking requirements for all proposed projects. Parking lots should be screened from surrounding uses in new development.

Responsible Agency: Public Works

Funding Source: Project Review Fees/ Real Estate Developer

Time Frame: Ongoing

Related Infrastructure Element Policies: **2.1.2 - 2.1.3; 2.1.6**

### ***IMP-IE Program 2.2***

Joint Parking Facilities: The City will require parking consolidation for existing development, where appropriate, to eliminate the number of ingress and egress points onto arterials. For new development, encourage clustered site designs with joint parking facilities will be encouraged.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: Project Review Fees/City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: **2.1.1; 2.1.5**

***IMP-IE Program 2.3***

Off-Street Truck Parking: To reduce the impact of truck traffic in residential areas, the City will encourage the establishment of off-street truck parking lots adjacent to designated truck routes.

Responsible Agency: Public Works

Funding Source: City General Fund

Time Frame: 2010

Related Infrastructure Element Policies: **2.1.2; 2.1.7**

<b><i>IMP-IE Goal 3: Promote Intercity and Regional Transportation</i></b>
--

***IMP-IE Program 3.1***

Intergovernmental Coordination: The City will continue to coordinate transportation improvements and address regional circulation issues with the County of Imperial, other cities in the County, Caltrans, and the Southern California Association of Governments.

Responsible Agency: Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: **3.1.1 – 3.1.5**

***IMP-IE Program 3.2***

Traffic Impacts Generated from Outside Sources: The City will review and comment on environmental documents from the County of Imperial and nearby cities. The review will particularly focus on potential traffic impacts to the Brawley Planning Area. Where applicable, mitigation measures will be requested of other jurisdictions to mitigate traffic impacts to the Brawley Planning Area.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: City General Fund/County of Imperial/Nearby Cities

Time Frame: Ongoing

Related Infrastructure Element Policies: **1.1.3; 1.1.5; 1.1.10; 1.1.16; 1.1.18; 3.1.1 – 3.1.3**

***IMP-IE Program 3.3***

Expanded Air Operations: To promote expanded air operations at the Brawley Municipal Airport, the City will implement the following actions:

- Support the extension of the airport runway to the east, as identified in the Land Use Plan of the Brawley General Plan;
- To ensure long-term compatibility between the Brawley Municipal Airport and surrounding land uses, implement the land use designations identified in the Land Use Element and the Airport Overlay of the Zoning Ordinance identified in the Open Space/Recreation Element;
- Encourage the realignment of State Route 111 to bypass the City to allow for the runway extension. Monitor the progression of this project and coordinate with Caltrans to promote project feasibility;
- Implement the circulation improvements identified in the Circulation Plan to ensure adequate access to the airport; and
- Work with Imperial County to seek international airport status for the Brawley Municipal Airport.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: City General Fund/Caltrans/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: **3.1.4 - 3.1.5; 3.2.1 – 3.2.5**

***IMP-IE Program 3.4***

Rail Transportation: The City will facilitate expanded rail service in Brawley. During the development review process, any negative impacts from new development adjacent to the railroad will be identified and mitigated. In addition, the City will encourage the preservation of existing development along the railroad.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Infrastructure Element Policies: **3.3.1 - 3.3.2**

***IMP-IE Goal 4: Encourage Transportation System Management and Transportation Demand Management***

***IMP-IE Program 4.1***

Avoid Congestion: To avoid congestion of the circulation system from new development projects, the City will implement the following actions:

- Require the preparation of a traffic analysis for major development proposals to assess potential impacts to the City street system and identify infrastructure improvements to maintain LOS C pursuant to the Circulation Plan;
- For both residential and non-residential development projects, ensure that planned loading areas and access ways are designed and located to avoid conflicts with efficient traffic circulation;
- Monitor congestion on major streets. As traffic volumes approach or exceed LOS C, increase capacity through mitigation measures approved by the City; and
- Encourage large employers in Brawley to reduce vehicular trips by offering employee incentives.

Responsible Agency: Economic and Community Development/Public Works

Funding Sources: Project Review Fees/Development Exactions/State and Federal Funding/City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: **1.1.4 - 1.1.5; 1.1.10; 1.2.3; 4.1.6**

***IMP-IE Program 4.2***

Congestion Management Program: The City will participate with the County to prepare and implement a Congestion Management Program (CMP) pursuant to Proposition 111.

Responsible Agency: Public Works

Funding Source: City General Fund/Proposition 111 Funds

Time Frame: As scheduled by the County of Imperial

Related Infrastructure Element Policies: **4.1.5**

***IMP-IE Goal 5: Provide Alternatives to the Use of Motorized Vehicles***

***IMP-IE Program 5.1***

Increase Transit Use: To reduce automobile use in Brawley and decrease local traffic, the City will encourage residents to use public transit through the following actions:

- Support the efforts of the Imperial Valley Transit Authority to continually upgrade local and regional bus service;
- Coordinate with the Imperial Valley Transit Authority and Dial-a-Ride to ensure that public transportation is available for elderly and disabled persons;
- Where appropriate, require developers to incorporate transit amenities, such as bus shelters and turn-outs, in new projects along transit routes;
- Where appropriate, coordinate roadway improvements with the Imperial Valley Transit Authority to incorporate transit amenities with the improvement program; and
- Consider the provision of unique transportation methods, such as shuttle buses from outlying parking areas, for special events (i.e., Brawley Rodeo).

Responsible Agency: Public Works/Parks and Recreation/Imperial Valley Transit Authority

Funding Source: City General Fund/Real Estate Developers/Imperial Valley Transit Authority

Time Frame: Ongoing

Related Infrastructure Element Policies: **5.1.1 – 5.1.6**

***IMP-IE Program 5.2***

Passenger Train Service: The City will work with the County of Imperial to promote inter-city rail service on existing railroads between Los Angeles, Riverside, and the Coachella and Imperial Valleys.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: **3.3.1 - 3.3.2**

***IMP-IE Program 5.3***

Alternative Transportation Modes: The City will promote the use of alternative transportation modes to reduce automobile use and for recreational purposes through the following actions:

- Provide uniform standards and practices for the safety of pedestrians and bicyclists by providing adequate sidewalks, bicycle lanes, and off-road trails. Require dedication and improvement of these facilities where deemed necessary to meet public needs arising as a result of development;
- Provide pedestrian ramps at intersections to accommodate wheelchairs, strollers, bicycles, and other wheeled vehicles. Include pedestrian ramps in all new street facilities. Where pedestrian ramps do not currently exist, construct such facilities in concert with the construction of other street improvements, (e.g., street widening, new traffic signals, new drainage facilities);
- Require new development to provide pedestrian walkways between schools, parks, neighborhood commercial centers, and public facilities;
- Encourage pedestrian links between individual parking lots for existing and planned commercial areas;
- Consider using right-of-ways along flood control channels, irrigation canals, utility lines, and streets for pedestrian, bicycle, and equestrian trails; and
- Prepare and implement a bicycle trail plan that links to the Open Space designated in the Brawley Land Use Plan and planned and established County bicycle trails; and
- Encourage safe biking by supporting safety clinics in coordination with Brawley Unified School District.

Responsible Agency: Economic and Community Development/Public Works/ Police Department

Funding Source: City General Fund/Development Exactions/Utility Providers

Time Frame: Ongoing

Related Infrastructure Element Policies: **5.2.1 – 5.2.9**

<b><i>IMP-IE Goal 6: Provide Adequate Water Service and Infrastructure</i></b>
--

***IMP-IE Program 6.1***

Water Master Plan: The City shall maintain an updated Water Master Plan and implement the identified planned domestic water treatment and distribution facilities required to accommodate planned growth in Brawley. The Water Master Plan should address the adequacy of the existing system to meet the water needs of existing development, improvements to mitigate existing deficiencies, and improvements to provide water service to future development projects. The capacity of the facilities recommended in the Water Master Plan should be based on buildout of the land uses and development intensity identified in the General Plan Land Use Element.

Responsible Agency: Public Works

Funding: City General Fund/Assessment Districts/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: **7.1.3-7.1.4**

***IMP-IE Program 6.2***

Water Infrastructure for New Development: For proposed large development projects, appropriate engineering studies will be prepared and the recommendations of the studies will be incorporated into the project design. This will allow the City to anticipate the infrastructure impacts of large projects prior to development of any portion of the project, and permit more time to plan for facilities needed to support the project. The City will require the dedication of right-of-way and the construction of improvements for water service in proposed development projects.

Responsible Agency: Economic and Community Development/ Public Works

Funding: Project Review Fees/ Real Estate Developers/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: **7.1.1-7.1.8**

***IMP-IE Program 6.3***

Consistent Water Capital Projects: The City will make a finding of consistency with the General Plan and the Water Master Plan for the approval of each capital project and expenditure related to the treatment and delivery of domestic water.

Responsible Agency: Public Works/Economic and Community Development/City Council

Funding: City General Fund/Project Review Fees

Time Frame: Ongoing

Related Infrastructure Element Policies: **7.1.3-7.1.4**

<b><i>IMP-IE Goal 7: Adequate Sewer Collection Infrastructure and Treatment Facilities</i></b>
--

***IMP-IE Program 7.1***

Wastewater Master Plan: The City will maintain an updated Wastewater Master Plan and implement the identified wastewater collection and treatment facilities required to accommodate

planned growth in Brawley. The Wastewater Master Plan should address the adequacy of the existing system to meet the sewerage of existing development, improvements to mitigate existing deficiencies, and improvements to provide sewer service to future development projects. The capacity of the facilities recommended in the Wastewater Master Plan should be based on buildout of the land uses and development intensity identified in the General Plan Land Use Element. The plan should address separation of the existing combined storm and sanitary sewage systems.

Responsible Agency: Public Works

Funding: City General Fund/Assessment District/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: **8.1.1-8.1.2; 8.2.1-8.2.5**

***IMP-IE Program 7.2***

Wastewater Infrastructure for New Development: For proposed large development projects, appropriate engineering studies will be prepared and the recommendations of the studies will be incorporated into the project design. This will allow the City to anticipate the infrastructure impacts of large projects prior to development of any portion of the project, and permit more time to plan for facilities needed to support the project. Require the dedication of right-of-way and the construction of improvements for sewer service in proposed development projects. In addition, require the construction of separate sewage and stormwater drainage systems in new development projects to avoid additional impacts associated with the combined sewage and drainage collection system.

Responsible Agency: Economic and Community Development/ Public Works

Funding: Project Review Fees/Real Estate Developers/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: **8.1.1-8.1.2; 8.2.1-8.2.5**

***IMP-IE Program 7.3***

Consistent Sewer Capital Projects: The City will make a finding of consistency with the General Plan for the approval of each sewer capital project and expenditure related to wastewater collection and treatment. Once the Wastewater Master Plan is developed and adopted, the City will also make a finding of consistency with the Wastewater Master Plan for the approval of sewer capital projects and expenditures.

Responsible Agency: Public Works, Economic and Community Development/City Council

Funding: City General Fund/Project Review Fees



Time Frame: Ongoing

Related Infrastructure Element Policies: **8.1.1-8.1.2; 8.2.1-8.2.5**

***IMP-IE Program 7.4***

**Separate Sewer and Stormwater Drainage Systems:** A major portion of the municipal sewer and drainage systems are combined. During storm events, the combined system often overloads the system, which subsequently overflows and raw sewage is spilled. The City will work to avoid these problems in the future by studying the feasibility of separating the sewer and drainage components of the combined system in the developed portions of the Planning Area.

Responsible Agency: Public Works

Funding: City General Fund

Time Frame: Ongoing

Related Infrastructure Element Policies: **8.2.1; 8.2.4**

<p><b><i>IMP-IE Goal 8: Provide for Adequate Power and Communication Service and Transmission Infrastructure</i></b></p>
--

***IMP-IE Program 8.1***

**Power Infrastructure for New Development:** The provision of electricity and natural gas service for new development will be coordinated with the Imperial Irrigation District and Southern California Gas Company to ensure the inclusion of adequate right-of-way and easements in the project land use plan. The City will require the dedication of right-of-way and the construction of improvements for electric and natural gas service in proposed development projects.

Responsible Agency: Economic and Community Development/ Public Works

Funding: Project Review Fees

Time Frame: Ongoing

Related Infrastructure Element Policies: **9.1.1-9.1.2;**

***IMP-IE Program 8.2***

**Seismic-Resistant Utility Systems:** The utility companies serving Brawley will be encouraged to strengthen their connections and lines in areas of high seismic hazard and to provide backup and/or redundant service alternatives.

Responsible Agency: Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: **9.1.1**

<b><i>IMP-IE Goal 9: Support Well Defined and Creative Financing Methods</i></b>
--

***IMP-IE Program 9.1***

Alternative Financing for Infrastructure Improvements: As development continues in Brawley, the capacity of the circulation and utility infrastructure must be expanded to accommodate more use. The following actions will be implemented to partially relieve the City's cost burden of financing infrastructure improvements:

- Establish performance standards for circulation, water, sewer, and power infrastructure. The performance standards should address a specified level of performance rather than a prescribed type of improvement. All proposed development projects should be assessed for potential impacts to City infrastructure using the performance standards.
- Revise the existing development impact fee program to include impact fees for water and sewer infrastructures. The impact fees should directly relate to the performance standards and reflect the costs incurred by the City.
- For large infrastructure improvement projects that will benefit several property owners, prepare a phasing plan for cumulative infrastructure improvements. Identify the demand threshold at which point improvements will be required, the fair share costs to be paid by benefiting property owners, and the payment schedule.
- Consider the use of assessment districts, industrial development bonds, and other techniques for financing improvements to serve both existing and new development.

Responsible Agency: Economic and Community Development/ Public Works

Funding: City General Fund/Development Exactions

Time Frame: Ongoing

Related Infrastructure Element Policies: **10.1.1-10.1.4**

# RESOURCE MANAGEMENT ELEMENT IMPLEMENTATION

The Implementation Program provides strategies to implement the adopted policies and plans identified in the Resource Management Element. The Resource Management Implementation Program provides a guide to the community, City staff, and City officials to be used in making daily decisions related to resource management in Brawley, subject to funding constraints. The Implementation Program is a series of actions, procedures, and techniques that carry out the Resource Management policy through implementing a standard or program. The implementation programs are intended to ensure sustainable use of the local and regional environmental resources as development continues in Brawley.

## ***IMP-RME Goal 1: Reduction of Air Pollution***

### ***IMP-RME Program 1.1***

**Improve Air Quality:** Utilize the land use, transportation, and energy conservation programs identified in this General Plan to reduce air pollutants produced within the City and improve regional air quality.

The following policies are intended to coordinate local air quality programs with regional programs and those of neighboring jurisdictions:

- The City of Brawley shall work with neighboring jurisdictions and affected agencies to address cross jurisdictional and regional transportation and air quality issues.
- The City of Brawley shall consult with the APCD during CEQA review for discretionary projects with the potential for causing adverse air quality impacts.
- The City of Brawley shall coordinate with other jurisdictions and other regional agencies in the Imperial Valley to establish parallel air quality programs and implementation measures (trip reduction ordinances, indirect source programs, etc.).
- The City of Brawley shall work with the APCD staff to ensure all projects subject to the APCD Rule 310 (Operational Development Fee) comply fully with the rule.

Responsible Agency: Economic and Community Development/Public Works/Building Department

Funding Source: City General Fund/Development Exactions/Caltrans/State and Federal Funding

Time Frame: Ongoing

Related Resource Management Element Policies: **1.1.1-1.1.18; 1.2.1-1.2.13; 1.3.1-1.3.3; 1.4.1-1.4.12; 1.5.1-1.5.6; 1.6.1-1.6.3**

***IMP-RME Program 1.2***

Reduce Particulate Emissions: Adopt incentives, regulation, and or procedures to minimize the generation of particulate emissions from agricultural activities, dirt roads, and industrial uses. Adopt and require measures to reduce construction-related particulate emissions for all new development projects and substantial rehabilitation/remodeling projects.

Responsible Agency: Economic and Community Development/Public Works/Building Department

Funding Source: City General Fund/Project Review Fees/Development Exactions/Developer

Time Frame: Ongoing

Related Resource Management Element Policies: **1.1.1-1.1.18; 1.2.1-1.2.13; 1.3.1-1.3.3; 1.4.1-1.4.12; 1.5.1-1.5.6; 1.6.1-1.6.3**

***IMP-RME Program 1.3***

Promote Air Quality Education: Support public information and outreach activities and programs that build strong public awareness of regional and local air quality issues and health studies.

Responsible Agency: Economic and Community Development/Public Works/Building Department

Funding Source: City General Fund/Project Review Fees/Development Exactions/Developer

Time Frame: Ongoing

Related Resource Management Element Policies: **1.5.1-1.5.6**

***IMP-RME Goal 2: Conservation and Protection of Unique and Natural Features***

***IMP-RME Program 2.1***

Protect Natural Resources: Using the City's site development review process, development proposals within natural resource areas and unique features will be assessed in terms of potential impacts to the following environmental characteristics where they exist on or near the proposed development site and the potential for inclusion of such areas in open space, or implementation of appropriate mitigation:

- New River riparian corridors;

- Biologically sensitive lands;
- Naturally steep slopes (over 25 percent) and other geologic hazards;
- Visual resources;
- Water resources; and
- Cultural resources.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees, Development Exactions, Developer

Time Frame: Ongoing

Related Resource Management Element Policies: **2.1.1-2.1.3; 2.2.1-2.2.15; 2.3.1-2.3.2**

***IMP-RME Program 2.2***

Reduce Erosion: Establish detailed standards and regulations for grading, revegetation, drainage and soil management techniques to reduce erosion.

Responsible Agency: Economic and Community Development/Public Works/ Building Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: **2.2.2-2.2.3**

***IMP-RME Program 2.3***

Monitor Resources in Unincorporated Portion of Planning Area: To ensure the long-term maintenance of important natural resources in the unincorporated County area within in the Brawley Planning Area, implement the following actions:

- In concert with the County Planning Department, identify important natural resources in the unincorporated portion of the Brawley Planning Area, including:
  - New River riparian corridors
  - Biologically sensitive lands
  - Naturally steep slopes (over 25 percent) and other
  - Geologic hazards

- Visual resources
- Water resources
- Cultural resources;
- Develop appropriate conservation strategies to protect the identified resources in concert with the County Planning Department; and
- Review all applications for development in the unincorporated area within the Brawley Planning Area to identify potential impacts to the identified important natural resources and recommend revisions to the project to avoid the impacts and suitable measures to mitigate the impacts.

Responsible Agency: Economic and Community Development/County Planning Department

Funding Source: City General Fund/County General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: **2.1.1-2.1.3; 2.2.1-2.2.15; 2.3.1-2.3.2**

<b><i>IMP-RME Goal 3: Improved Water Quality and Conservation</i></b>
---

***IMP-RME Program 3.1***

Water Conservation: Encourage water conservation throughout Brawley in the following ways:

- In new development and rehabilitation projects, require project proponents to make maximum use of water conservation techniques, including water meters, low-flush toilets, flow restriction devices, and water conserving appliances.
- Work with the County, Imperial Irrigation District, and local farmers to develop and implement strategies to increase water efficiency in agricultural production and agricultural irrigation infrastructure, and to underground or cover irrigation canals for safety and to reduce unnecessary evaporation.
- Encourage the use of drought resistant plant species in ornamental landscaping for existing and proposed land uses including parks.
- Work with the Brawley Unified School District to establish water conservation educational programs and provide water conservation literature at public facilities in Brawley.

Responsible Agency: Economic and Community Development/Parks and Recreation/Public Works/Building Department/Imperial Irrigation District/Brawley Unified School District

Funding Source: City General Fund/Project Review Fees/ Developers/ Imperial Irrigation District

Time Frame: Ongoing

Related Resource Management Element Policies: **4.1.1-4.1.8**

***IMP-RME Program 3.2***

Protect Water Quality: Promote improved surface and groundwater quality with the following methods:

- Provide information on methods to reduce or eliminate water contamination to agricultural and industrial operations within the City;
- Require the incorporation of Best Management Practices in new development projects and the rehabilitation of existing structures pursuant to the National Pollution System Discharge Elimination System Permit (NPDES) and Regional Water Quality Control Board regulations; and
- Participate in regional efforts (including Regional Water Quality Control Board and County programs) to improve surface and groundwater quality, (i.e., New River and Salton Sea).

Responsible Agency: Economic and Community Development/Public Works

Funding Source: City General Fund/Project Review Fees/Developers

Time Frame: Ongoing

Related Resource Management Element Policies: **3.1.1-3.1.6**

***IMP-RME Goal 4: Improved Solid Waste Recycling***

***IMP-RME Program 4.1***

Source Reduction and Recycling: To comply with the State Integrated Waste Management Act and reduce the total volume of solid waste to be disposed, implement the following measures:

- Review and update the Brawley Source Reduction and Recycling Plan at least once every five years; submit this Plan to the County for inclusion as an Element of the County Integrated Waste Management Plan;
- Assist in the development of local, regional, and statewide markets for materials collected and processed through the City and regional recycling programs;
- Coordinate with the County and other local jurisdictions to integrate all source reduction

and recycling programs to maximize efficiency and minimize program operating costs;  
and

- Educate Brawley residents and businesses about source reduction and recycling programs, develop educational programs for the local schools, offer incentives where appropriate, and provide opportunities for community feedback.

Responsible Agency: Public Works

Funding Source: Solid Waste Fees/Franchise Fees

Time Frame: Ongoing

Related Resource Management Element Policies: **1.4.1; 5.1.1-5.1.4**

***IMP-RME Program 4.2***

Regional Landfills: Coordinate with the County and other local jurisdictions in the siting and development of regional landfills and identify strategies to participate in the benefits of revenues generated by such uses.

Coordinate with the County to prevent or mitigate environmental impacts from regional landfills.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: **5.1.4**

***IMP-RME Goal 5: Energy Efficiency and Sustainable Growth***

***IMP-RME Program 5.1***

Energy Conservation: Using the City's site development review process, energy conservation technological devices shall be encouraged in new development and rehabilitation of existing development. In addition, support innovative site, building, and landscaping designs for all new public and private buildings to maximize cooling efficiency and natural shade.

Responsible Agency: Economic and Community Development/Public Works/ Building Department

Funding Source: Project Review Fees

Time Frame: Ongoing



Related Resource Management Element Policies: **1.4.1-1.4.12; 6.1.1-6.1.7**

***IMP-RME Program 5.2***

Building Energy Performance: To meet State energy conservation requirements, maintain local legislation to establish, update and implement building code requirements for energy performance according to Title 24 Energy Regulations.

Responsible Agency: Building Department

Funding Source: City General Fund/Project Review Fees

Time Frame: Ongoing

Related Resource Management Element Policies: **1.4.8-1.4.9; 6.1.3; 6.1.7**

***IMP-RME Program 5.3***

Incentive Program: Encourage the Imperial Irrigation District to implement an incentive program to retrofit existing development with energy efficient lighting and air conditioning and heating systems. Provide literature regarding incentive programs at City offices and inform Brawley property owners of incentive programs when reviewing plans for major remodeling and rehabilitation projects.

Responsible Agency: Building Department/Imperial Irrigation District

Funding Source: City General Fund, State and Federal Funds

Time Frame: Ongoing

Related Resource Management Element Policies: **1.4.1; 1.4.3-1.4.4; 1.4.8-1.4.9; 6.1.3-6.1.4**

<p><b><i>IMP-RME Goal 6: Preserve and Promote the Cultural Heritage of the City and Surrounding Region</i></b></p>
--

***IMP-RME Program 6.1***

Protect Historical and Archaeological Resources: During the development review process, identify proposed development projects located near or on sites with important archaeological and historic resources or in areas where cultural resources are expected to occur. Require a site inspection by a professional archaeologist and assess potential impacts of the proposed project on archaeological and/or historic resources. If significant impacts are identified according to Appendix K of the California Environmental Quality Act, either modify the project to avoid impacting the resource or implement mitigation measures to reduce the impact. Mitigation may involve archaeological investigation and resource recovery. Enforce the provision of the California Environmental Quality act regarding the preservation or salvage of significant historical and archaeological resources discovered before or during construction activities.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees/Developer

Time Frame: Ongoing

Related Resource Management Element Policies: **7.1.1-7.1.9**

***IMP-RME Goal 7: Minimize the Loss of Agricultural Lands***

***IMP-RME Program 7.1***

Prevent Leap-Frog Development: To prevent "leap-frog" development patterns, review all proposed development projects to assure that any new residential or non-agricultural commercial uses located on land used for agricultural purposes is adjoined on at least one entire property line to an existing urbanized area. In addition, coordinate with the County to reserve all Important Farmland outside of the Brawley Urban Area for agricultural uses.

Responsible Agency: Economic and Community Development/County Planning Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: **8.1.6; 8.1.8**

***IMP-RME Program 7.2***

Transportation for Agriculture: To maximize the efficient transport of agricultural products and machinery, assess future road improvement projects for impacts and benefits to the agricultural sector and modify projects where necessary to increase transportation benefits for the agricultural sector.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: Project Review Fees/City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: **8.1.3; 8.1.5; 8.1.7; 8.1.9**

***IMP-RME Program 7.3***

County Right-to-Farm Ordinance: Post and maintain copies of the County's Right-to-Farm Ordinance at the public counter in the Economic and Community Development Department. All building permit applicants proposing non-agricultural uses near areas presently used for

agricultural purposes shall be given a copy of the notice and sign a statement that they have received the copy.

Responsible Agency: Economic and Community Development/Building Department/County Agricultural Commission

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: **8.1.2; 8.1.9**

***IMP-RME Program 7.4***

Protect Agricultural Lands: Using the City's development review process, assess proposed non-agricultural projects near areas used for agricultural purposes for potential impacts to agricultural production, (including impacts on the movement of agricultural equipment and products, erosion, and drainage), and impacts to the proposed land use, (including noise, dust, night lighting, odors, and drainage). Establish buffers between agricultural and non-agricultural uses to minimize land use compatibility problems.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Resource Management Element Policies: **8.1.1-8.1.9; 8.2.1**

***IMP-RME Program 7.5***

Promote Agri-Business: To encourage existing and new long-term businesses supporting agricultural production in Brawley, implement the following strategies:

- Support and participate in regional efforts to maintain and establish new agricultural packaging and processing operations;
- Allow the establishment of agricultural packaging and processing operations and agricultural supply businesses in agricultural areas to allow for the efficient transportation of goods and services if the operation/business will not adversely affect agricultural production in the area or require the extension of sewer or water lines, and if it supports local agricultural production and is compatible with existing agricultural activities and residential uses in the area; and
- Prepare and periodically update a marketing strategy to attract new agricultural business to Brawley.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: **8.1.7**

***IMP-RME Goal 8: Encourage Expanded Development of Geothermal Resources***

***IMP-RME Program 8.1***

Geothermal Resource Development: To encourage expanded development of geothermal resources in Brawley, review current information about existing and planned geothermal development projects in the County, the market demand for alternative energy sources, and technological advances in harnessing energy from geothermal resources. In addition, coordinate with the County to determine potential geothermal resource developers; contact the Imperial Irrigation District, San Diego Gas and Electric, and other potential geothermal developers to promote the development of the geothermal resources located in Brawley; and educate potential developers about related support services located in Brawley.

Responsible Agency: Economic and Community Development/County of Imperial

Funding Source: City General Fund/County General Fund

Time Frame: Annual

Related Resource Management Element Policies: **9.1.1-9.1.2**

***IMP-RME Program 8.2***

Monitor Geothermal Projects and Exploration Within and Adjacent to the Brawley Planning Area: Coordinate with the County to prevent and/or mitigate potential environmental impacts such as ground subsidence from resource extraction, degradation of plant and animal habitat, loss of agricultural lands, and substantial water usage and contamination.

Responsible Agency: Economic and Community Development/County

Funding Source: City General Fund/County General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: **9.1.3**

# OPEN SPACE/RECREATION ELEMENT IMPLEMENTATION

The Open Space/Recreation Implementation Program provides strategies to implement the adopted policies and plans identified in the Open Space/Recreation Element. The Open Space/Recreation Implementation Program provides a guide to the community, City staff, and City officials to be used in making daily decisions related to the preservation of open space and the provision of recreational facilities and services, subject to funding constraints. The Implementation Program is a series of actions, procedures, and techniques to carry out the Open Space and Recreation policy.

The implementation programs are intended to ensure that adequate open space is designated for the preservation of natural resources, managed production of resources, protection of public health and safety, and parks and recreation. Additional programs are included to manage existing and future recreational facilities, to maximize public enjoyment, and safeguard the efficient use of public funds.

## ***IMP-OSRE Goal 1: Preservation of Designated Open Space***

### ***IMP-OSRE Program 1.1***

**Designated Open Space:** To protect sensitive natural resources, the Land Use Element of the General Plan includes a Land Use Policy Map identifying the location of lands designated for Open Space. The designated Open Space areas encompass existing and planned park land and the New River riparian corridor. Implement these land use designations to ensure that the sensitive environmental resources and scenic views associated with the New River are protected from future development projects.

**Responsible Agency:** Economic and Community Development

**Funding Source:** City General Fund/Project Review Fees

**Time Frame:** Ongoing

**Related Open Space/Recreation Policies:** **1.1.1**

### ***IMP-OSRE Program 1.2***

**Protect Bluff Vegetation:** If bluffs along the New River are modified for public safety reasons, revegetate the disturbed slopes with native plant species found along natural New River bluffs.

**Responsible Agency:** Economic and Community Development/Public Works

**Funding Source:** Development Exactions/Developer/City General Fund

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **1.1.1**

***IMP-OSRE Goal 2: Ensure Protection of Agricultural Lands***

***IMP-OSRE Program 2.1***

Designated Agriculture Land: To protect open space for agricultural purposes, the Land Use Element of the General Plan includes a Land Use Policy Map identifying the location of lands designated for Agriculture. The designated Agriculture lands encompass substantial acreage around the urbanized portion of the Brawley General Plan Area. Implement these land use designations to ensure adequate land for agricultural production within the City and provide open space with visual relief to Brawley residents. In addition, implement the programs of the Resource Management Element pertaining to the preservation of agricultural lands.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund/Project Review Fees/Development Exactions

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **2.1.1-2.1.2**

***IMP-OSRE Goal 3: Designate Open Space for the Protection of Public Health and Safety***

***IMP-OSRE Program 3.1***

New River Hazards: To protect the public from health and safety hazards associated with the New River, (i.e., flooding, liquefaction, bluff instability), the Land Use Element of the General Plan includes a Land Use Policy Map identifying the areas adjacent to the New River as Open Space. Discourage development within the New River corridor and on the bluffs overlooking the New River. In the event development is proposed within areas identified as hazardous, prepare appropriate engineering and geotechnical reports to determine structural design measures to protect building occupants from hazardous situations.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund/Project Review Fees/Developer

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **3.1.1-3.1.2**

### ***IMP-OSRE Program 3.2***

**Avoid Fault Rupture Hazards:** To protect the public from potential ground rupturing during seismic events in the southern portion of the General Plan Area, maintain the existing agricultural uses and restrict the development of occupied structures in the Alquist Priolo Special Studies Zone. If development is proposed in the Special Studies Zone, a fault-trenching program will be conducted to determine whether active or potentially active faults occur and develop appropriate engineering parameters pursuant to state law.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees/Developer

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **3.1.2**

***IMP-OSRE Goal 4: Maintain and Improve an Adequate Quantity, Quality, Type, and Distribution of Parks and Recreational Facilities Throughout the City***

### ***IMP-OSRE Program 4.1***

**Recreational Lands:** To meet the recreational needs of the Brawley residents and visitors, the Land Use Element includes a Land Use Policy Map identifying the location of lands designated for Open Space and Public Facilities. Implement these land use designations to provide areas for both active and passive recreation within the City.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **4.1.1-4.1.19; 4.2.1-4.2.2**

### ***IMP-OSRE Program 4.2***

**Integrated Recreation and Open Space System:** An integrated open space plan for the City shall be updated as needed and include:

- The City's parklands, landscaped medians and parkways in City streets, bicycle and pedestrian trail systems, and active and passive open space;
- An assessment of the open space and recreational opportunities offered by abandoned road and railroad rights-of-way, and similar environmentally impacted or unused linear open space;

- Phasing schedule for commitment of resources including the design and construction of facilities; and
- Using the development review process to ensure installation of trail systems and other complementary facilities, and connection of private open space with the City's comprehensive system of open space in residential, commercial, and industrial development.

Responsible Agency: Parks and Recreation/Economic and Community Development

Funding Source: City General Fund/Development Exactions/Project Review Fees/State and Federal Funds

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **4.1.1; 4.1.3-4.1.4; 4.1.9; 4.1.12**

***IMP-OSRE Program 4.3***

**Park Maintenance:** The grounds and facilities of existing parks will be properly maintained to minimize vandalism and crime, affirm safe and pleasant environments, and maximize public use and enjoyment. Improve the maintenance of existing and future parks by:

- Developing operational maintenance standards to provide quality maintenance of parks and recreation facilities;
- Evaluating and modifying City parkland and facilities design standards, where necessary, and developing a listing of durable, economical, and standardized fixtures and plant materials; and by requiring incorporation of the standards in City parks;
- Conducting maintenance impact reports on park designs during the park design process to ensure that steps to reduce maintenance costs have been incorporated in the design during the plan check process;
- Requiring the maintenance of privately owned open space areas and parks located within subdivisions to be the financial responsibility of benefitting property owners (through Homeowners Associations and Commercial/Industrial Owners' Associations), ensuring the provision of adequate notice of this responsibility, and not accepting maintenance responsibilities of such recreational facilities;
- Exploring the use of Special Benefit or Maintenance Districts and/or community facilities districts for future public parks;
- Ensuring that new park lands and recreation facilities are fully improved before accepting maintenance responsibility;
- Exploring the utilization of private maintenance where appropriate to reduce public cost.



- Using an "Adopt-a-Park" program in which maintenance funding for specific parks would be provided by businesses or other community organizations whose contributions would be publicly acknowledged.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund/Development Exactions

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **4.1.2; 4.1.5-4.1.6; 4.1.8**

***IMP-OSRE Program 4.4***

**Parks and Recreation Five Year Plan:** Implement and periodically update the City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan, which addresses existing and future facilities and services and identifies issues affecting the system. In implementing and updating the plan, focus on improving the existing facilities and constructing new facilities in the most cost-effective manner.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund

Time Frame: Every five years

Related Open Space/Recreation Element Policies: **4.1.2**

***IMP-OSRE Program 4.5***

**Parks for New Development:** As new development projects are proposed in Brawley, assess the impact of new development on the existing park and recreation system according to the park standards established in the City of Brawley Department of Parks and Recreation Comprehensive Five Year Plan. Require dedication of parkland and other public facilities, a fee in lieu thereof, or a combination of both, as a condition of new residential development pursuant to the Quimby Act. Periodically review City requirements for park dedication and development fees to ensure they reflect current land and construction costs.

Responsible Agency: Economic and Community Development/Parks and Recreation

Funding Source: Project Review Fees/Development Exactions/City General Fund

Time Frame: Ongoing

Related Resource Management Element Policies: **4.1.1; 4.1.7-4.1.8; 4.1.10; 6.1.1-6.1.5; 6.2.1-6.2.7**

***IMP-OSRE Program 4.6***

**Alternative Parkland Acquisition Methods:** Consider alternative parkland acquisition methods in addition to development fees such as open space easements, leaseholds, land donations, and gift annuities.

Responsible Agency: Economic and Community Development/Parks and Recreation

Funding Source: City General Fund

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **5.1.8; 6.1.3; 6.2.4**

***IMP-OSRE Goal 5: Support Park and Recreational Programs that Reflect Needs of the Community***

***IMP-OSRE Program 5.1***

**Recreational Opportunities For All Residents:** A full range of recreational opportunities will be provided to serve the needs of the community's current and future population size and demographic character by:

- Designing new and renovating existing parks for convenient and accessible use and ensuring that all recreation programs, services, and facilities are accessible to the disabled in accordance with the Americans with Disabilities Act;
- Periodically coordinating with local community groups and soliciting input from elected officials and the public to identify new recreational needs and assess the adequacy of the existing system to meet the needs and interests of Brawley residents;
- Exploring means to provide programs to those who cannot afford to pay by utilizing corporate sponsorships, volunteers, and joint use of school facilities and services; and
- Developing new recreation programs to reflect new needs and interests of Brawley's diverse population.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund/Private Funds

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **5.1.1-5.1.9**

### ***IMP-OSRE Program 5.2***

**Coordinate With Other Providers:** To achieve the most effective results, coordinate with and support efforts to improve recreational opportunities at private facilities within the City (i.e., Del Rio Country Club), and regional public lands held by Imperial County, California Department of Fish and Game, U.S. Bureau of Land Management, and the U.S. Fish and Wildlife Service. In addition, coordinate with other community service providers, including the Brawley School District and Brawley Union High School District, on a regular basis to ensure that recreation programs and services are not being duplicated or competing against each other in the City.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund/BSD and BUHSD/State and Federal Funds

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **5.1.5-5.1.9; 6.2.4**

### ***IMP-OSRE Program 5.3***

**Joint-Use Agreements:** Through joint-use agreements, enhance the use of school facilities for recreational purposes by:

- Exploring with the Brawley School District and Brawley Union High School District the use of schools for recreation programs and activities in areas lacking adequate recreation facilities;
- Working cooperatively with the Brawley School District and Brawley Union High School District to provide after-school activity programs, (i.e., sports, theater, arts and crafts);
- Where possible, locating future public neighborhood and community parks adjacent to public schools and share playfields, playgrounds, and other amenities;
- Maintaining contact with and input from the school district during the design of any new public facilities to maximize joint use potential; and
- Developing a program for joint-use of school district properties and surplus school sites.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund/BSD and BUHSD/State and Federal Funds/ Private Sources

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **4.1.6; 5.1.8; 6.2.4; 6.2.7**

***IMP-OSRE Program 5.4***

**Appropriate Revenue-Generating Activities:** To generate increase revenue for new facilities and programs, develop and implement a plan to introduce appropriate revenue-generating activities, (e.g., concessionaire-operated facilities), in future community and regional parks and recreation centers. Avoid revenue-generating activities that could preclude the use of the facility by some Brawley residents.

Responsible Agency: Parks and Recreation

Funding Source: City General Fund

Time Frame: Ongoing

Related Open Space/Recreation Element Policies: **6.2.3**

# PUBLIC SAFETY/NOISE ELEMENT IMPLEMENTATION

The Public Safety/Noise Implementation Program provides a guide to the community, City staff, and City officials to be used in making daily decisions related to the protecting public safety and preventing excessive noise, subject to funding constraints. The Implementation Program is a series of actions, procedures, and techniques that carry out the Public Safety and Noise policy through implementing standards or programs. The City Council, by incorporating the Implementation Program into the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision-making.

The Implementation Program provides strategies to implement the adopted policy identified in the preceding section. The implementation measures are intended to minimize the threat of existing natural and man-made hazards to existing and future residents and prevent the exposure of residential and other sensitive uses to excessive noise.

## ***IMP-PSNE Goal 1: Reduce the Risk of Flood Damage in Brawley***

### ***IMP- PSNE Program 1.1***

**Minimize Dangers from New River Flooding:** To minimize dangers associated with flooding of the New River, restrict development in the designated Open Space adjacent to the New River; cooperate with the Imperial Irrigation District to plan and construct drainage infrastructure depositing runoff into the New River; coordinate with Caltrans to ensure that bridges crossing the New River can withstand flood waters; and consider participating in the National Flood Insurance Program.

Responsible Agency: Public Works

Funding Source: City General Fund/Imperial Irrigation District/Caltrans

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **1.1.1-1.1.5; 1.1.7-1.1.9**

### ***IMP- PSNE Program 1.2***

**Drainage for New Development:** During the review process of proposed development projects, (including roadways), assess drainage conditions for new development projects and potential impacts to off-site drainage, and require the construction of necessary drainage infrastructure. In addition, assess flooding impacts to proposed development located near water storage facilities and prohibit the use of cross-lot drainage systems.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: Project Review Fees/Developer Exactions

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **1.1.5; 1.1.8-1.1.9**

***IMP-PSNE Goal 2: Reduce the Risk of Seismic and Other Geologic Hazards in Brawley***

***IMP- PSNE Program 2.1***

**Avoid Development in Fault Zones:** Implement the Agriculture land use designation in the southern portion of Brawley's Planning Area near the northerly projection of the Imperial and Brawley faults to provide open space for public safety purposes. If development is proposed in this area, perform a fault-trenching program to determine whether active or potentially active faults occur and develop appropriate engineering parameters pursuant to State law.

Responsible Agency: Economic and Community Development

Funding Source: Developer

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **2.1.1-2.1.2; 2.1.8-2.1.9**

***IMP- PSNE Program 2.2***

**Unreinforced Masonry Buildings:** Encourage owners of unreinforced masonry buildings to comply with the City's Unreinforced Masonry Building Ordinance by using incentive programs.

Responsible Agency: Building Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **2.1.3-2.1.4**

***IMP- PSNE Program 2.3***

**Safe Critical Facilities:** Review proposed residential, commercial, and other critical facilities with consideration of the strategies to reduce bodily injury and property damage during earthquakes:

- Encourage the use of symmetrical, concrete and steel-framed buildings, which are particularly resistant to earthquakes, and discourage the use of irregularly-shaped buildings;

- Discourage the use of buildings with adverse discontinuities in strength between major structural elements, (e.g., soft-story design);
- Require commercial pre-cast tilt-up construction to incorporate adequate diagrams, (horizontal bracing system that transmits horizontal forces to vertical resisting components), and adequate tie-ins or connections between structural components to prevent roof collapse; and
- Ensure that stairways and elevators are adequately strengthened and nonstructural components such as emergency generators, computers, and cabinets are anchored.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **2.1.4**

***IMP- PSNE Program 2.4***

**Public Information:** Develop earthquake preparedness programs for both children and adults and disseminate new information about seismic conditions and technology. Develop and execute a voluntary seismic upgrading program for private residences and provide information regarding the benefits and procedures for correcting structural and nonstructural hazards in residential structures.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: City General Fund

Time Frame: Yearly

Related Public Safety/Noise Element Policies: **2.1.5-2.1.6**

***IMP- PSNE Program 2.5***

**New Development Projects:** For all development projects proposed in Brawley, require a site-specific study to determine the shrink-swell potential and require appropriate mitigation measures to ensure structural integrity and protect public safety. In addition, review all projects to ensure compliance with the existing and regularly amended seismic design provisions for Seismic Zone 4 of the Uniform Building Code.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees/Developer

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **2.1.1; 2.1.4**

***IMP- PSNE Program 2.6***

**Proposed Development Along New River:** For development projects proposed on sites adjacent in the New River channel, require a site-specific study of the river deposits to determine the settlement and liquefaction potential. Require appropriate mitigation measures to ensure structural integrity and protect public safety. In addition, require a study of existing and/or potential slope problems by a qualified geotechnical engineer or geologist and require mitigation measures based on the results of the study and current grading codes.

Responsible Agency: Economic and Community Development

Funding Source: Project Review Fees/Developer

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **2.1.1; 2.1.4**

***IMP- PSNE Program 2.7***

**Safe Bridges:** Coordinate with the County of Imperial Public Works Department, Southern Pacific Railroad, and Caltrans to identify and correct any structural deficiencies of bridges and overpasses that traverse the City of Brawley.

Responsible Agency: Public Works

Funding Source: City General Fund/County of Imperial/Southern Pacific Railroad/Caltrans

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **2.1.7**

***IMP- PSNE Program 2.8***

**Update Seismic Guidelines and Requirements:** Review and periodically update all City guidelines and requirements regarding seismic and other geologic conditions to reflect new information and technology. In addition, incorporate new seismic information into the periodic review of the City's Emergency Preparedness Plan.

Responsible Agency: Economic and Community Development/Public Works/Building Department

Funding Source: City General Fund

Time Frame: Every Two Years

Related Public Safety/Noise Element Policies: **2.1.2-2.1.4; 2.1.6**



***IMP- PSNE Program 2.9***

**Graded Slopes:** Develop planting, irrigation, and drainage guidelines to be implemented for all slopes.

Responsible Agency: Economic and Community Development/Public Works

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **2.1.8**

***IMP- PSNE Program 2.10***

**Irrigation Canals:** Evaluate proposed irrigation canals and other elevation-sensitive structures to determine if the structures will be affected by the continuing ground subsidence affecting the entire Imperial Valley.

Responsible Agency: Public Works/Imperial Irrigation District

Funding Source: City General Fund/Imperial Irrigation District

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **2.1.2**

***IMP-PSNE Goal 3: Reduce the Risk to the Community's Inhabitants from Exposure to Hazardous Materials and Wastes***

***IMP- PSNE Program 3.1***

**Avoid Dangers Related to Hazardous Materials:** To protect Brawley residents from dangers related to hazardous materials:

- Coordinate with the County and other responsible agencies to establish effective policies that specify conditions for safe transportation, storage, disposal, and use of hazardous materials;
- Implement applicable portions of the County's Hazardous Materials Area Plan and monitor future updates of the plan;
- Obtain copies of Business Plans prepared by local operations using hazardous materials pursuant to the state Emergency Right-to-Know Act. Use the information contained in the Business Plans to compile a data base for emergency situations;

- Identify and enforce specified transportation routes for the conveyance of hazardous materials; and
- Coordinate with railroad and truck operators to identify potential hazards from the transport of toxic materials and to develop and implement measures to reduce risks.

Responsible Agency: Economic and Community Development/Public Works/ Fire Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **3.1.3; 3.1.6-3.1.7; 3.1.10-3.1.13**

***IMP- PSNE Program 3.2***

**Household Hazardous Materials:** To control the storage and disposal of household hazardous materials, adopt a Hazardous Household Waste Plan that addresses education of local residents, health hazards of household hazardous materials, and regular household hazardous waste disposal programs.

Responsible Agency: Public Works/Fire Department

Funding Source: Solid Waste Fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **3.1.5; 3.1.8**

***IMP- PSNE Program 3.3***

**Avoid Hazards from New Development:** Attempt to ensure that commercial, industrial, and agricultural operations will not potentially affect public and environmental health by performing the following steps during the development review process:

- Develop and implement development standards for the storage of hazardous materials to minimize damage caused by leaks or ruptures in storage tanks;
- Ensure that required permits from responsible agencies are obtained for projects entailing the production, storage, transportation, use, or disposal of hazardous materials;
- Provide a safe distance between land uses involving the production, storage, transportation, use, or disposal of hazardous materials and other land uses that may be adversely affected by such activities;
- Require development projects to conform to the regulations of the National Pollution Discharge Elimination System Permits; and

- Where new residential development is proposed next to agricultural uses, assess the threat of resident exposure to agricultural materials, chemicals and require development designs to minimize exposure.

Responsible Agency: Economic and Community Development/Public Works/Fire Department

Funding Source: Project Review Fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **3.1.1-3.1.3**

***IMP- PSNE Program 3.4***

**Contaminated Sites:** Report all suspected contaminated sites to the County Department of Health Services and the Regional Water Quality Control Board.

Responsible Agency: Economic and Community Development/Public Works/Fire Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **3.1.1; 3.1.13**

***IMP-PSNE Goal 4: Reduce the Risk to the Community's Inhabitants from Fires or Explosions***

***IMP- PSNE Program 4.1***

**Fire Protection:** Promote fire prevention through:

- Coordination with the Public Works Department and the Fire Department in their review of minimum fire flow and distribution requirements for new development;
- Adoption and implementation of Uniform Fire Code provisions and amendments for special applications in Brawley reflecting special topographic, geologic, and climatic conditions; and
- Public education and information programs to disseminate information regarding potential fire hazards related to residential, commercial, industrial, and agricultural uses and fire prevention measures to minimize risks.

Responsible Agency: Economic and Community Development/Public Works/Fire Department/Building Department

Funding Source: Project Review Fees/City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **4.1.1-4.1.7**

***IMP-PSNE Goal 5: Support Emergency Preparedness Planning and Disaster Response***

***IMP- PSNE Program 5.1***

**Promote Responsiveness:** Promote public agency responsiveness to emergency situations through:

- Periodic review and update of emergency plans, including the City's Emergency Preparedness Plan, and coordination with other jurisdictions in implementing those plans;
- Coordination with other jurisdictions, including the County of Imperial and the Federal Emergency Management Agency, in the collection, processing, and dissemination of technical information;
- Regular practice of the City's Emergency Preparedness Plan in a simulated setting;
- City employee training sessions in emergency response and management skills;
- Preparation of a recovery plan for reconstruction of essential services and facilities in the event of an emergency;
- Development of needed resources and identification of available sources of funding for emergency response;
- Maintenance of an emergency operation center in City Hall/Fire Department/Police Department;
- Coordinate with airport officials to improve strategies to effectively handle aircraft accidents and other airport emergency situations; and
- Establishment and implementation of procedures for prioritizing services and assistance provided and requested by mutual aid organizations.

Responsible Agency: Fire Department/Police Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **5.1.1-5.1.4**

*IMP- PSNE Program 5.2*

**Promote Public Emergency Preparedness:** Maximize emergency preparedness among Brawley residents through support and sponsorship of public emergency preparedness and disaster response programs among local community groups, schools, churches, and business associations.

Responsible Agency: Fire Department/Police Department

Funding Source: City General Fund

Time Frame: Yearly

Related Public Safety/Noise Element Policies: **5.1.3; 5.2.3**

*IMP- PSNE Program 5.3*

**Minimize Long-Term Disaster Effects:** Minimize personal injury, property damage, civil disruption, and economic or social dislocation as the result of a disaster through (a) periodic inspection of vital facilities for structural and operational deficiencies and correction of deficiencies; (b) design and maintain vital facilities in a manner to maximize their ability to remain functional during and after disasters; (c) assistance to property and business owners in orderly and efficient reconstruction activities subject to funding constraints; and (d) apply for state and federal disaster relief funds under appropriate circumstances.

Responsible Agency: Building Department/Public Works

Funding Source: City General Fund, Project Review Fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **5.1.1; 5.2.1-5.2.5**

***IMP-PSNE Goal 6: Promote Compatibility between the Brawley Municipal Airport and Surrounding Uses***

*IMP- PSNE Program 6.1*

**Monitor Airport Land Use Compatibility Plan:** Review the Brawley Airport Master Plan and revise it as needed every three to five years. Review and comment on all future updates of the Airport Land Use Compatibility Plan prepared by the Imperial County Airport Land Use Commission to assure that occupants of existing and planned land uses will not be endangered by airport activity. Encourage resident and City involvement in County committees related to airport operations.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **6.1.1; 6.1.4**

***IMP-PSNE Goal 7: Protect People Living and Working in the City from Excessive Noise***

***IMP- PSNE Program 7.1***

**Roadway Improvement Projects:** The principal method of protecting sensitive land uses from traffic noise is the construction of noise barriers in concert with road improvement projects. Where necessary to mitigate identified adverse significant noise impacts, the City will request the inclusion of sound walls, earthen berms, or other acoustical barriers as part of any Caltrans roadway project.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: Caltrans, Proposition 111 funds

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **7.2.1-7.2.4**

***IMP- PSNE Program 7.2***

**Vehicle Noise Control:** To minimize or reduce noise impacts on residential and other sensitive land uses, the City will:

- Enforce and periodically update truck and bus movements and routes and reduce impacts to sensitive areas;
- Implement the Circulation Plan established in the Infrastructure Element. The Circulation Plan is designed to converge traffic on major roadways and minimize noise impacts to residential areas.
- Promote coordination between City Police and the California Highway Patrol to enforce the speed limits and State Motor Vehicle noise standards.

Responsible Agency: Public Works/Police Department/Economic and Community Development Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Standards: **7.2.1-7.2.4**

***IMP- PSNE Program 7.3***

**Rail Line Noise Control:** The principal methods of protecting sensitive land uses from rail vehicle noise are the construction of noise barriers, reduction of vehicle speed, the use of well-maintained welded track, rubberized crossings, and whistle blowing procedures. The City will work with Union Pacific Railroad to achieve these methods of noise protection for residential and other sensitive uses.

Responsible Agency: Public Works/Economic and Community Development

Funding Source: Union Pacific Railroad, City General Fund, Developers

Time Frame: Ongoing

Related Public Safety/Noise Element Standards: **7.3.1-7.3.5**

***IMP- PSNE Program 7.4***

**Aircraft Noise:** To reduce the impact of aircraft noise on City urban uses, the City will:

- Participate in the planning processes for the Brawley Municipal Airport to determine noise contours, appropriate flight patterns, and appropriate land use and zoning;
- Prohibit the construction of new residential uses where noise exposure exceeds 65 dB; and
- Consider future noise exposure from the planned airport expansion project when reviewing proposed development projects in the vicinity of the airport.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund, County

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **7.1.1-7.1.3**

***IMP-PSNE Goal 8: Protect People Living and Working in the City from Excessive Non-Transportation Noise***

***IMP- PSNE Program 8.1***

**Noise Ordinance Update:** The City will update its Noise Ordinance to reduce excessive noise from site-specific sources. The revisions will incorporate the policies and plans of the Public Safety/Noise Element and address the following subjects:

- Construction activity;
- Truck traffic;
- Loading and unloading operations, (e.g., lawnmowers, blowers, trimmers);
- Landscape activity;
- Interior noise standards; and
- Exterior noise standards.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: 2008

Related Public Safety/Noise Element Policies: **8.1.1-8.1.2**

***IMP- PSNE Program 8.2***

**Noise Ordinance Review:** Following the update of the Noise Ordinance, the City shall periodically review its Noise Ordinance, policies, and regulations affecting noise sources in order to conform with changes in legislation and/or technologies, and to address new community noise issues.

Responsible Agency: Economic and Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **8.1.1**

***IMP- PSNE Program 8.3***

**Occupational Safety and Health Noise Standards:** City departments will comply with all state and federal OSHA noise standards and all new equipment purchases shall comply with state and federal noise standards.

Responsible Agency: Office of City Manager

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **8.1.3-8.1.4**



***IMP-PSNE Goal 9: Incorporate Noise Considerations into Land Use Planning Decisions***

***IMP- PSNE Program 9.1***

**Compatibility Standards Application:** Through the Site Plan Review process, the compatibility standards described in Tables PSNE-2 and PSNE-3 of the Public Safety/Noise Element will be applied to new development proposals. To meet the standards, the City will apply mitigation measures where necessary such as building orientation and acoustical barriers.

Responsible Agency: Economic and Community Development

Funding Source: Development fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **9.1.1; 9.1.3-9.1.4**

***IMP- PSNE Program 9.2***

**Noise Insulation:** Interior and exterior noise levels for proposed new development shall be required to meet the California Noise Insulation Standards (Title 24 of the California Administrative Code). These standards shall also be applied to all single family developments and condominium conversion projects where feasible.

Responsible Agency: Economic and Community Development

Funding Source: Development fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **9.1.1-9.1.2; 9.1.6**

***IMP- PSNE Program 9.3***

**Acoustical Analysis:** For new sensitive land uses proposed within Noise Impact Areas identified in the Noise Plan or in close proximity to commercial or industrial uses, acoustical analysis reports shall be prepared by a qualified acoustical engineer. Acoustical analysis reports shall also be prepared for new commercial and industrial uses proposed in or adjacent to residential areas. Based on the conclusions of the report, the City will require mitigation measures to reduce excessive noise exposure where necessary.

Responsible Agency: Economic and Community Development

Funding Source: Development fees

Time Frame: Ongoing

Related Public Safety/Noise Element Policies: **9.1.4-9.1.8**

This page intentionally left blank.

# ECONOMIC DEVELOPMENT ELEMENT IMPLEMENTATION

The Implementation Program provides strategies to implement the policies and plans identified in the Economic Development Element. This Implementation Program for economic development acts as a guide for the City officials, City staff, and the community in making daily decisions related to economic development in Brawley, subject to practical funding constraints. The Implementation Program is a series of actions, procedures, and techniques designed to carry out Economic Development Element policy. The implementation programs described below are intended to direct the City's efforts in improving overall economic conditions.

<p><b><i>IMP-EDE Goal 1: Maintain and Promote Fiscal Strength and Stability of the City's Economy</i></b></p>
---

## ***IMP- EDE Program 1.1***

**Land Use Policy Map:** The Land Use Policy Map will be periodically reviewed to ensure that adequate and appropriately located land is designated and available for the development of industrial and commercial businesses. If necessary, consider amendments to the Land Use Policy Map to ensure that land is available and designated for uses that allow the City to expand and diversify its economic base.

Responsible Agency: Economic and Community Development Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Economic Development Element Policies: **1.1.2-1.1.3; 2.3.3**

## ***IMP- EDE Program 1.2***

**Brawley Economic Development Commission:** The City will support the efforts of the Brawley Economic Development Commission (BEDC) to promote Brawley as primary location in the Imperial Valley for industrial, commercial, recreational and residential growth.

Responsible Agency: Economic and Community Development Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Economic Development Element Policies: **1.1.1; 1.1.4**

***IMP- EDE Program 1.3***

**Infrastructure Improvement:** The financing methods identified in the Infrastructure Element Implementation Program will be used to improve and expand public facilities necessary to support economic development and growth.

Responsible Agency: Economic and Community Development Department/ Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related Economic Development Element Policies: **1.2.1**

<p><b><i>IMP-EDE Goal 2: Promote Local Businesses and Encourage New Commerce in the City</i></b></p>
--

***IMP- EDE Program 2.1***

**Promotion of Economic Growth:** The City will concentrate its efforts on the following activities to promote economic growth and development:

- Pursue development of diversified light industrial, agricultural services, food/beverage processing, and warehousing/distribution development in the northeast portion of the planning area around the airport, Southern Pacific Railway and the new SR 111 realignment;
- Pursue the attractions of industry that supports the development and use of geothermal energy resources;
- Evaluate the feasibility of a trucking service center in the northeast portion of the planning area as part of future industrial development or at the future SR 111/SR 78 intersection in the easterly portion of the planning area;
- Aggressively pursue institutional users (such as educational, state, federal, utility, financial processing, and medical institutions) to locate in Brawley by marketing inexpensive land, water availability, low utility costs, and underutilized workforce, affordable housing and a quality community in which to live;
- Evaluate the feasibility of a traveler commercial center at the future intersection of SR111/SR 78 in the easterly portion of the planning area;
- Aggressively market Brawley to regional and national tourists visiting the desert or travelling to the Colorado River and other recreational areas;

- Target commercial land along SR 86 in the southwest portion of the planning area for larger discount retail uses that might have the potential to draw customers from northern El Centro; and
- Evaluate the feasibility of creating a low cost public events venue, such as the rodeo grounds to hold special events for city and regional residents and tourists.
- Promote the development of recreational vehicle accommodations for regional and national tourists requiring such facilities for short- and long-term visits to the Imperial Valley.

Responsible Agency: Economic and Community Development Department

Funding Source: General Fund/Community Redevelopment Agency

Time Frame: Ongoing

Related Economic Development Element Policies: **2.1.1-2.1.10; 2.2.1-2.2.4; 2.3.1-2.3.4; 3.1.1-3.1.3; 4.1.2**

<p><b><i>IMP-EDE Goal 3: Promote the Revitalization of the City's Downtown Business District</i></b></p>
--

***IMP-EDE Program 3.1***

**Downtown Revitalization:** The City will promote the revitalization and growth of the downtown business area through the following efforts:

- Continue the redevelopment of downtown with particular emphasis within the Downtown Overlay District.
- Consider adopting a specific plan for the DOD following the adoption of the update to the General Plan in order to provide greater direction for future developments.
- Use signage, landscaping, and public improvements to create a path and gateway that can draw travelers from the future intersection of SR 111/SR 78 into downtown Brawley on Main Street. Implement and update the 1989 Downtown Revitalization Guidelines as needed.
- Encourage the preservation of residential neighborhoods in close proximity to the downtown business district, along with rehabilitation of older housing and development of new housing, to support the district's commercial retail and service businesses.
- Create incentive programs to assist businesses in storefront improvements.
- Create a downtown marketing program that strives to better position the DOD as a regional shopping and entertainment center.

- Consider creating a parking district to acquire and construct additional parking spaces.

Responsible Agency: Economic and Community Development Department

Funding Source: General Fund/Community Redevelopment Agency

Time Frame: Ongoing

Related Economic Development Element Policies: **3.1.1-3.1.3**

***IMP-EDE Goal 4: Achieve a Balance between Housing and Employment Opportunities***

***IMP-EDE Program 4.1***

**Residential Development:** The City will ensure that the Housing Element policy is utilized to address the demand for housing that result from the introduction of new jobs into the community.

Responsible Agency: Economic and Community Development Department

Funding Source: General Fund

Time Frame: Ongoing

Related Economic Development Element Policies: **4.1.1-4.1.2**



