



# Planning Commission staff report

**To:** City of Imperial Planning Commission

**From:** Othon Mora, CBO  
Acting Community Development Director

**Prepared By:** George Galvan, AICP  
Planning Consultant  
The Holt Group, Inc.

**Date:** June 28, 2017

**Project:** Land Use Element and Circulation Element Update

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## Summary:

**Subject of Report:** General Plan Land Use and Circulation Element Updates

**Project Location:** Refer to Planning Area Map (Exhibit A)

**Pending Action:** **Recommend Approval of the** Land Use Element and Circulation Element Environmental Impact Report via Resolution 2017-\_\_

**Recommend Approval of the** Land Use Element and Circulation Element via Resolution 2017-\_\_

**General Plan:** Land Use Element and Circulation Element to be updated (Exhibit B)

**Environmental:** Environmental Impact Report concurrently being certified.

## INTRODUCTION

### Intent & Purpose of a General Plan & Its Elements

As required by State law, each city must adopt a comprehensive, long-term General Plan for the physical development of areas within and just outside of the City's boundaries. The General Plan serves as a basis for decisions that affect the City's growth and development such as transportation, land use, streets and infrastructure, parks, housing and neighborhoods, recreation and community facilities, downtown, the environment, and public health and safety. The General Plan is a strategic and long term document identifying goals and polices that guides and directs the City in terms of implementing policies, programs and resources. The General Plan is the principal policy document guiding the development and conservation of local municipalities, and is often referred to as the

"constitution" of local development. The General Plan also reflects the vision and values of a community. To remain effective, a General Plan usually focuses on a time horizon of 10 years.

There are seven mandated chapters, or "elements": land use, circulation, housing, conservation, open space, noise and safety. Cities are also able to include additional elements as they see fit. The City's General Plan also includes the following optional chapters: Public Facilities Element, Parks and Recreation Elements, and Airport Element.

## **BACKGROUND & PROCESS**

### **Background and History**

The last comprehensive update to the General Plan was done in 1992. No significant updates were completed in the intervening period except for the Housing Element which was update very five years as required by law. The City's General Plan contains a total of ten (10) Elements. The Conservation Element, the Open Space and Recreation Element, and the Safety Element were updated in October 2014 in conjunction with the mandatory Housing Element update. This current update involves the Land Use and Circulation Elements leaving only three (3) Elements (Public Facilities, Noise, and Airport) not being updated since 1992. The Airport Element should be updated only after the Imperial County Air Port Land Use Commission updates the 1996 Airport Land Use Compatibility Plan.

The Land Use Element is one of the seven mandatory elements and it identifies the proposed general distribution and intensity of uses of land for housing, business, industry, open space, natural resources, public facilities, and other categories of public and private land use. The Land Use Element serves as the central framework for the entire plan and is intended to correlate all land use issues to the set of established coherent development policies.

The Circulation Element identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities. The Circulation Element serves as an infrastructure plan and must be correlated with the Land Use Element. The circulation system both determines and constrains the pattern and extent of development.

### **Development of the Land Use Element and Circulation Element**

A public workshop was held on November 21, 2015 with 24 community members in attendance. Joint workshops were also held with the City Council, Planning Commission and the Imperial Unified School District Board. During early consultation with City Staff and stakeholders, distinct character areas (such as the railroad corridor, established neighborhoods, developing neighborhoods, airport environs, etc.) were identified. Visual aesthetics were developed for each area and from there land use distribution was developed to coincide with transportation circulation patterns. The update process accounted for geographic conditions, transportation corridors, land availability, compatibility to existing land uses, environmental hazards and previously adopted General Plan goals and policies established by the City to encourage a balanced, desirable and compatible land use pattern. The strategic placement of all land use classifications accommodates projected growth, demand, and opportunity.

The Land Use Element covers a variety of land use types and patterns that shape the demand for transportation services and facilities. Land use efficiencies have a direct effect on how, when and

where traffic is generated. To that end, the Circulation Element is being updated to is to develop a layered, circulation system that prioritizes one or multiple modes on each facility to promote the safe, efficient movement of people, goods, and vehicles while protecting and enhancing the quality of life for City of Imperial Residents.

## PROPOSED GENERAL PLAN UPDATE

### Proposed Land Use Element Update

Eleven Character Areas were established for planning purposes and serves as the basis for the proposed land use pattern and distribution. Character Areas ensure that each area is developed with the unique characteristics and opportunities provided in the General Plan's policies. These areas represent the highest likelihood of change through redevelopment and new development of the General Plan's planning period. The Character Areas are:

1. **Developing Neighborhoods** include Specific Plan communities such as Mayfield and Morningside, and the development of new residential neighborhoods to the north and east, where Imperial is well-poised to grow in the coming years. This new development is envisioned as a connected series of villages that support the overall existing character of the City.
2. **Regional Park & Equestrian Area** is to be located along the northern part of the City Limits in an area bound by Larsen Road to the north, Ralph Road to the south and Nance and La Brucherie Roads at the respective west and east boundaries.
3. **Established Neighborhoods** include residential areas built in the original townsite of Imperial, as well as those built out in the past decade. These and other neighborhoods should be protected and enhanced with future growth and development in the City. Some of the established neighborhoods are still under construction.
4. **Gateway North Character Area** is located at the northern entryway to the City along the west side of Highway 86. The area is anticipated to accommodate neighborhood commercial land uses.
5. **Rural Neighborhoods** includes the mature neighborhoods within Imperial County, not currently within City limits, south of Neckel Road and east of Austin Road abutting the City of Imperial. Although not legally part of the City of Imperial, residents in these neighborhoods have long been considered Imperialites and are an essential part of the community.
6. **Central Downtown Character Area** is the civic, social and commercial center of the City located west of Highway 86. The pedestrian-friendly Downtown will offer a mix of locally-owned retail and restaurants, provide unique cultural experiences, and support higher density mixed use developments.
7. **East Downtown Character Area** is located on the east side of Highway 86 north and south of Barioni Boulevard, provides an opportunity to serve as an extension of Downtown. It is envisioned to offer commercial diversity, while still providing an attractive image for drivers.

8. **Railroad Corridor** runs parallel with Highway 86 through the City of Imperial. While providing an unparalleled industrial benefit, it also poses a challenge for connecting the east and west portions of the City. Imperial Irrigation District (IID) headquarters are located within this character area.
9. **Fairgrounds Character Area** includes the California Mid-Winter Fairgrounds. With private investment and/or a public-private partnership, this area has the potential to redevelop and create a new economic and job center for the City in the future.
10. **Airport Character Area** includes the Imperial County Airport and its environs. This hub has the potential to increase jobs and revenues within the City.
11. **Gateway South** includes the area along Highway 86, south of the airport and fairgrounds. Commercial centers in this area include east of Hwy 86: Crown Commercial, Haas Commercial; and west of Hwy 86: Imperial Business Park. This area has the potential to enhance the local economy, provide needed services and employment opportunities, and serve as a gateway to the City.

The previously adopted land use goals were not removed and four additional goals, noted in red, are proposed with an array of policies.

- **Land Use Element Goal #1 Growth & Development:** Implement the successful transformation of the City from a small town into a medium, full service City while maintaining its rural character via planned and orderly development.
- **Land Use Element Goal #2 Land Use Compatibility:** Achieve land use compatibility throughout the City and promote character areas, where appropriate.
- **Land Use Element Goal #3 Quality Of Life:** Availability of adequate public services and facilities for all existing and proposed development and create an aesthetically pleasing, full service community with an excellent quality of life.
- **Land Use Element Goal #4 Economic Prosperity:** Achieve a balanced and varied economic base which provides a broad range of goods, services, and employment to the City's residents and the region in a manner that is aesthetically pleasing and consistent with the character areas.
- **Land Use Element Goal #5 Residential Diversity:** Create neighborhoods and housing opportunities that provide housing diversity for all economic segments of the community and take into account the safety and welfare of its residents while encouraging healthy lifestyles.
- **Land Use Element Goal #6 Regional Planning:** Lead the coordination of land use planning programs among the local, regional, state, and federal agencies that have a local impact.

### **Proposed Updates to the Circulation Element**

The Circulation Element is based upon the network of existing, interconnected street system and future growth areas to ensure the efficient movement of people, and goods and services. The Circulation Element shows, in map form, the location of existing and future streets, highways, and

alleys. Other transportation facilities, including airport and rail facilities, are also clearly identified and integrated into the overall circulation system. Included among these other facilities are public transportation, bicycle route systems, and recreational and equestrian trails.

The current circulation system in the City of Imperial is highly automobile-oriented, but as the trend moves to a healthier, more active lifestyle, the Circulation Element Update transitions to a multi-modal transportation network (e.g. ability to serve all the aforementioned modes of travel). This includes sidewalks and crosswalks, bikeways, roadways, pathways, and public transit routes; as well as the City's movement of goods including a freight rail system, truck routes, and airport facilities. The Circulation Element Update focuses on street typologies to address all modes of transportation: pedestrian, transit, bicycles, and vehicles. Street typologies relate to how Complete Streets interact with all users of the system (bicycles, pedestrians, transit, etc.) by ensuring that the roadway is designed and implemented in a way that is supportive of the preferred modes through the corridor. Street typologies also include an assessment of the adjacent land uses, and strive to provide a mobility system that is complementary to the adjacent development. Additionally, street typologies can be developed to address other key components of the system, such as landscaping to improve water quality, and providing shade for pedestrians and bicycles.

It is projected that new urban development associated with the proposed General Plan may result in increased traffic exceeding Level of Service standards for certain roadway segments or necessitate signalized intersections. The City of Imperial has integrated traffic improvement standards primarily in the Circulation Element throughout policies to mitigate potential impacts to traffic and circulation. The previously adopted circulation goals were not removed and there are seven additional goals, noted in red, proposed with an array of policies.

- **Circulation Element Goal #1 Circulation & Land Use** : Plan land uses in conjunction with the circulation system to encourage future growth in areas of higher density on transportation nodes, which will better allocate City resources and limit vehicle miles traveled.
- **Circulation Element Goal #2 Safe & Complete Streets** : Develop a multi-modal network and balanced transportation system that safely accommodates all modes of travel.
- **Circulation Element Goal #3 Circulation Efficiency**: Provide for the safe and efficient movement of goods throughout the City.
- **Circulation Element Goal #4 System Sustainability**: Attain a sustainable transportation system that can be built, operated, and maintained, within the City's existing and future resources.
- **Circulation Element Goal #5 Accessible Transit**: Develop a widely accessible transit system available to all segments of the community.
- **Circulation Element Goal #6 Beautification & Identity**: Sustain a vision along City roadways and corridors that is identifiable to the City of Imperial.
- **Circulation Element Goal #7 GHG Reduction**: Reduce the amount of Green House Gases emitted by vehicular use in the City of Imperial.
- **Circulation Element Goal #8 Bicycle Trail Network**: Create and build upon a pedestrian, bicycle and multi-use trail network that facilitates commuting, traveling to work or school, and recreation.

## **GENERAL PLAN IMPACTS ON FUTURE LAND USE ACTIONS**

The General Plan has become the most important legal planning tool for City officials in regulating development. Future actions, programs or projects need to be generally consistent with the City's adopted General Plan. An action, program or project may be found to be consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment.

The City Council determines whether or not a project, specific plan or zoning ordinance is consistent with the General Plan objectives, policies, programs, and general land uses specified in a plan. The Subdivision Map Act does not require an exact match between the tentative map and the general plan or specific plan, but rather that it must be in agreement or harmony with the adopted plan for "consistency." City Council will have the opportunity to evaluate all future proposed development(s) to ensure the proposed project(s) are consistent with the adopted goals, objectives, policies, plans and programs of the adopted General Plan and/or to condition any mitigation measures where necessary. Further note that the proposed action intends to modify the City's adopted goals, policies, objectives and programs of the 2017 Land Use and Circulation Element Update. Where future projects necessitate a General Plan Amendment, please note that a mandatory element may be amended up to four times during any calendar year.

## **ENVIRONMENTAL ANALYSIS**

The Imperial Land Use Element and Circulation Element Updates are subject to the California Environmental Quality Act (CEQA). Per the CEQA Guidelines, a "project" is defined as the whole of an action, which has a potential for resulting in either a direct physical change to the environment or a reasonably foreseeable indirect physical change in the environment. This includes the adoption and amendment of the local Land Use Element and Circulation Element.

## **ISSUES FOR DISCUSSION**

### **Intent & Purpose of an Environmental Impact Report (EIR)**

The EIR intends to analyze and assess how the implementation of the Draft Land Use Element and Circulation Element would impact the natural environment (See Exhibit C- Draft EIR). Although, the preparation of the Elements will not directly impact the environment as they do not directly propose new development, the Elements indirectly affect the environment by assigning land uses within the City Limits and Sphere of Influence. Resource areas that were taken into consideration include the following: aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use planning, mineral resources, noise, population and housing, public services and facilities, traffic and transportation, tribal cultural resources and utilities and service systems.

### **Intent & Purpose of Land Use and Circulation Elements**

Under State Planning Law, the Land Use Element, and Circulation Element are two of the seven mandatory elements others being the Housing Element, Open Space, Noise, Conservation and the Safety Element. The Land Use and Circulation Elements are the City's basic planning documents and design framework for all others. It provides the blueprint for development throughout the community and is the vehicle through which competing interests and needs for the citizenry are balanced. All land use approvals must be consistent with a City's Land Use Element and therefore, local agencies must periodically review and revise their General Plans as circumstances warrant. Additionally, all transportation facilities must be consistent with the Circulation Element.

The major change under this update to the Land Use Element is the establishment of eleven character areas. These character areas are intended to develop with the unique characteristics and opportunities provided in the General Plan's policies. These areas represent the highest likelihood of change through redevelopment and new development within the General Plan's planning period. There were three goals that remained unchanged and three new goals that were added.

The foundation of the City's Circulation Element Update is the planned transition to a multi-modal transportation network (e.g. ability to serve all the aforementioned modes of travel)—this includes sidewalks and crosswalks, bikeways, roadways, pathways, and public transit routes; as well as the City's movement of goods including a freight rail system, truck routes, and airport facilities. It is projected that new urban development associated with the proposed General Plan may result in increased traffic exceeding Level of Service standards for certain roadway segments or necessitate signalized intersections. There was one goal that remained unchanged and seven new goals added.

### **Environmental Review**

During the preparation of the Initial Study, included as Appendix A of the EIR it was determined that the following were anticipated to have a potentially significant impact unless mitigation measures were incorporated: aesthetics, agricultural and forestry resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation and utilities, transportation, tribal resources and service systems. The EIR also notes that there may be significant irreversible effects as at full build out of the EIR. For example, the conversion of farmland for new urban uses will also result in the removal of some potential habitat for sensitive species such as the burrowing owl and future projects will need to incorporate mitigation measures. A Mitigation and Monitoring Program was not necessary given that the policies and program of the Land Use Element and Circulation Element were found to satisfactorily mitigate impacts to a less than significant level. Additionally, as development occurs, individual projects will need to be compliant with CEQA.

### **Public Review**

CEQA requires a very regimented public review process. In compliance with SB18, Native American tribes, as prescribed by Native American Heritage Commission were sent letters informing them of the proposed project and requesting their input. A total of fifteen (15) letters were sent tribes and given a 30-day initial consultation period which ran from December 15, 2016 to January 16, 2017. To date, no official comments were received from any of the tribes. Initial Consultation with potentially affected agencies was from February 9 to March 9, 2017. A Notice of Preparation, informing local and State agencies of the proposed EIR preparation was circulated for a period of 30-days beginning on March 21, 2017 and ending on April 21, 2017. Nearby municipalities (8) were sent a copy of the Initial Study, were informed of the proposed EIR and a request for comment during this time frame was issued. There were two initial review letters received during the initial consultation period from February 9 to March 19, 2017. However, these letters did not provided additional comments that needed to be addressed in the EIR.

After the initial consultation process, the Notice of Completion was sent on May 4, 2017 to the State Clearinghouse which distributes the Draft EIR to State agencies for review and comment and circulated an additional review period of 45-days that began on May 8, 2017 and ending on June 23, 2017. The Notice of Availability with an electronic copy of the EIR and the Draft Element were also sent to local agencies such as the Imperial Unified School District, IC Health Services, IC Air Pollution Control District, Imperial County Airport Land Use Commission, Imperial County Planning and Development Services, Imperial Valley Housing Authority, IID Environmental, IID Power, Caltrans Local Planning Division, and Department of Fish and Game. Table 1 identifies the agencies that commented on the project and summarize a response to their comments. A copy of the letters received is attached as Exhibit D.

**Table 1 – Draft EIR Comments for the General Plan Elements and Zoning Update Draft Document and Draft EIR Document**

Agency & Date of Letter	Agency Comments	City Response
<p><b>June 22, 2017</b> IID Environmental</p>	<ul style="list-style-type: none"> <li>• New development project will require IID Energy and Water Review.</li> <li>• The element updates affect the IID-owned 80-acre parcel located at the southeast corner of Worthington &amp; Clark Roads.</li> <li>• IID's 80-acre parcel was annexed April 2016 and is not shown within City Limits.</li> <li>• Analysis of impacts to electrical service is not included in the Utilities/Service Systems section.</li> <li>• The EIR is missing Appendix F Energy Conservation.</li> </ul>	<p><b>June 26, 2017</b></p> <ul style="list-style-type: none"> <li>• Comments will be solicited from IID Energy and Water Departments once specific development projects are proposed</li> <li>• Current action only involve an update to Land Use Element and not zoning designation.</li> <li>• The Vicinity Map has been corrected.</li> <li>• The Changes in Land Use Designations in in naming convention only. All Changes in development reflect actual uses and will not spur additional development</li> <li>• The General Plan Update is not project specific therefore energy usage cannot be quantified. The Draft EIR will be revised to more clearly address Appendix F.</li> </ul>

A Public Hearing Notice was posted and informing published in the Imperial Valley Press on May 26, 2017. Directive was given to the general public that the document was available for review at City Hall and Public Library during business hours.

**PROJECT STATUS & RECOMMENDATION**

The environmental review of this project is being concurrently satisfied pursuant to the California Environmental Quality Act.

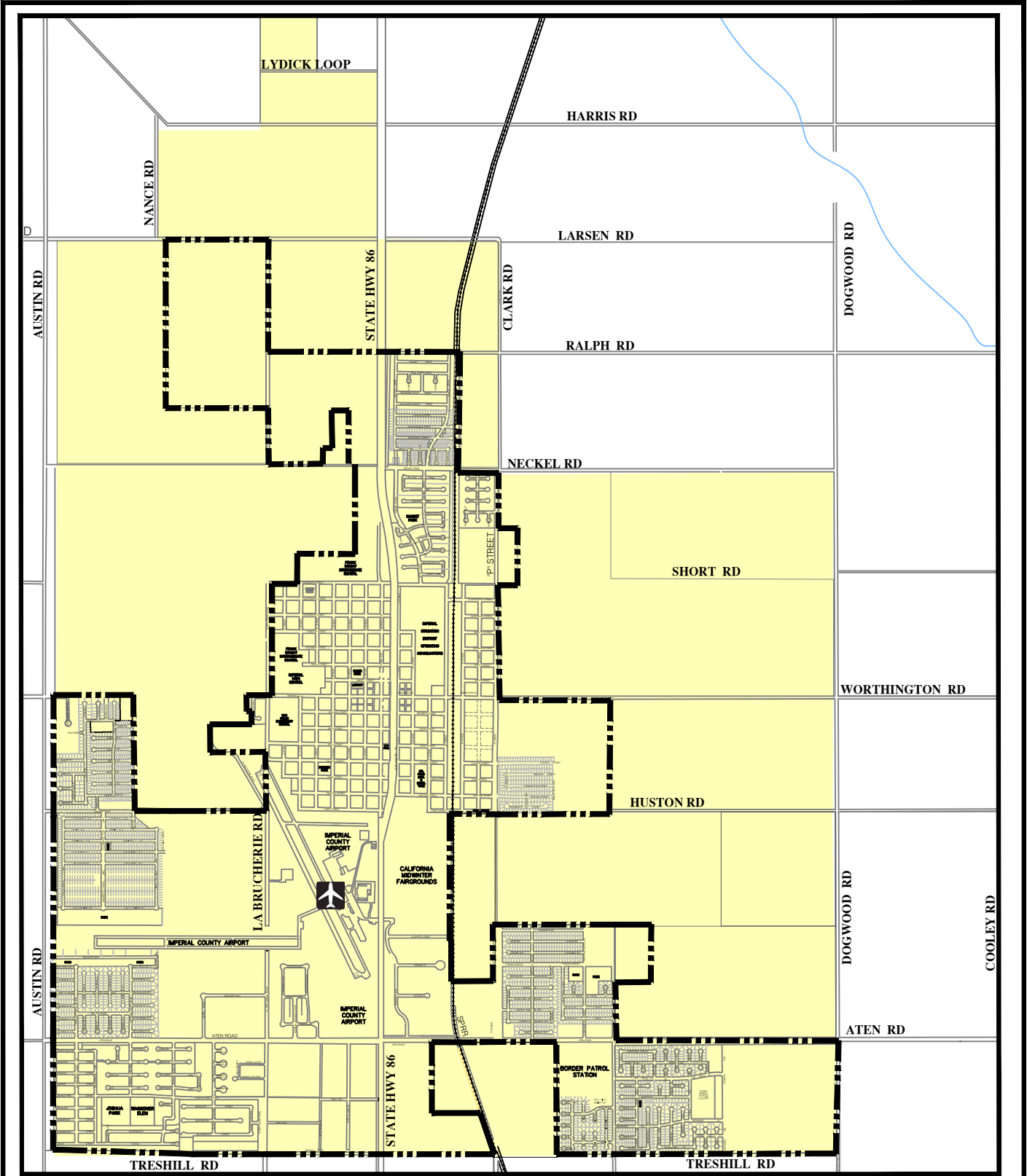
After review of all pertinent data associated with this proposal and hearing and considering any relevant testimony received during the public hearing, and unless significant evidence is received to the contrary, it is recommended that the Planning Commission adopt Resolutions PC17-\_\_\_\_\_ (See Exhibit E) and PC17-\_\_\_\_\_ (See Exhibit F).

- Enclosures:
- Exhibit A- Project Area Map
  - Exhibit B- Electronic Copy of Land Use and Circulation Elements
  - Exhibit C- Draft EIR
  - Exhibit D- Copies of Agency Comment Letters Received
  - Exhibit E- Resolution PC 17-\_\_
  - Exhibit F- Resolution PC 17-\_\_

cc: Justina Gamboa Arce, The Holt Group, Inc. Consultant Planner



# Exhibit A- Project Area Map



LEGEND:

- City Limits
- Sphere of Influence (SOI)

**The Holt Group, Inc.**  
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NOT TO SCALE

**PROJECT AREA**  
**CITY OF IMPERIAL**

**Exhibit A**

THG Project No. 173.133P  
 DATE : January 2016

Exhibit B-  
Electronic Copy of Land Use and  
Circulation Elements



# City of Imperial

## **Draft** Land Use Element

May 2017

Prepared by:



1601 N. Imperial Avenue  
El Centro, CA 92243

## LAND USE ELEMENT

The Land Use Element is a key element in a General Plan, having one of the most direct impacts to growth in a community and the greatest guidance for its users. This Land Use Element provides the primary policy foundation for the entire General Plan, as it establishes the desired vision for future land use decisions in the City of Imperial. The Element directs development patterns by identifying and describing, through diagrams and text, the location and distribution of existing and future land uses throughout the City.

### I. INTRODUCTION

This Element describes land use designations and identifies the geographic distribution of land uses within the ICLAFCo (Imperial County Local Agency Formation Commission) approved Sphere of Influence (planning area) that will help guide future growth and change, consistent with the City's vision. The Land Use Map is a graphical representation of the City's official land use policy, providing the primary policy guidance for future land use decision-making to support a population of 26,923, which is the projected population in 2035 (using a conservative figure), and up to 62,541 at full build-out within the entire planning area. This Element further maps "Character Areas" for policy focus, due to the areas respective and unique characteristics that extend diverse opportunities. The Land Use Element articulates City goals and policies that address future growth and guide community character and identity, preservation, and economic development.

#### A. Authority for the Element

California Government Code Section 65302(a) requires that the General Plan include:

*"...a Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."*

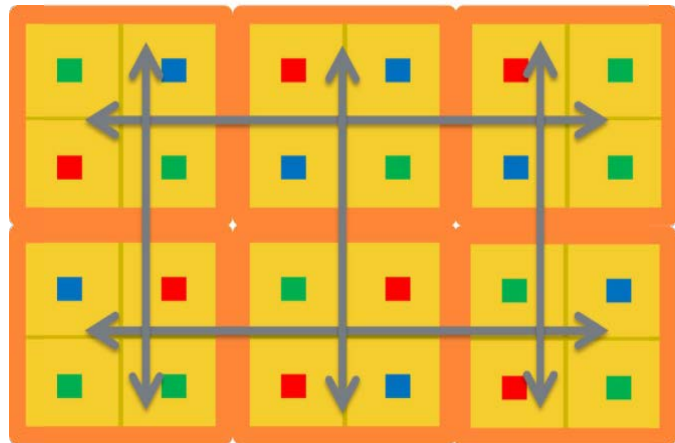
#### B. Use and Organization of the Element

It is the intent of the City that this Land Use and Community Character Element be actively used and implemented and become a transformative vision for the community of Imperial. This Element incorporates numerous documents and exhibits to guide day to day planning decisions and is organized into the following sections:

- Identification of Community Goals
- Land Use Designations
- Character Areas
- Goals, Policies and Actions

### C. Building Blocks Vision

This Land Use and Character Element aims to develop a connected system of neighborhoods and villages that serve as building blocks for future development. Each neighborhood is compact and includes a gathering center (park, school, shopping, and/or services) that are within walking distance to residents, requiring less



energy for daily living and encouraging residents to interact with their neighbors, consistent with Specific Plan Areas. A collection of these walkable neighborhoods comprise a village. Villages and neighborhoods are connected via walkable streets, trails, bikeways, and transit. These are the “building blocks” that will be the foundation for Imperial’s development pattern.

## II. HISTORICAL CONTEXT

### A. Historical Growth

The nature of land use in the City of Imperial today is linked to Imperial County's agricultural industry. Historically, Imperial began as a small, isolated farming community over a century ago. Incorporated in 1904, the City maintained a gradual but constant growth rate and had a population of 7,560 people in the year 2000. By 2015 Imperial had reached a population of 17,313 and continues to grow at a rapid rate with new development occurring throughout the City and proposed annexation areas. The City of Imperial held the highest population growth rate in Imperial County at 12.94 percent from 1990 to 2010. The City successfully attracts many families due to the community's diverse housing opportunities, reputable school district, and low crime rates. In an annual list compiled by The SafeWise Report, the City of Imperial was ranked #2 on the 50 Safest Cities in California for 2015 due to its commitment to the safety and security of its residents. Residents boast a great sense of community identity with a "home-town" feeling.

With this rapid development, infrastructure has come to function at maximum capacity and often requires repair and/or expansion thus land use patterns must maximize the convenience and efficiency of available and planned facilities. Housing construction somewhat halted with the fall of the economy in 2008 leaving some neighborhoods that were constructed, in disconnected blocks. However, as the economy continues its recovery, new developments are moving forward. **Table I-1** provides an overview of household and population data since 2000.

**Table II-1 Population and Housing**

Year	Households	Population
2000	2,308	7,560
2010	4,405	14,758
2015	5,168	17,313

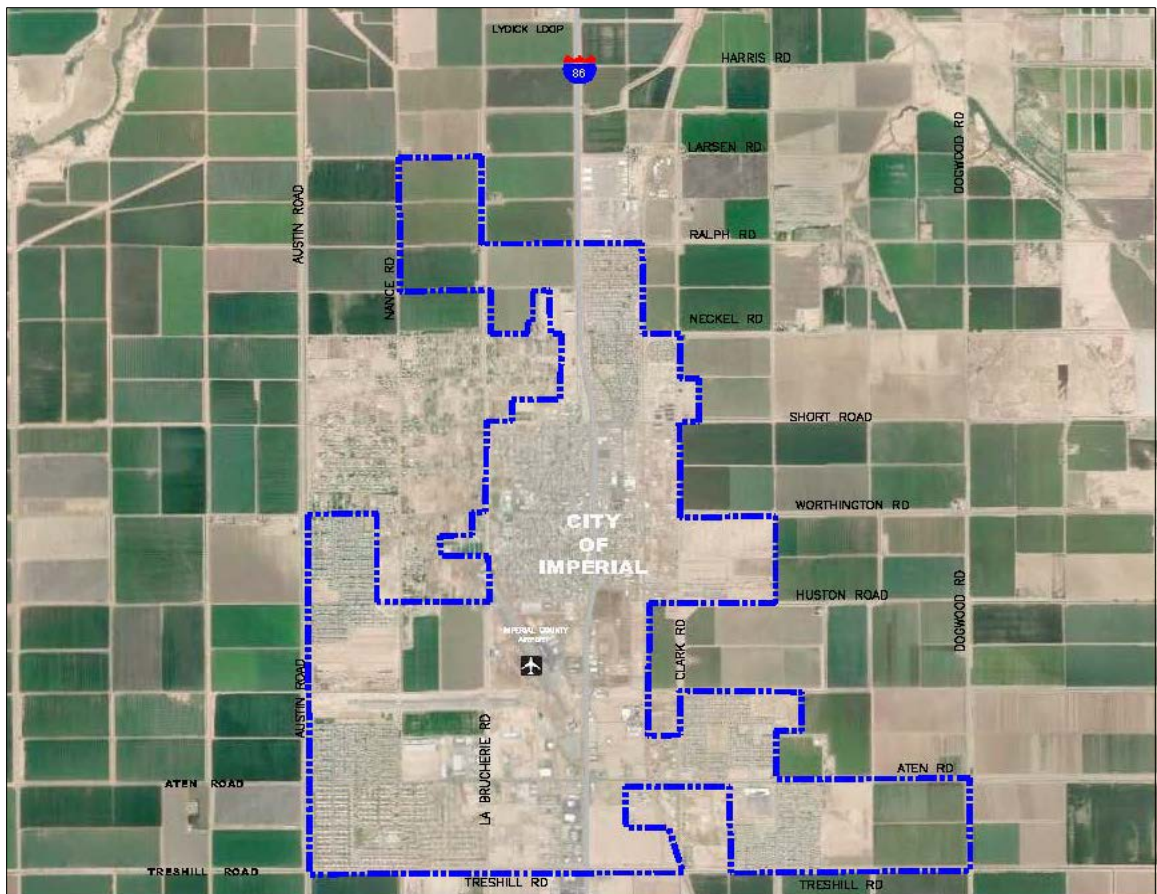
Source: U.S. Census Bureau for 2000 and 2010 statistics. Imperial Building Permit records were used to estimate 2010-2015 households and population growth at 3.35 pphh

### III. REGIONAL PLANNING CONSIDERATIONS

#### A. Regional Setting & Planning Area

The City of Imperial encompasses approximately 5.85 square miles and is centrally located between the Cities of El Centro and Brawley in the Imperial Valley. The City is surrounded on all sides (except south) by agricultural land which is the predominant land use outside of the City Limits but within the planning area as noted in the aerial below. Although no large parcels are under agricultural production within the City Limits, several agricultural operations are located within the incorporated areas.

Figure 1



#### B. Regional Factors

There are a number of key facilities that highly influence land use patterns and designations for future growth. The planning areas and regional planning considerations influencing land use patterns and policies, within the City's Sphere of Influence and beyond, are noted below.



## 1. Highway 86 Corridor

The City of Imperial, especially the heart of downtown, is located along Highway 86, the main arterial roadway for the City and a primary path for regional travelers. The average daily traffic counts for Highway 86 were noted as high as 21,800 ADT in 2014 (Caltrans 2014 Traffic Counts). With an abundance of vacant land along the highway, there is much opportunity to capitalize on the potential sales tax revenue of businesses along this corridor. This highway is the main thoroughfare through the City as there are no other complete north-south roadways within the City (refer to the Circulation Element for further detail).

## 2. Imperial County Airport

The Imperial County Airport was activated in 1940 and is a county-owned public-use airport.<sup>2</sup> According to the Federal Aviation Administration Passenger Boarding (Enplanement) and All-Cargo data for U.S. Airports, the Imperial County Airport (IPL) is recovering from a decrease in airplane travel between 2008 and 2011, which is reflective of current economic trends within the market. Calendar year 2014 showed a continued decrease of passengers to 2,470, with a corresponding 15,120 annual aircraft operations. This Element considers that the Imperial County Airport will continue to be a viable airport facility through the year 2035. The Land Use Plan does not anticipate any expansion or enlargement of the existing airport, but does take into account the land use restrictions that are imposed within protected zones. Please refer to **Table III-2** for Airport Land Use Compatibility standards and the corresponding overlay zones.

*Table III-1 Imperial County Airport Passenger Data*

<i>Year</i>	<i>Average Annual Passengers</i>
<i>2008</i>	7,061
<i>2009</i>	5,641↓
<i>2010</i>	4,752↓
<i>2011</i>	6,136↑
<i>2012</i>	5,491↓
<i>2013</i>	2,660↓
<i>2014</i>	2,470↓

*Source: Federal Aviation Administration Airport Data & Contact Information and Federal Aviation Administration Passenger Boarding (Enplanement) and All-Cargo data for U.S. Airports. Available at*

[http://www.faa.gov/airports/planning\\_capacity/passenger\\_allcargo\\_stats/passenger/.](http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/)

The following exhibits are obtained directly from the Imperial County Airport Land use Compatibility Plan which provides land use and density guidelines. The Plan itself suggests that the land use criteria is performance oriented rather than list

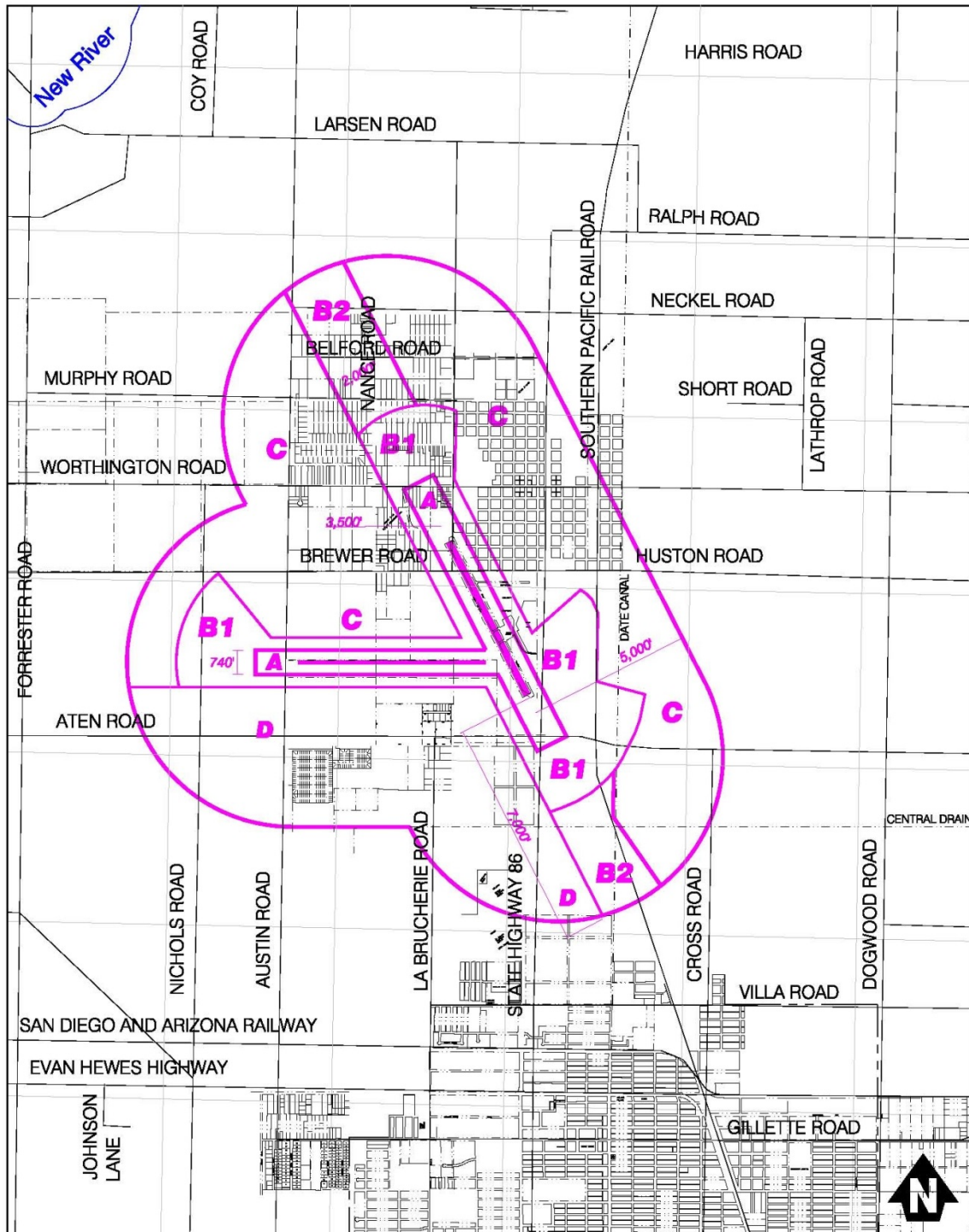
oriented. That is, the criteria contains standards that are to be achieved (occupancy limits) rather than list of permitted uses.

**Table III-2  
Compatibility Criteria**

Imperial County Airport Land Use Compatibility Plan

Zone	Location	Impact Elements	Maximum Densities		Required Open Land <sup>3</sup>
			Residential (du/ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> <li>High Risk</li> <li>High noise levels</li> </ul>	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> <li>Substantial risk – aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway</li> <li>Substantial noise</li> </ul>	0.1	100	30%
B2	Extended Approach/Departure Zone	<ul style="list-style-type: none"> <li>Significant risk – aircraft commonly below 800 ft. AGL</li> <li>Significant noise</li> </ul>	1	100	30%
C	Common Traffic Pattern	<ul style="list-style-type: none"> <li>Limited risk – aircraft at or below 1,000 ft. AGL</li> <li>Frequent noise intrusion</li> </ul>	6	200	15%
D	Other Airport Environs	<ul style="list-style-type: none"> <li>Negligible risk</li> <li>Potential for annoyance from overflights</li> </ul>	No Limit	No Limit	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses <sup>4</sup>	Uses Not Normally Acceptable <sup>5</sup>
A	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Dedication of aviation easement</li> </ul>	<ul style="list-style-type: none"> <li>Aircraft tiedown apron</li> <li>Pastures, field crops, vineyards</li> <li>Automobile parking</li> </ul>	<ul style="list-style-type: none"> <li>Heavy poles, signs, large tree, etc.</li> </ul>
B1 and B2	<ul style="list-style-type: none"> <li>Schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Highly noise-sensitive uses</li> <li>Above ground storage</li> <li>Storage of highly flammable materials</li> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distances from extended runway centerline</li> <li>Minimum NLR<sup>7</sup> OF 25 dBA in residential and office buildings</li> <li>Dedication of aviation easement</li> </ul>	<ul style="list-style-type: none"> <li>Uses in Zone A</li> <li>Any agricultural use except ones attracting bird flocks</li> <li>Warehousing, truck terminals</li> <li>Single-story offices</li> </ul>	<ul style="list-style-type: none"> <li>Residential subdivisions</li> <li>Intensive retail uses</li> <li>Intensive manufacturing or food processing uses</li> <li>Multiple story offices</li> <li>Hotels and motels</li> </ul>
C	<ul style="list-style-type: none"> <li>Schools</li> <li>Hospitals, nursing homes</li> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Dedication of overflight easement for residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Uses in Zone B</li> <li>Parks, playgrounds</li> <li>Low-intensity retail, offices, etc.</li> <li>Low-intensity retail, offices, etc.</li> <li>Low-intensity manufacturing, food processing</li> <li>Two-story motels</li> </ul>	<ul style="list-style-type: none"> <li>Large shopping malls</li> <li>Theaters, auditoriums</li> <li>Large sports stadiums</li> <li>Hi-rise office buildings</li> </ul>
D	<ul style="list-style-type: none"> <li>Hazards to flight<sup>6</sup></li> </ul>	<ul style="list-style-type: none"> <li>Deed notice required for residential development</li> </ul>	<ul style="list-style-type: none"> <li>All except ones hazardous to flight</li> </ul>	



**Compatibility Map**  
Imperial County Airport

K:\ALUC\3E-CORRE.DWG

UPDATED: September 15, 2004 - Map Correction on compatibility outlines.

airport land use compatibility plan

**3. Mid-Winter Fairgrounds**

The California Mid-Winter Fairground is located just south of downtown Imperial along Highway 86 across the highway from the Imperial County Airport. The Fairgrounds are operated by the 45th District Agricultural Association, Board of Directors and are estimated to bring as many as 100,000 visitors each season (Source: Imperial Valley Press). Currently, the Mid-Winter Fair is held every March while many other events are held throughout the year including car shows, livestock and 4-H shows, bridal and quinceañera expos, and truck driving school. The fairground facilities have been going through much needed repairs and upgrades.

**4. Specific Plan Areas**

Since approximately 2007, the City has annexed large tracts of land as specific plan areas. Specific Plans were adopted for these areas to ensure consistency with the General Plan and to ensure that the (horizontal) mixed-use projects are human-scaled and walkable. Generally, these Specific Plans ensure that open space and park areas are within ¼-mile of all homes and small commercial zones provide neighborhood-serving commercial uses (small market, dry cleaners, etc.) to all homes within a ½-mile radius. Table I-2 provides a listing of Specific Plan Areas. Please see Service Area Plan for more information.

**Table III-2  
Specific Plan Area and Status of Completion**

<b>Constructed (Partial or Fully)</b>	<b>Not Constructed (Under Review or Approval)</b>
Sunset Ranch	
Morningside	Bella Luna
Bratton	Estrella
Paseo Del Sol Dos	Western Developments
Morningstar	West Neckel
Imperial Business Park	Crown Commercial
Monterrey Park	Barioni Lakes
Sky Ranch	McFarland Ranch
Haas Commercial	Sanchez Ranch
Hoffner	Andalusa
Mayfield Ranch	Bougainvillea
Paseo Del Sol	Regional Park
Victoria Homes	Encanto Estates
Victoria Ranch	
Springfield	
Savanna Ranch	
La Fuente Senior	
Sandalwood Glen	
Wildflower	
Villas Pacifica	

Source: City of Imperial Subdivision Summary and Service Area Plan

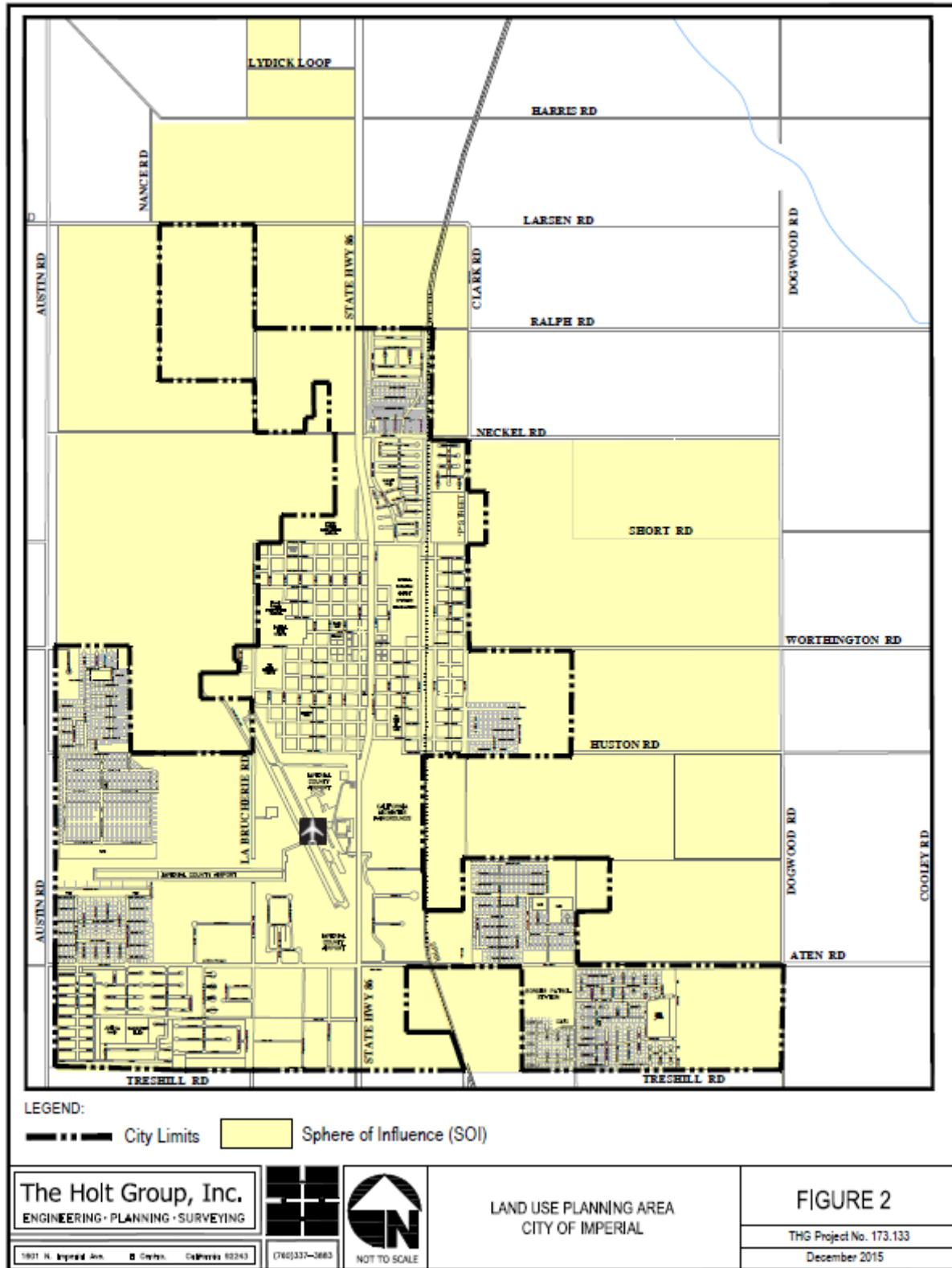
## 5. Sphere of Influence

The City's current Sphere of Influence includes County land outside of the City's boundaries. Land within the Sphere of Influence could be annexed into the City in the future. Most of the vacant or agricultural land within the Sphere of Influence is east of the City. Many Specific Plans for development have been approved in these areas. All the aforementioned facilities are within the City's adopted Sphere of Influence thus the planning area for this Element. Please refer to **Figure 2** Land Use Planning Area Map.

## 6. Imperial Valley College

Imperial Valley College is the major higher learning institution within the Imperial Valley. Although the College was not within the adopted 2015 Sphere of Influence, it is anticipated that the planning areas will extend east to incorporate the facility. Located approximately 3 miles east of the City, this facility provides educational services to approximately 7,000 students on an annual basis. Many of the programs and courses focus on job training and vocational skills that prepare Imperial Valley residents to enter the workforce.

Figure 2 - Land Use Planning Area



## **IV. LAND USE PLAN**

The Land Use Plan for Imperial is one of the most important documents for the control of the direction of development that the City has. It serves as a graphic summary of land use designations and restrictions depicting the provisions of each of the elements and illustrating the arrangement of land uses at full development of the City; referred to as "ultimate build-out". The Land Use Plan does not establish specific time frames for the phasing of future development. Land use policies and the like are fully detailed in the text of the Plan. The Plan has further identified "Character Areas" for policy focus. Many of these are areas that the City anticipates will have the highest likelihood of change through redevelopment and new development over the life of the General Plan. Both Character Areas and Land Use Designations are the framework established by the community and City leadership to guide future development.

### **A. Character Areas**

For planning purposes and to ensure the community has unique and distinct areas, the City of Imperial is divided into eleven (11) character areas. Each Character Area has unique characteristics and opportunities that are addressed in the General Plan's policies. These areas are summarized below providing an overview of the existing conditions and desired vision. Please refer to Figure 3 for geographic distribution of these character areas. Additional information and graphics are found under Section B-Desired Character and Urban Forms.

#### **1. Gateway North Character Area**

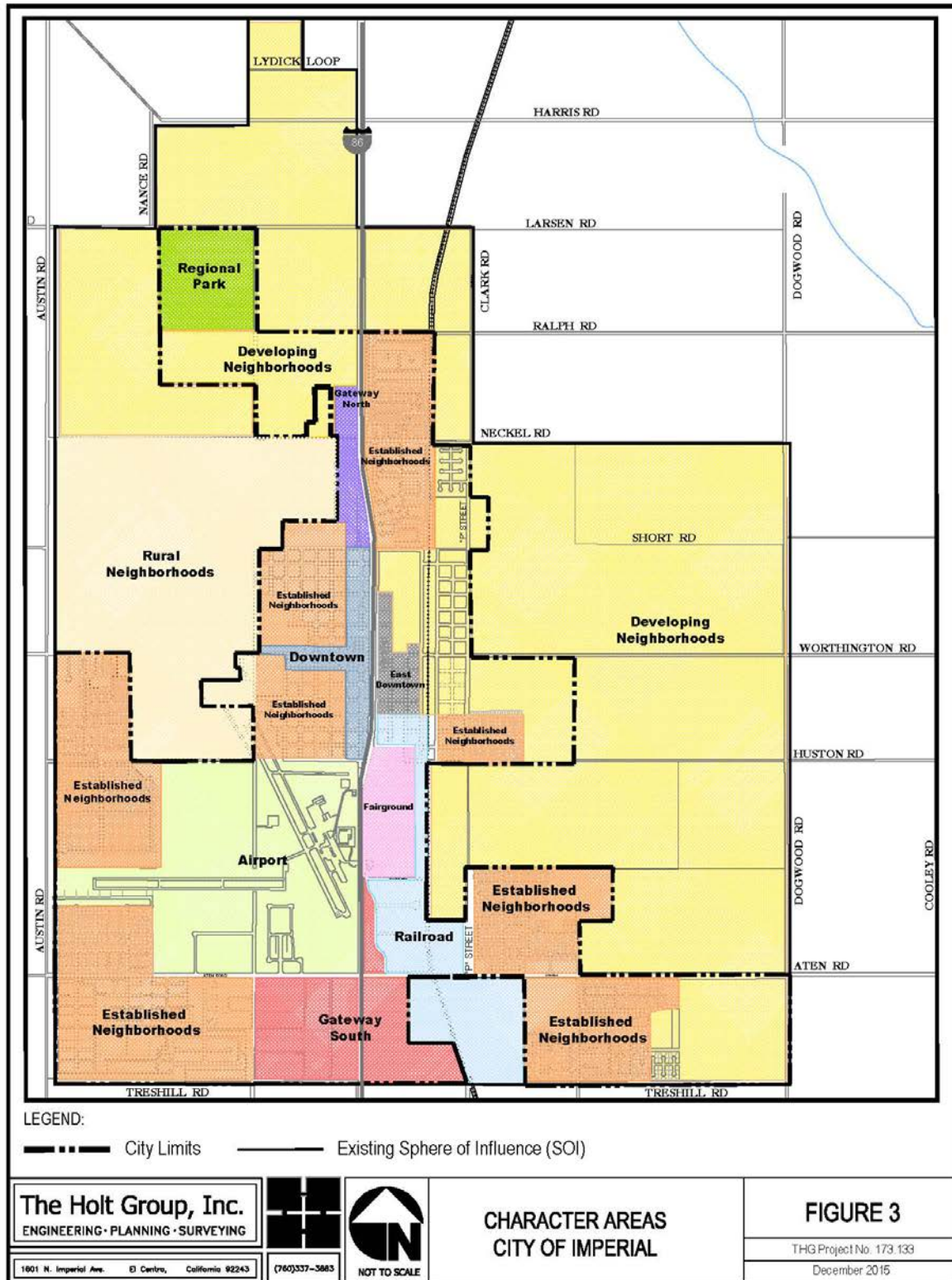
This character area is located at the northern entryway to the City along the west side of Highway 86. The area is anticipated to accommodate neighborhood commercial land uses. This character area is adjacent to vacant land west of Highway 86 where residential developments are planned and/or approved (Barioni Lakes). The Vision for the Gateway North Character Area is intended to:

- Create a signature look as the northern gateway into the City
- Provide auto-oriented and neighborhood-serving commercial and office
- Define identity via roadway beautification along Highway 86

#### **2. Central Downtown Character Area**

As the Downtown Imperial Master Plan is implemented, the Downtown is becoming the civic, social and commercial center of the City. The pedestrian-friendly Downtown will offer a mix of locally-owned retail and restaurants, provide unique cultural experiences, and support higher density mixed use developments. The vision for the Downtown Character Area is intended to follow the vision set forth in the Imperial Downtown Plan as follows:

Figure 3 Character Areas





- Create strong sense of place and provide unique cultural experiences
- Support higher density mixed use development
- Include a multi-use trail along Hwy 86 and enhanced pedestrian crossing at Barioni Boulevard
- Provide a mixture of housing options and shopping opportunities

### **3. East Downtown Character Area**

This area, located on the east side of Highway 86 north and south of Barioni Boulevard, provides an opportunity to serve as an extension of Downtown. It is envisioned to offer commercial diversity, while still providing an attractive image for drivers. The vision for the East Downtown Character Area is intended to:

- Provide for franchise or chain stores and restaurants
- Maintain street frontage with parking in the rear.
- Pursue shared parking options
- Provide link to Downtown core

### **4. Airport Character Area**

This area includes the Imperial County Airport and its environs. This hub has the potential to increase jobs and revenues within the City. The vision for the Airport Character Area intends to serve as an economic hub via the following:

- Provide a mixture of industrial and locally-serving commercial uses
- Foster research and development activity
- Increase City's tax revenue
- Attract businesses and industry

### **5. Fairgrounds Character Area**

This character area includes the California Mid-Winter Fairgrounds. With private investment and/or a public-private partnership, this area has the potential to redevelop and create a new economic and job center for the City in the future. The Vision for the Fairgrounds Character Area is to:

- Maximize year round uses on site
- Allow sub-leases for commercial uses along SR-86
- Foster mixed use and office-commercial
- Encourage hotel development on site (allowable at fairgrounds by food and agriculture)

### **6. Established Neighborhoods**

The City of Imperial is home to numerous established neighborhoods that foster its strong sense of community, including Sky Ranch, Victoria Ranch, and Wildflower Subdivisions. These and other neighborhoods should be

protected and enhanced with future growth and development in the City. Some of the established neighborhoods are still under construction. The vision for the Established Neighborhoods Character Area is intended to encourage re-investment to:

- Ensure well-maintained roads, landscaping, and sidewalks
- Protect neighborhood character and safety through traffic calming
- Incorporate unique identities through entry features and streetscape amenities
- Utilize alleys and cul-de-sacs to enhance pedestrian connections and circulation

### **7. Developing Neighborhoods**

With the build-out of existing Specific Plan communities such as Mayfield and Morningside, and the development of new residential neighborhoods to the north and east, Imperial is well-poised to grow in the coming years. This new development is envisioned as a connected series of villages that support the overall existing character of the City. This character area includes the areas east of Highway 86 and the railroad extending up to Dogwood Road within the City's Sphere of Influence. The vision for the Developing Neighborhoods Character Area is intended to:

- Provide a variety of residential densities and housing types
- Include neighborhood-serving commercial centers and attractions
- Offer ample parks, open space, trails and amenities.
- Foster pedestrian, transit and bicycle circulation

### **8. Rural Neighborhoods**

Rural neighborhoods are an essential part of the City's character. This area includes the mature neighborhoods within Imperial County, not currently within City limits, south of Neckel Road and east of Austin Road abutting the City of Imperial. The vision for the Rural Neighborhoods Character Area intends to:

- Annex adjacent County neighborhoods into the City, while preserving the rural character of the established communities
- Encourage large lot residential and small-scale agriculture
- Incorporate open space and rural trails
- Provide and update infrastructure where needed

### **9. Gateway South**

This area includes the area along Highway 86, south of the airport and fairgrounds. Commercial centers in this area include east of Hwy 86: Crown Commercial, Haas Commercial; and west of Hwy 86: Imperial Business Park. This area has the potential to enhance the local economy, provide needed

services and employment opportunities, and serve as a gateway to the City. The Gateway South Character Area is intended to:

- Provide distinctive architecture and attractive streetscape
- Provide a mixture of retail commercial shopping opportunities
- Permit large format retail
- Foster job growth through light industrial and professional office

#### **10. Railroad Corridor**

The railroad corridor runs parallel with Highway 86 through the City of Imperial. While providing an unparalleled industrial benefit, it also poses a challenge for connecting the east and west portions of the City. Imperial Irrigation District (IID) headquarters are located within this character area. The Railroad Corridor Character area vision intends to:

- Foster heavy and railroad serving industrial
- Provide at grade crossings where appropriate to facilitate east-west connections
- Adequately buffer adjacent residential

#### **11. Regional Park & Equestrian Area**

The Regional Park and equestrian center is to be located along the northern part of the City Limits in an area bound by Larsen Road to the north, Ralph Road to the south and Nance and La Brucherie Roads at the respective west and east boundaries. The vision for the Regional Park and Equestrian Center Character area intends to:

- Support equestrian and recreational activities at a regional level.
- Adequately buffer agricultural lands under production to the north.
- Spur economic development through tourism that will draw visitors from outside the region
- Support recreational travel via RV park, open space recreation, and commercial developments.

### **B. Land Use Designations**

The Land Use Plan includes several land use categories – Residential, Commercial, Industrial, Agricultural, and Public Facility categories. Public and quasi-public uses such as City Hall, the California Mid-Winter Fairgrounds, existing parks, the Imperial Irrigation District Headquarters, and existing schools are included in the Public Facility category. Additionally, the Land Use Plan can also accommodate specific plan areas. While terms like “residential,” “commercial” and “industrial” are generally understood, State law requires a clear and concise description of each land use. Full descriptions can be found in the preceding **Table IV-1-Land Use Designations**. Future development areas are designated according to the planned

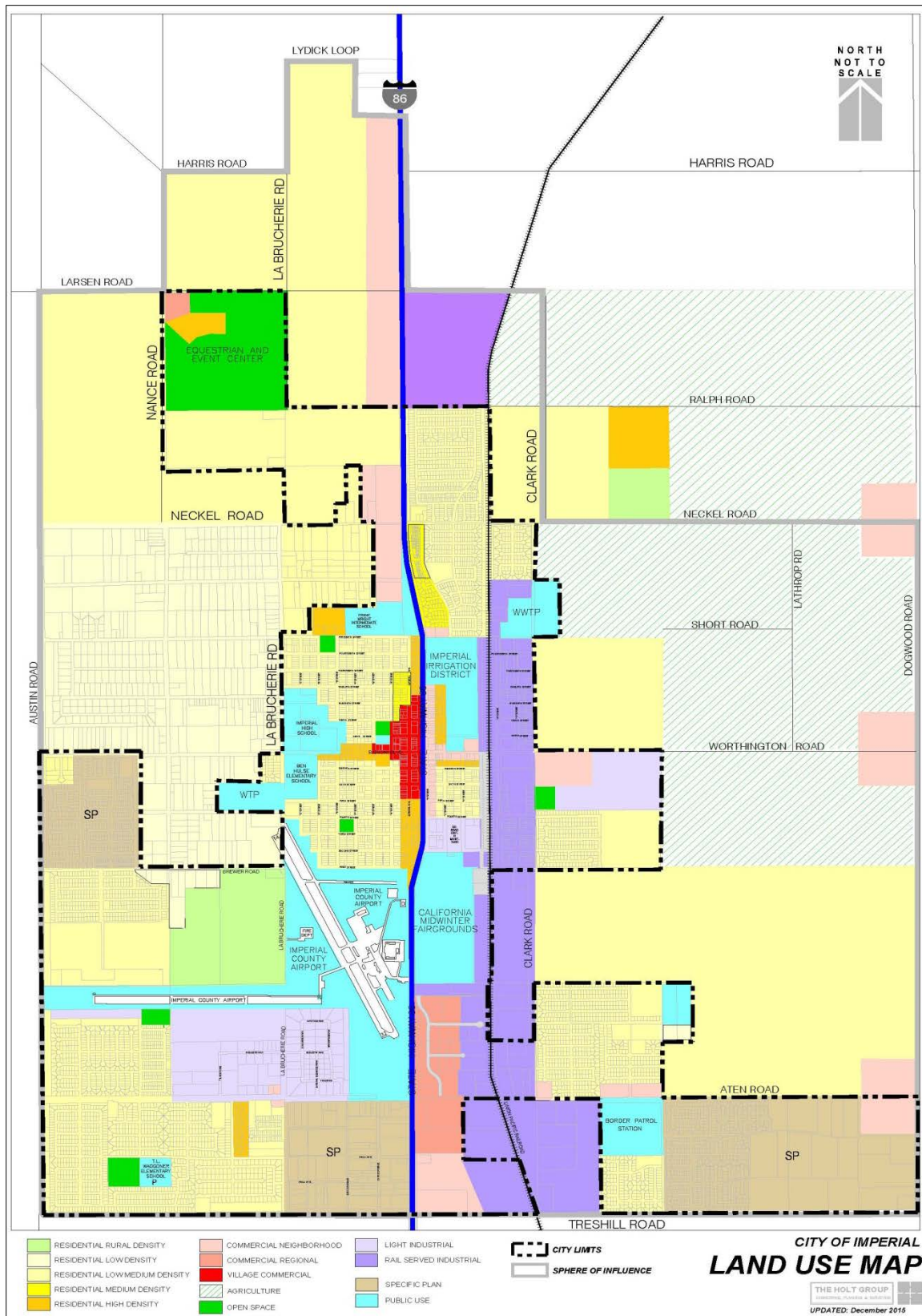
land use for the area as depicted in **Figure 4-Land Use Map** on page 15 of this element.

**Table IV-1  
Land Use Designations**

<b>Residential Land Uses</b>	
<b>Residential Rural</b>	The Residential Rural designation provides for very low density single-family detached homes on large parcels that may include agricultural activities (farming and livestock). The density of this category is 0.5 to 1 dwelling unit per acre.
<b>Residential Low</b>	The Residential Low Density designation provides a transitional area between the Rural Residential use and other higher density residential uses. The density of this category is 1 to 2 dwelling units per acre.
<b>Residential Low Medium</b>	The Residential Low Medium designation is the primary residential land use designation within the City. A majority of the residential uses within the City are located within this designation. The density of this category is 2 to 5 dwelling units per acre.
<b>Residential Medium</b>	The Residential Medium designation provides for small-lot single family detached residences and single family attached residences. This designation is anticipated to accommodate condominium and townhome developments. Units within this category are generally developed as an attached product with densities ranging from 5 to 20 dwelling units per acre.
<b>Residential High</b>	The Residential High designation provides for multi-family attached residences. Developments within this designation are anticipated to be apartments and high density condominiums. This category has a density range from 20 to 30 dwelling units per acre.
<b>Commercial Land Uses</b>	
<b>Commercial Neighborhood</b>	The Commercial Neighborhood designation provides for local community serving commercial uses like grocery stores, drug stores, and ancillary uses that support residential neighborhoods within a half mile radius.
<b>Commercial Office</b>	The Commercial Office designation provides for uses such as offices, restaurants, theaters, health clubs, and ancillary retail commercial mainly within areas of the City close to the Downtown Core area.
<b>Commercial Village</b>	The Commercial Village designation provides for restaurant, retail, and business uses located within the Downtown Core area. Mixed Use residential will continue to be encouraged.
<b>Commercial Regional</b>	The Commercial Regional designation provides for uses that draw customers from areas outside of the City (i.e. neighboring Cities and County areas). Typical uses include major retail users (big-box), automobile dealerships, and other commercial retail users that serve customers at a regional scale.

<b>Industrial Land Uses</b>	
<b>Light Industrial</b>	The Light Industrial designation provides for uses that include industrial office parks, research and development facilities, incubator industrial developments, and warehousing/ distribution centers. These uses are anticipated to be located in close proximity to other industrial uses as well as the Airport and as buffer between Rail Served Industrial and Downtown Core area.
<b>General Industrial</b>	The General Industrial designation provides for uses that include the same uses as the Light Industrial designation, and in addition, industrial uses that involve fabrication, assembly, packaging, processing, and storage in conjunction with limited retail activities. The General Industrial category is generally proposed to be located around the airport or abutting rail served industrial.
<b>Rail-Served Industrial</b>	The Rail Served Industrial designation provides for Industrial/ agricultural uses that require rail access. These uses will be focused within areas along the existing railroad right-of-way or in close proximity to this facility.
<b>Agricultural Land Uses</b>	
<b>Agriculture</b>	The Agriculture designation allows active agricultural and farming activities within the City. These activities may include farming, grazing, livestock rearing, and limited agricultural processing.
<b>Public Land Uses</b>	
<b>Public Facility</b>	The Public Facility designation allows for uses that are typically publicly owned or serve a public purpose. School and park sites as well as other City owned and operated facilities are located within this land use designation. In addition, other publicly owned facilities such as the Imperial County Fairgrounds and Imperial Irrigation District offices and grounds are included in this designation.
<b>Specific Plan Areas</b>	
<b>Specific Plan Area</b>	The Specific Plan designation provides for unique projects that require special development standards, involve development of uses in a comprehensive manner, and/or necessitate development regulations that are not currently allowed under the City's current policies and regulations.

Figure 4- Land Use Map



**C. Land Use Compatibility**

The relationship within the Imperial General Plan land use designations and between the Imperial General Plan and Zoning designation as of the date of this General Plan is important for orderly development. Land Uses must be arranged for compatibility with abutting land uses and properties should be zoned to be consistent with the land use policy map. Additionally, land uses within the airport land use compatibility plan area would require additional consideration per Appendix A.

**Table IV-2  
Land Use Compatibility Matrix**

	Residential Rural	Residential Low	Residential Low Medium	Residential Medium	Residential High	Mobile Home Park	Commercial Neighborhood	Commercial Office	Commercial Village	Commercial Regional	Light Industrial	General Industrial	Rail-Served Industrial	Agriculture	Public Facility	Specific Plan Area
Residential Rural		C	C	C	I	I	P	P	P	P	I	I	I	C	C	
Residential Low	C		C	C	I	I	P	P	P	P	I	I	I		C	
Residential Low Medium	C	C		C	P	P	P	P	P	P	P	P	P		C	
Residential Medium	C	C	C		P	P	P	P	P	P	P	P	P		C	
Residential High	I	I	P	P		C	C	C	C	C	C	C	C		C	
Mobile Home Park	I	I	P	P	C		C	C	C	C	C	C	C		C	
Commercial Neighborhood	P	P	P	P	C	C		C	C	C	C	C	C		C	
Commercial Office	P	P	P	P	C	C	C		C	C	C	C	C		C	
Commercial Village	P	P	P	P	C	C	C	C		C	C	C	C		C	
Commercial Regional	P	P	P	P	C	C	C	C	C		C	C	C		C	
Light Industrial	I	I	P	P	C	C	C	C	C	C		C	C		C	
General Industrial	I	I	P	P	C	C	C	C	C	C	C		C		C	
Rail-Served Industrial	I	I	P	P	C	C	C	C	C	C	C	C			C	
Agriculture	C										C				C	
Public Facility	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Specific Plan Area																C

C = Compatible

I = Incompatible

P= Potentially Compatible/May be found compatible based upon provision established through a Conditional Use Permit.

## V. BUILDING TYPES

All complete cities have a wide variety of types of buildings that vary depending on the use, location and intended intensity of development. While there are a large number of building types, the following are the type of buildings that will help implement the City's vision for the established character areas. The proceeding information on building types provides a general description of the building type and general rules of thumb on the density/intensity and lot size for each type of development. These summaries are meant to be guidelines rather than standards. Other building types may be used as long as they conform to the vision and character defined in this General Plan.

### A. RESIDENTIAL LAND USES

#### Residential Rural (RR)

- **Country Home Sites** are low density single-family detached homes on large parcels that may include agricultural activities (farming and livestock). Typical lot size is 1 acre. The maximum density is 0.5 to 1 unit per acre.



#### Residential Low Density (RL)

- **Ranch Homes** represent a transitional area between the Rural Residential use and other higher density residential uses. Typical lot size is 20,000 square feet, and maximum density is 1 to 2 units per acre.



#### Residential Low Medium (RLM)

- **Single Family Homes** are the primary residential land use designation within this category and within the City. Typical lot size is 6,000 square feet. A majority of the residential uses within the City are located within this designation. The density of this category is 2 to 5 units per acre.





### **Residential Medium Density (RM)**

- **Condominiums-** Building or group of buildings in which units are owned individually, but the structure, common use areas, and facilities are owned by all owners on a proportional, undivided basis. The density of this category is 5-20 units per acre. Typical lot areas are approximately 7,500 square feet.
- **Townhomes-** A building of attached dwellings arranged side by side, with above grade to provide rooms and unit access from the street. The building is located at the front of the property, with the garage at the rear, ideally separated by a rear yard. The density range is generally between 5-15 units per acre with typical lot areas of 7,500 square feet.
- **Duplex/Triplex/Fourplex-** A building with two or more dwellings surrounded on all four sides by setbacks and may contain dwelling units and/or commercial uses as allowed by the zone. Onsite open space is provided through a rear yard for all the dwellings or through individual yards for each dwelling. The density range is generally between 5 and 10 units per acre. Lot areas are typically 7,500 square feet.



### **Residential High Density (RH)**

- **Apartments-** A structure containing three or more attached dwelling units for the use of individual households. These structures are typically owned by a single-owner, with individual units leased to the occupants. The maximum density of these structures is 30 units per net acre.
- **High Density Condominiums-** Similar to high density apartments, the maximum density of these structures is 30 units per net acre, generally developed as an attached product that is sold to individual owners.
- **Mobile Home Parks** are not an independent category, but rather allowed under the High Density Residential land use. Mobile Homes Parks will not be designated to specific areas for the exclusive development of mobile home units. Parks are typically equipped with shared facilities for recreation, laundry and storage. Density in this category ranges from 5 to 8 dwelling units per acre. Total area should be at least 4,000 square feet per unit space.



**B. COMMERCIAL LAND USES**

**Commercial Neighborhood (CN)**

- Community-serving commercial uses like grocery stores, drug stores, and ancillary uses that support residential neighborhoods within a half-mile radius. Lot areas are generally at least 6,750 square feet. These lots have a maximum lot coverage of 60%.



**Commercial Regional (CR)**

- **Offices-** Located within areas of the City close to the Downtown Core area or in business parks. Lot areas are generally at least 6,000 square feet. These lots must have a maximum lot coverage of 60%.



- **Restaurants-** This designation provides for restaurants either close to the Downtown Core or in business parks. Lot areas are generally at least 6,000 square feet. These lots must have a maximum lot coverage of 60%.



- **Retail-** Located within areas of the City close to the Downtown Core area or in business parks. Lot areas are generally at least 6,000 square feet. These lots must have a maximum lot coverage of 60%.



### **Commercial Regional (CR)**

- **Major Retail ("Big-box" Stores)-** Draws customers from areas outside of the City (i.e. neighboring Cities and County areas). Lot areas are generally over 100,000 square feet. These lots must have a maximum lot coverage of 60%.
- **Automobile Dealerships-** Draws customers from areas outside of the City (i.e. neighboring Cities and County areas). Lot areas are generally between four and five acres. These lots must have a maximum lot coverage of 60%.



### **Village Commercial (VC)**

- **Restaurants-** Located within the Downtown Core area. Intended as the social and civic heart of the City of Imperial with a vibrant, pedestrian friendly and family-oriented atmosphere. These lots have a maximum lot coverage of 40% and minimum area of 2,500 square feet.
- **Retail-** Located within the Downtown Core area. Intended as the social and civic heart of the City with a vibrant, pedestrian friendly and family-oriented atmosphere. These lots have a maximum lot coverage of 40% and minimum area of 2,500 square feet.



## C. INDUSTRIAL

### Industrial Light (IL)

- **Business Parks-** Light industrial use, located close to other industrial uses as well as the Airport, and act as a buffer between Rail Served Industrial and Downtown Core area. These lots have a maximum lot coverage of 60% and are generally over 10,000 square feet in lot size.
- **Research/Development Facilities-** Light industrial use, located close to other industrial uses as well as the Airport that generate employment opportunities. Lot areas are generally at least 10,000 square feet and have a maximum lot coverage of 60%.
- **Incubator Facilities-** Located close to other industrial uses as well as the Airport, and support business start-ups and small business operations. Lot areas are generally at least 10,000 square feet and have a maximum lot coverage of 60%.
- **Warehousing and Distribution Facilities-** Located close to other industrial uses and the Airport. Lot areas are generally at least 10,000 square feet and have a maximum lot coverage of 60%.



### **Industrial Light (IL)**

- **Processing Facilities-** Can include fabrication, assembly, packaging, or other processing. These lots tend to be larger in size. Lot areas are generally at least one acre and have a maximum lot coverage of 60%.
- **Storage Facilities-** Facilities for storage range from business operational storage to storage services available to the general public and are generally located next to rail industrial and light industrial. Lot areas are generally at least one acre and have a maximum lot coverage of 60%.



### **Industrial Rail-Served (IR)**

- **Freight Facilities** and similar uses are focused within areas along the existing railroad right-of-way or in close proximity to this facility and typically rely on the use of rail services for transport of goods. Lot areas are generally over 150,000 square feet and have a maximum lot coverage of 60%.



## D. AGRICULTURAL

### Agriculture (AG)

- **Farm Operations-** Allows active agricultural and farming activities within the City. These activities may include farming, grazing, livestock rearing, and limited agricultural processing. These lots have a maximum density of 1 unit per 2.5 acres.



## E. PUBLIC

### Public Use (PU)

- **Public Facilities-** Public offices, educational facilities and recreational areas are all considered public uses allowed within this land use. It can include special public districts, including the Imperial Irrigation District Headquarters. These areas tend to have wide open space areas.
- **Recreational Areas –** Regional public attractions like the fairgrounds which is a publicly-owned 100 acre multi-use event facility, which hosts the annual California Mid-Winter Fair. The Imperial Equestrian Center & Recreational Park would also be considered a regional public attraction. These areas require vast areas of open space.



**F. OPEN SPACE**

**Open Space (OS)**

- **Community Park & Recreation Facilities-** Recreational areas for use of general public and maintained by Community Facility Districts, the City of Imperial, or other public entities.



- **Stormwater Detention Facilities**  
– Areas that may serve a dual purpose or be strictly reserved for the management of stormwater runoff during storm events. These are typically privately owned facilities or facilities maintained through a Community facility District.





## VI. DENSITY AND INTENSITY STANDARDS

General Plan Land Use Designation descriptions are further supplemented by a quantification of the type and intensity of development allowed in each Land Use Designation. These standards are established for population density and non-residential building intensity.

### A. Standards for Population Density

The standards for population density within the Imperial General Plan area are expressed in terms of numbers of persons per acre for each of the residential and agricultural land use categories defined in the General Plan. Some areas within the City will have a greater population density than others. Population densities tend to have a direct correlation to the number of dwelling units per acre. In all types of housing, including both single family and multi-family, it was found that the average household size is 3.35 persons per household, according to the California Department of Finance 2012 Population and Housing Estimates for the City of Imperial. Therefore, when referenced in terms of persons per acre, the following units per acre for each of the residential land use designations can be expressed in terms of persons per acre as outlined below. As noted in the outlined data in the table below, the maximum density of 102 persons per acre would only occur in the Residential High land use designation.

**Table VI-1  
Standards for Population Density**

Land Use Category	Units per Acre	Persons per Acre
Residential Rural	.50 to 1.0	2 to 4
Residential Low	1 to 2	4 to 6
Residential Low Medium	2 to 5	6 to 16
Residential Medium	5 to 20	16 to 62
Residential High	20 to 30	62 to 93
Agricultural	1 per 2.5 acre	1 to 3

### B. Standards for Building Intensity

The standards for building intensity within the Imperial Planning Area and as designated in this General Plan are expressed in terms of the maximum percentage of a lot or parcel that may be covered by buildings and accessory structures, and

by the maximum height of buildings and accessory structures allowed within each land use designation as outlined in **Table VI -2-Standards for Building Intensities**. Additionally, height limits in the vicinity of the Imperial County Airport are restricted by FAA Part 77 requirements which in turn affects intensities for these areas.

**Table VI -2  
Standards for Building Intensities**

<b>Residential Rural</b>	35%	35 FT
<b>Residential Low</b>	35%	35 FT
<b>Residential Low Medium</b>	50%	35 FT
<b>Residential Medium</b>	50%	35 FT
<b>Residential High</b>	60%	35 FT
<b>Mobile Home Park</b>	55%	35 FT
<b>Agricultural</b>	35%	35 FT
<b>Commercial Neighborhood</b>	60%	35 FT
<b>Commercial Office</b>	60%	35 FT
<b>Commercial Village</b>	40%	35 FT
<b>Commercial Regional</b>	35%	35 FT
<b>Light Industrial</b>	60%	35 FT
<b>General Industrial</b>	60%	35 FT
<b>Rail Served Industrial</b>	60%	35 FT

## VII. GENERAL PLAN LAND USE BUILD-OUT

The Land Use Plan describes the distribution of designated land uses to accommodate development housing, population, and non-residential land uses. This section provides a breakdown of land uses within the Imperial Planning Area and applies the aforementioned densities and intensities for the purpose of identifying the effective development capacity of the Land Use Plan for both residential units/population and non-residential units via square footage.

### A. General Plan Buildout Projections

Based on the proposed land uses and anticipated development within the City of Imperial, it is estimated that over 15,000 dwelling units would be located within the current City and City's Sphere of Influence at buildout. In addition, approximately 42 million square feet of commercial and industrial uses could provide valuable services and jobs to residents within the City and surrounding communities.

**Table VII -1  
General Plan Buildout Projections**

Land Use	Acres (City Limits)	Acres (SOI)	Density	Intensity	Total DU	Total SF
Agriculture	0	1,132	0.40	0.35	453	
Commercial Neighborhood	84	140	N/A	0.60	N/A	9,757,440
Commercial Office	60	0	N/A	0.60	N/A	2,613,600
Commercial Regional	19	67	N/A	0.35	N/A	3,746,160
Commercial Village	4	0	12.5	0.40	50	174,240
General Industrial	100	0	N/A	0.60	N/A	4,356,000
Light Industrial				0.60		
Rail Served Industrial	150	355	N/A	0.60	N/A	21,997,800
Public Use	50	0	6.00	NA	300	
Residential High	8	0	20.00	0.60	160	NA
Residential Low Density	0	811	2.00	0.35	1,622	NA
Residential Low Medium	263	2,050	5.00	0.50	11,565	NA
Residential Medium	0	0	20.00	0.50	0	NA
Residential Rural	129	0	1.00	0.35	129	NA
Specific Plan Areas	185	0	6.00	NA	1,110	NA
<b>Total</b>	<b>1,058</b>	<b>4,555</b>				
<b>Grand Total</b>	<b>5,613</b>				<b>15,421</b>	<b>42,645,240</b>

## **B. General Plan Population Projections**

Population growth is largely influenced by land use restrictions. The previous sections provided an overview of the City's land use restrictions and developable acreage by land use both in number of dwelling units for residential land uses and in anticipated acreage for non-residential uses. In this section, growth projections are calculated for residential land uses.

### **1. Maximum Land Use Densities**

The prior build-out projections assume the maximum densities allowed. Population projections will need to apply an 80% realistic maximum development ratio. This discounted density is a conservative calculation in order to discount for land areas that will not have residential use because those areas more than likely that will be used for public improvements such as roadways, parks, retention basins, and other similar facilities that impact the developable land ratio. These factors are consistent with the City's adopted Service Area Plan.

### **2. Residential Growth Projections**

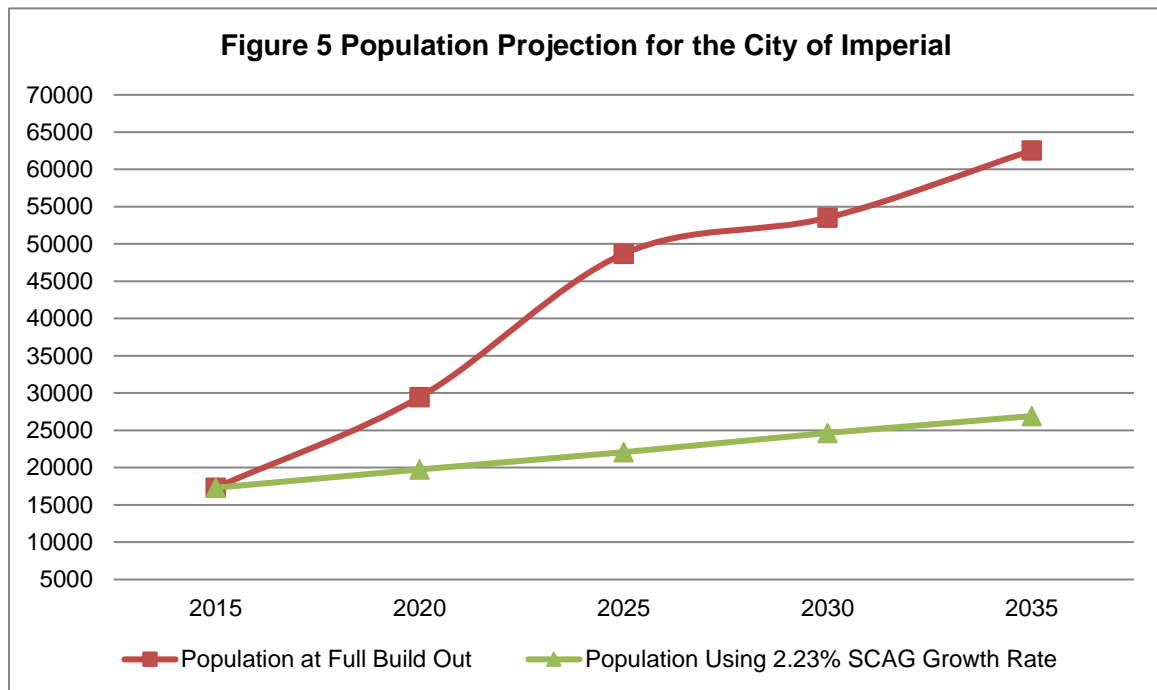
The residential growth projections provide the anticipated future residential development within the planning area based on the most current land use designations and their allowable densities as previously discussed. The land use designations for the City and Sphere of Influence are based on the designation as shown in the **General Plan Land Use Map**. An average household size of 3.35 persons per household was used to calculate population projections from any given total number of dwelling units. Base information was obtained from assessor parcel maps, the City of Imperial Service Area Plan, an on-site land use survey, the California Department of Finance and building permit information through December 2014.

The City of Imperial may experience a gradual population growth of 2.23 percent that would reasonably place the Imperial population at 26,923 at the 20 year mark and compares it to population growth at full General Plan Build-out. The City may reach 62,541 residents at the end of the twenty year plan period if full build-out is achieved as noted in Table VI-2 that follows and further compared in Figure 5.

**Table VII -2  
Population Projections for City of Imperial at Build-Out**

Year	Population at 2.23 % Growth Rate	Population With Approved Development	Total Dwelling Units
2015	17,313	17,313	5,168
2020	19,766	29,476	8,799
2025	22,072	48,692	14,535
2030	24,648	53,533	15,980
2035	26,923	62,541	18,669

**Figure 5-Population Projections**



*"Population at Full Build-Out" calculated by determining realistic number of dwelling units from Planning Area and multiplying by 3.35 person per household.*

**C. General Plan Economic Growth**

Non-residential projects largely impact economic growth. Non-residential development include commercial operations, industrial, business/office use, and quasi-government facilities and services. Non-residential development is calculated in square footage. The methodology for obtaining existing and future non-residential square footage is similar to that of the residential projections in that a coverage factor is assigned.

**Table VII -3 Non-Residential Development**

<b>City Limits Land Use</b>	<b>Existing Development Within City</b>	<b>Future Development Within City</b>	<b>Build-Out Development City Limits</b>
<b>Village Commercial</b>	172,225	40,066	212,291
<b>Neighborhood Commercial</b>	417,276	951,463	1,368,739
<b>Commercial Regional</b>	328,329	525,623	853,952
<b>Commercial Office</b>	1,078,720	1,559,012	2,637,732
<b>General Industrial</b>	660,369	5,495,219	6,155,588
<b>Rail Served Industrial</b>	1,159,978	1,925,544	3,085,522
<b>Subtotal</b>	<b>4,179,951</b>	<b>10,133,873</b>	<b>14,313,824</b>

<b>Annexations Land Use</b>	<b>Existing In Annexation Areas</b>	<b>Future In Annexation Areas</b>	<b>Buildout In Annexation Areas</b>
<b>Neighborhood Commercial</b>	11,260	1,881,900	1,893,160
<b>Commercial Regional</b>	33,242	2,885,676	2,918,918
<b>General Industrial</b>	0	0	0
<b>Rail Served Industrial</b>	403,374	6,441,881	6,845,255
<b>Subtotal</b>	<b>447,876</b>	<b>11,209,457</b>	<b>11,657,333</b>

<b>TOTAL SF in SOI</b>	<b>4,627,827</b>	<b>21,343,330</b>	<b>25,971,157</b>
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**D. Planning for the Future**

The City of Imperial envisions moderate growth within the next 20 years. Lands within the City are limited and its build out will likely see changes in the character of development, largely influenced by the market and consumer demand. The type and intensity of residential development may change in the future, as the City's demographic profile changes and people look for different housing options, whether because of aging, changing lifestyles, or employment choices. The mix of land use designations and the character preferences will enable the City to development detailed standards in the Zoning Ordinance to meet all the land use needs of the community and enhance the quality of life for all residents, businesses and visitors. In this venue, this Land Use Element includes policies and programs to address anticipated development trends in the future. Periodic review of the Land Use Map and the policies and programs in this Element will assure that the City is able to meet the needs in response to changing times and demands.

## VIII. GOALS, POLICIES, AND ACTIONS

Future land use changes in the City of Imperial are centered around the development of new commercial uses, both in the City Center/Village area and on the existing outskirts of the City adjacent to Highway 86 and Aten Road, the development of a new auto mall, and the continuing development of new industrial uses adjacent to the airport. New residential developments are, and will continue to be, important in the future, when existing agricultural land is converted to urban uses. The Land Use Plan anticipates the growth of Imperial through the year 2035 and incorporates the following goals, policies and objectives, to meet the growing demands.



### GOAL #1 GROWTH & DEVELOPMENT

To implement the successful transformation of the City from a small town into a medium, full service City while maintaining its rural character via planned and orderly development.

**Policy 1.1** The City shall review its Sphere of Influence on a periodic basis to ensure that anticipated growth within the City can be accommodated and planned for with proper services and facilities.

**Action 1.1.1** Review the Sphere of Influence boundaries in conjunction with any Housing Element Updates and modify boundary to the logical extension of the areas needed to accommodate the anticipated growth.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** At least every five years

**Action 1.1.2** The City shall maintain current information concerning the capabilities of the public services and facilities it provides via a periodic Municipal Service Review update.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Every five years

**Policy 1.2** Expansion of the Sphere of Influence boundaries shall take into consideration and preserve and enhance the rural character of Imperial through the encouragement of land uses and development that is consistent with a rural lifestyle and image.

**Action 1.2.1** Active agricultural use should be promoted for the areas located outside of the City limits, within the Cities Planning Boundary and Sphere of Influence as interim land use.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 1.2.2** Discourage premature conversion of agricultural land to urban uses within the City's Sphere of Influence and potential areas of annexations and encourage agricultural production of vacant lands as an interim use until development occurs.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 1.3** Land use patterns and development densities shall be consistent with the capabilities of existing and planned public services and facilities.

**Action 1.3.1** New development shall construct new facilities, or increase the capacity of existing facilities, if the existing facility capacity is unable to meet the new demand.

**Responsible Agency:** City of Imperial Planning Department/Developers

**Funding Sources:** Impact Fees/Developers

**Implementation Schedule:** Ongoing as projects are proposed

**Policy 1.4** Specific Plans shall be required for projects proposing flexible development standards that differ from the zoning ordinance.

**Action 1.4.1** Changes and variations in the Zoning Ordinance in a Specific Plan shall be offset by high quality design, amenities, and mix of land uses.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** Developers

**Implementation Schedule:** Ongoing as projects are proposed





## GOAL #2 LAND USE COMPATIBILITY

To achieve land use compatibility throughout the City and promote character areas, where appropriate.

**Policy 2.1** Appropriate densities/intensities shall be established for new development projects and increased within the appropriate character areas to accommodate a variety of land use and development types.

**Action 2.1.1** Periodically update the City of Imperial Zoning Ordinance Standards, consistent with this Land Use Element, and in response to any increased demand in project densities and intensities.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund/Developers (as requested)

**Implementation Schedule:** At least every five (5) years

**Policy 2.2** The Land Use Map, and thus the Zoning Map, shall compliment the goals and policies of all General Plan Elements.

**Action 2.2.1** Maintain consistency between the Land Use Map and Zoning Map, consistent with the Airport Land Use Compatibility Matrix

**Responsible Agency:** City of Imperial Planning Department and IC ALUC

**Funding Sources:** General Fund

**Implementation Schedule:** Review Zoning Ordinance Bi-Annually

**Action 5.1.1** Maintain Floodways and Fault Zones free and clear of any structures and ensure zoning designations are consistent with the construction restrictions identified in the Safety Element.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** Permit Fees for Site Plan Reviews

**Implementation Schedule:** Ongoing as Development is Proposed

**Policy 2.3** New Development (urban or rural) shall prioritize compatibility with surrounding land uses, when developing adjacent to existing uses and where land use conflicts exist, they shall be addressed through the use of adequate buffering, setbacks, or construction measures.

**Action 2.3.1** Review all development proposals for compatibility and where conflicts exist, conditions shall be incorporated to mitigate any potential impacts

**Responsible Agency:** City of Imperial Planning Department and Planning Commission

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing as projects are proposed.

**Action 2.3.2** Review all development proposals within close proximity to the Imperial County Airport for compatibility with the Airport Land Use Compatibility Plan and incorporate conditions to mitigate any potential impacts.

**Responsible Agency:** City of Imperial Planning Department and Planning Commission

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing as projects are proposed.



### GOAL #3 QUALITY OF LIFE

**Availability of adequate public services and facilities for all existing and proposed development and create an aesthetically pleasing, full service community with an excellent quality of life.**

**Policy 3.1** Strive to create multi-generational, family-friendly public spaces throughout the developed community that are widely used by everyone and to maximize existing infrastructure.

**Action 3.1.1** Continue to invest in libraries, recreation centers, parks, and recreational facilities.

**Responsible Agency:** City of Imperial Parks & Recreation Department/City Council

**Funding Sources:** General Fund, Impact Fees, Grants

**Implementation Schedule:** Ongoing

**Action 3.1.2** Continue to encourage youth participation in the planning process of art in public places and development of recreational facilities and amenities.

**Responsible Agency:** City of Imperial Parks & Recreation Department

**Funding Sources:** General Fund, Impact Fees, Grants

**Implementation Schedule:** Ongoing

**Action 3.1.3** Continue to create opportunities for leisure and venues to ensure that teens and young adults have safe ways to enrich their lives.

**Responsible Agency:** City of Imperial Parks & Recreation Department

**Funding Sources:** General Fund, Impact Fees, Grants

**Implementation Schedule:** Ongoing

**Policy 3.2** Encourage the provision of a high-level of community amenities and design features as a way of balancing increased density for a very high quality, amenity rich livable community.

**Action 3.2.1** The City shall incorporated density bonus provisions in all developer agreements for the discretionary consideration of developers.

**Responsible Agency:** City of Imperial Planning Department/City Council

**Funding Sources:** General Fund, Developers

**Implementation Schedule:** Ongoing as projects are proposed

**Policy 3.3** Achieve and maintain a high standard of appearance of land and buildings consistent with the community character.

**Action 3.3.1** The City shall encourage beautification in existing and developing areas via art in public places and landscaped areas.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund, Developers

**Implementation Schedule:** Ongoing as projects are proposed

**Action 3.3.2** Commercial Development along Highway 86 and particularly at the north and south gateways shall be encouraged to be of high architectural quality and provide for gateway monumentation at key intersections.

**Responsible Agency:** City of Imperial Planning & Building Department

**Funding Sources:** Property Owners, General Fund

**Implementation Schedule:** Ongoing as opportunities arise

**Action 3.3.3** The City shall maintain and expand programs to prevent the deterioration of existing residential and commercial areas.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** Grant Resources, Property Owners

**Implementation Schedule:** Ongoing as projects are proposed



## GOAL #4 ECONOMIC PROSPERITY

Achieve a balanced and varied economic base which provides a broad range of goods, services, and employment to the City's residents and the region in a manner that is aesthetically pleasing and consistent with the character areas.

**Policy 4.1** Commercial land use designations shall allow a full range of retail, office, service and institutional businesses within close proximity to and for the convenience of residents.

**Action 4.1.1** Encourage the integration of a wide range of support services at employment centers/business parks including child care, fitness facilities, and convenience retail shops via the Zoning Ordinance.

**Responsible Agency:** City of Imperial

**Funding Sources:** General Fund

**Implementation Schedule:** Evaluate zoning within 5 years of General Plan Land Use Element Update adoptions

**Action 4.1.2** Support and promote prime agricultural business operations within the City Limits and Sphere of Influence to strengthen the economic return to the City while preserving the City's rural character.

**Responsible Agency:** City of Imperial Planning Department and Chamber of Commerce

**Funding Sources:** Imperial Chamber of Commerce and City of Imperial

**Implementation Schedule:**

**Action 4.1.2** Allow home based businesses within existing residential uses to increase economic activity within the character area.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 4.2** Development along Highway 86 frontage shall be encouraged to not only attract regional sales but to serve as strong character identification and gateway to the City.

**Action 4.2.1** City of Imperial should market and subsidize, as feasible, large commercial retailers within the north and south character areas and along Highway 86 to serve the broader region and establishment of community gateways.

**Responsible Agency:** City of Imperial Planning Department/City Council  
**Funding Sources:** Property Owners, General Fund  
**Implementation Schedule:** Ongoing as opportunities arise

**Action 4.2.2** Regional commercial uses such as big-box retailers, auto dealerships, restaurants, financial institutions, supermarkets, drug stores, discount stores, and highway oriented retail stores shall be encouraged within the along Highway 86 to draw a regional sales tax base.

**Responsible Agency:** City of Imperial Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing as opportunities arise

**Policy 4.3** Imperial Avenue shall be designated as the primary commercial area for the City that focuses new development into the Downtown and encourage vitality with the continued use and promotion as the civic and social hub of the community.

**Action 4.3.1** Promote locally-owned pedestrian friendly retail, services and restaurants along Imperial Avenue.

**Responsible Agency:** Imperial Planning Department and Chamber of Commerce  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 4.3.2** Encourage residential and commercial mixed use development within the Downtown with an emphasis on development that integrates commercial and residential uses of all densities for a mutual benefit.

**Responsible Agency:** City of Imperial Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Policy 4.4** Industrial uses shall be diverse, well designed and include functional buildings that meet market demands while providing local economic and supportive benefits.

**Action 4.4.1** Encourage aesthetically pleasing, adequately screened, and include design elements that reduce glare, noise, dust, and vibrations for harmonious co-existence of industrial land uses and existing adjacent developments.

**Responsible Agency:** City of Imperial Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Evaluate zoning within 5 years of General Plan Land Use Element Update adoptions

**Action 4.4.2** Industrial park developments should be zoned to allow for a high mix of light industrial uses including office and administration facilities, research and development laboratories, warehousing, as well as support for commercial services.

**Responsible Agency:** City of Imperial Planning Department/City Council

**Funding Sources:** General Fund

**Implementation Schedule:** Evaluate zoning within 5 years of General Plan Land Use Element Update adoptions

**Action 4.4.3** Promote redevelopment and revitalization of the industrial areas east of Highway 86 to further support the existing and potential adjacent industrial developments.

**Responsible Agency:** City of Imperial Planning Department and Chamber of Commerce

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 4.4.4** Encourage general industrial land uses for manufacturing, assembly, packaging, processing, fabrication, and storage to locate along or near the rail operations. Retail sales should be limited to 25 percent of overall floor area.

**Responsible Agency:** City of Imperial

**Funding Sources:** Private Developers

**Implementation Schedule:** Ongoing

**Policy 4.5** New development adjacent to the Imperial County Airport shall be compatible with the facility, and provide additional opportunities for economic investment and expansion of jobs within the region.

**Action 4.5.1** Encourage properties located in the vicinity of the Airport to develop airport oriented uses and provide additional opportunities for office, manufacturing, and service commercial uses that support airport operations and create employment opportunities.

**Responsible Agency:** City of Imperial Planning Department and Chamber of Commerce

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 4.6** The economic activity surrounding the Imperial Valley Fairgrounds shall be increased and through private investment or public-private partnership.

**Action 4.6.1** Coordinate with Imperial County on increasing the use of the Fairgrounds facility and improving amenities within the site to accommodate greater use and economic return.

**Responsible Agency:** City of Imperial and County of Imperial

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 4.6.2** Promote the development of complementary uses in areas adjacent to the Fairgrounds, such as hotels, restaurants, service commercial establishments, and other hospitality related uses.

**Responsible Agency:** City of Imperial

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**Funding Sources:** Private Investment

**Implementation Schedule:** Ongoing as opportunities arise

**Action 4.6.3** Develop a Fairgrounds Master Plan that includes future development/ expansion plans and modernization improvements to accommodate future needs of the facility.

**Responsible Agency:** City of Imperial and County of Imperial

**Funding Sources:** General Fund

**Implementation Schedule:** Within 8 Years of General Plan Adoption



## GOAL #5 RESIDENTIAL DIVERSITY

Create neighborhoods and housing opportunities that provide housing diversity for all economic segments of the community and take into account the safety and welfare of its residents while encouraging healthy lifestyles.

**Policy 5.1** The Land Use Plan shall accommodate the Housing Element goals and objectives for an adequate housing balance that meets the regional housing needs assessments.

**Action 5.1.1** Ensure that there is enough undeveloped land to meet the housing needs that have been identified for the City of Imperial

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Concurrent with Housing Element Updates

**Action 5.1.2** Mobile homes certified under the provisions of the National Mobile Home Construction and Safety Standards Act may be allowed on permanent foundations in any zone where single-family residential homes are allowed and mobile home parks may be permitted in any R-4 Zone subject to the adopted development standards.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 5.1.3** Promote and encourage development of medium density residential land uses in close proximity to the Downtown and within established neighborhoods of varying density.

**Responsible Agency:** City of Imperial Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Policy 5.2** New residential development shall incorporate recreation and pedestrian improvements that enhance safety and mobility and provide connections to recreational amenities and services and to encourage healthy lifestyles.

**Action 5.2.1** New residential subdivisions should provide bikeways, trails, and other opportunities for community interaction and connectivity with other established neighborhoods.

**Responsible Agency:** City of Imperial Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing as Development Reviews are Initiated

**Action 5.2.2** Multi-family residential projects should provide sufficient open space, recreational uses and activities (playgrounds, picnic areas, and pools), adequate parking, and adequate access to existing and proposed pathways, trails and roadways.

**Responsible Agency:** Developers, City of Imperial Planning Department  
**Funding Sources:** Developers, General Fund  
**Implementation Schedule:** Ongoing as opportunities arise

**Policy 5.3** Residential Neighborhoods should protect and promote the existing rural lifestyle and character of the City of Imperial including low noise levels, limited motorized traffic, and natural open spaces.

**Action 5.3.1** Encourage neighborhood commercial properties located within low density residential or vicinity to cater to the rural lifestyle of the residents via accommodation of organic produce stands, homegrown products, and similar business operations.

**Responsible Agency:** City of Imperial Planning Department and Imperial Chamber of Commerce  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing as opportunities arise.

**Action 5.3.2** Strategically zone areas rural residential, not just as a temporary transition zone but as a permanent land use that can serve as green belts and accommodate small scale agricultural operations (farming, livestock, etc.).

**Responsible Agency:** City of Imperial Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Review periodically

**Action 5.3.3** Protect residential development from any excessive noise levels that can disrupt lifestyles by requiring Noise Studies from new proposed



residential development wishing to develop within close proximity to Imperial County Airport, Highway 86, Union Pacific Railroad and other stationary noise sources and ensure any recommendations for noise mitigation are strictly adhered to.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** Developers

**Implementation Schedule:** Ongoing as projects are proposed

**Action 5.3.4** De-emphasize automobile access along roadways and neighborhood parks where increased pedestrian and bicycle activity is preferred, consistent with the Circulation Element.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** Developer Site Plan Review Fees

**Implementation Schedule:** Ongoing

**Policy 5.4.1** Multi-family residential developments of varying types and densities shall be encouraged where compatible with existing land uses and the provision of public services is highest.



## GOAL #6 REGIONAL PLANNING

Lead the coordination of land use planning programs among the local, regional, state, and federal agencies that have a local impact.

**Policy 6.1** The City shall make every attempt to encourage land uses decisions that are not controlled at a local level but that have significant local impacts.

**Action 6.1.1** Support and participate in the Southern California Association of Governments (SCAG) regional land use and circulation plans and programs.

**Responsible Agency:** SCAG and City Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 6.1.2** Encourage the County of Imperial to construct a new regional airport in an outlying area of the County where environmental impacts from noise will not affect existing urban areas and reduce pressures for expansion of the Imperial County Airport facility.

**Responsible Agency:** County of Imperial and City of Imperial  
**Funding Sources:** General Funds and Grant Resources  
**Implementation Schedule:** Within the next 10 Years

**Action 6.1.3** Evaluate and coordinate the land use planning programs of neighborhood jurisdictions when considering changes to the City's land use planning programs.

**Responsible Agency:** City of Imperial Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Concurrent with General Plan Updates



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# City of Imperial

## **Draft** Circulation Element

May 2017

Prepared by:



1601 N. Imperial Avenue  
El Centro, CA 92243

# CIRCULATION ELEMENT

## I. INTRODUCTION

The Circulation Element addresses broad issues of physical mobility and how goods and people move about the community. The Element further addresses both the current and future needs of the community for transportation facilities efficiency. A major aspect of this element relates to the convenience of the transportation and circulation system. This Circulation Element also shows, in map form, the location of existing and future streets, highways, and alleys. Other transportation facilities, including airport and rail facilities, are also clearly identified and integrated into the overall circulation system. Included among these other facilities are public transportation, bicycle route systems, and recreational and equestrian trails.

The City of Imperial is committed to enhancing circulation and access for its residents, businesses, and visitors. The foundation of the City's circulation system is the planned transition to a multi-modal transportation network (e.g. ability to serve all the aforementioned modes of travel)—this includes sidewalks and crosswalks, bikeways, roadways, pathways, and public transit routes; as well as the City's movement of goods including a freight rail system, truck routes, and airport facilities. This Circulation Element identifies existing conditions and addresses the current and future needs of the community and its transportation facilities.

### A. Background and Purpose

The current circulation system in the City of Imperial is highly automobile-oriented. The City contains a circulation system which is predominantly oriented in a north/south and east/west grid system. The roadway network is also incomplete and includes several unimproved and dead-end streets. This causes an overall lack of roadway connectivity throughout the City leaving few options for motorists to access the major arterial, Highway 86 (SR-86), that provides access to the surrounding communities and region. Meanwhile, Imperial Valley (IV) Transit Bus Routes serving the City provide local and regional connections along SR-86, but the residential and commercial areas west of SR-86 lack transit accessibility. Many of the City's major roadways lack bicycle and pedestrian facilities. As a result of these deficiencies, the evolution of the planned circulation system needs to enhance all modes to effectively serve all areas of the City equally.

The Circulation Element must be compatible with the Land Use Element to ensure that adequate transportation facilities are provided to support the planned residential, commercial, and industrial land uses. Streets and public access are the primary motivators in the determination of the density/intensity of development an area can accommodate. The Circulation Element complements the Land Use Element by providing a circulation system capable of accommodating the traffic volumes produced by the various residential, commercial, and industrial land uses. The location and size of the existing and planned street system is one of the foremost determinants in measuring the community's ability to accommodate increased growth in the future.

Strategically enhancing and managing the circulation network is critical in further development of the City's commercial and industrial areas, and its residential neighborhoods. A robust and

interconnected transportation system is a key contributor to the economic and social health of a Community. This philosophy supports the development and maintenance of a network of transportation options that effectively connects people to places within the City. Implementation of this philosophy will assist in maximizing the quality, comfort, safety, and livability of the City's streets, sidewalks, trails, and multi-modal transportation system.

## B. Scope and Content

How and when the roadway network within the City is constructed will have a great impact on the potential and character of future growth. Given that the City will grow from a small town into a medium sized city, it is essential to have policies in place for a comprehensive network of alternative transportation modes. Special emphasis is placed on connectivity to the Focus Character Areas (defined in the Land Use and Community Character Element). Connectivity to these Areas is provided via multiple modes, with context sensitive design, primarily along the following corridors:

- State Route (SR) or Highway 86
- Austin Road
- Imperial Avenue
- Neckel Road
- Barioni Boulevard
- Aten Road

One key theme of the General Plan is connecting people to places. One way to accomplish this is to implement "**complete streets**." Complete streets balance the needs of all users—including pedestrians, bicyclists, motorists, transit riders, seniors, children, and those with disabilities—in the planning, design, and construction of all transportation projects.

## C. California Complete Streets Act (AB 1358)

As previously noted, this Element intends to assure a balanced multi-modal network. Assembly Bill 1358 was signed into law in 2008 with the primary commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity. The resulting Government Code Section 65302 (b) requires jurisdictions to substantially revise their Circulation Element so as to assure a balanced, multimodal transportation network that meets the needs of safe and convenient travel. In the heart of complete streets is ensuring that roads and other transportation facilities provide safe mobility for all travelers, not just motor vehicles. This includes pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, user of public transportation in addition to motorists.

One important distinction, as it relates to complete streets, is that they must be considered within a system-wide context. For example, providing bicycle lanes on every roadway may not be necessary for the street to be complete; as long as the bicycle network is complete and provides for circulation throughout the City. Similarly, while all streets should provide sidewalks or trails for walking, certain streets would be designated as pedestrian priority streets where

wider sidewalks, traffic calming or other amenities will be focused. This system-wide approach is known as “Layered Networks” and enhances the feasibility of implementing complete streets, especially for existing roadways.

#### **D. Street Typologies**

When transportation planners use to accommodate only the single-occupant vehicle, Roadway classifications (i.e. primary arterials, secondary arterials, collectors, etc.) were a key terminology used in describing and planning for streets. In fact, there was a hierarchy of roadway classifications, with primary arterials serving the highest volume/speed of traffic, while collectors were facilities that provided vehicle access to adjacent properties. While the Roadway Classification system does a good job of dispersing and managing vehicular traffic it all but ignores the other modes of travel. Therefore, this Circulation Element identifies roadway classifications but mainly focuses on street typologies, as it better addresses all modes of transportation: pedestrian, transit, bicycles, and vehicles and better relates to the fronting land uses.

Street typologies relate to how Complete Streets interact with all users of the system (bicycles, pedestrians, transit, etc.) by ensuring that the roadway is designed and implemented in a way that is supportive of the preferred modes through the corridor. Street typologies also include an assessment of the adjacent land uses, and strive to provide a mobility system that is complementary to the adjacent development. Additionally, street typologies can be developed to address other key components of the system, such as landscaping to improve water quality, and providing shade for pedestrians and bicycles.

## II. EXISTING CONDITIONS

### A. Roadway System

The City of Imperial's circulation system is predominantly oriented in a north/south and east/west grid system. The major north/south arterial system consists of Austin Road, Imperial Avenue, State Highway 86, P Street (Clark Road), and Dogwood Road. The major east/west arterial system consists of Ralph Road, Neckel Road, Fifteenth Street, Barioni Boulevard (Worthington Road) and Aten Road. These streets have independent roadway development classifications as follows:

**Table II-1**  
**City of Imperial Major Street Classifications & Guidelines**

CLASSIFICATION	ROW/PAVED WIDTH	NO. OF LANES
Highway	300/226 Feet	4
Major Arterial	102/80 Feet	4
Secondary Arterial	84/50 Feet	2
Industrial Collector	70/44 Feet	2
Residential Collector	60/40 Feet	2

In 2015 the City of Imperial contained over seventy lineal miles of roadway (Source: ICTC, 2015). Additionally there were six signalized intersections in the City, which include the Intersections of Aten Road/Highway 86, Barioni Boulevard/Highway 86, 15th Street/Highway 86, La Brucherie/Aten Road, Clark Road/Aten Road, and Cross Road/Aten Road. A seventh signalization is under construction at the Aten/Dogwood intersection. A more detailed discussion for each of the facilities roadway classification is noted below. Following each roadway classification is the corresponding streets within the City of Imperial planned for or designed with said classification.

**State Highways** are main roads that typically connect major towns or cities and are designed for high speed traffic. Highways collect a large volume of traffic with speed limits from 55 to 70 miles per hour. The City of Imperial has approximately 3.5 lineal miles of highway within its incorporated City Limits. Highway 86, a major four lane Expressway, is located within the City of Imperial but is maintained and managed by the California State Department of Transportation. The State Department of Transportation also controls the State Highway right-of-way.

**Arterials** provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Key facilities include SR-86 which extends the entire length of the City, serving both the east and west areas. As the City's main arterial, SR-86 links the City of Imperial to El Centro, and links some of the key destinations including Downtown, the Fairgrounds, and the Airport.

**Major Arterials** - Major arterials move traffic through a City from one point to another. Speed limits on major arterials are typically 45 mph and are designed with four lanes. On-street parking should be limited and residential lots should not have direct access onto major arterials. The City of Imperial has over eight (8) lineal miles of existing and planned major arterials within its current incorporated City Limits.

- **Ralph Road**-The majority of Ralph Road that lies within the City's Sphere of Influence is currently within unincorporated areas of Imperial County and has a pavement width less than the designed pavement width/capacity of a major arterial. Ralph Road is currently a two-lane, undivided, roadway between SR-86 and Clark Road. Pedestrian facilities (sidewalks) are located on the south side of the roadway, and no bicycle facilities are located within the roadway right-of-way. On-street parking is prohibited along both sides of the roadway. West of SR-86, Ralph Road continues as an unimproved facility.
- **Neckel Road**- The majority of Neckel Road that lies within the City's Sphere of Influence is currently within unincorporated areas of Imperial County and has a pavement width less than the designed pavement width/capacity of a major arterial. Neckel Road is currently a two-lane, undivided, roadway between Austin Road and Morningside Drive. There are pedestrian facilities (continuous sidewalks are located on both sides of the roadway), but no bicycle facilities are located within the roadway right-of-way. On-street parking is prohibited along all of Neckel Road. West of Morningside Drive, the roadway is an unimproved facility.
- **Barioni Boulevard (Worthington Road)**- The majority of this major arterial, within the Sphere of Influence boundaries, is within the incorporated City Limits as Barioni Boulevard, but not improved as a four lane roadway. Roadway sections within unincorporated areas of Imperial County are noted as Worthington Road and have a pavement width less than the designed capacity of a major arterial. This roadway serves as a major east-west connection for the City of Imperial, and the Imperial Valley, as a whole. There are pedestrian facilities (sidewalks) continuously located on both sides of the roadway, between La Brucherie Road and North M Street. There are currently no bicycle facilities located within the roadway right-of-way.
- **Aten Road**- All of Aten Road within the City's Sphere of Influence is within the Imperial City Limit boundary. The entire roadway segment between Austin Road and Dogwood Road are improved with four lanes and to the full pavement width. Aten Road serves as a major connection between SR-86 and SR 111. There are pedestrian facilities (sidewalks) located sporadically on both sides of the roadway, and there are currently no bicycle facilities.
- **La Brucherie Road (Between Barioni Boulevard & Larsen Road)**- Although La Brucherie Road is designated as a major arterial, between Larsen Road at the north and Barioni Boulevard to the south, it is not improved to designed capacity, and is an unimproved facility north of Larsen Road.



- **P Street (Clark Road)**- There are many segments of P Street that are still within unincorporated areas of Imperial County. P Street is currently not improved to its designed capacity.
- **Dogwood Road**- The majority of Dogwood Road within the Sphere of Influence is within unincorporated areas of Imperial County. Dogwood is a major arterial that links to several Imperial County communities and is further planned as a transit corridor. The roadway segment within Imperial's Sphere of Influence is not improved to its designed capacity.

**Secondary Arterials** - Secondary arterials move traffic in a similar manner as major arterials, except they are designed with two lanes instead of four lanes. These arterials carry a lower volume of traffic and typically have a 35 mph speed limit. On-street parking should be limited and residential lots should not have direct access onto secondary arterials. The City of Imperial has just over seven (7) lineal miles of existing and planned secondary arterials within the current City Limits.

**Secondary Arterials Improved at Designed Capacity:**

- Imperial Avenue
- Fifteenth Street

**Secondary Arterials Not Improved to Designed Capacity:**

- Cross Road
- Second Street
- Treshill Road
- P Street
- Huston Road
- Brewer Road

**Collectors** are meant to serve as intermediate facilities, connecting local areas to regional circulation corridors. Neckel Road, 15<sup>th</sup> Street, Aten Road, and Treshill Boulevard are auto-oriented collectors which prioritize vehicles, and provide east-west linkages through the City. Austin Road and Canal Road are north-south, auto-oriented collectors which provide access to local areas on the edges of the City. Nance Road, B Street, Barioni Boulevard, and a new facility to be added south of Aten Road are collectors which will prioritize bicycles and pedestrians through facility design and speed management. While some collectors are auto-oriented and others are bicycle- or pedestrian-oriented, services for all modes can be provided for accessibility.

**Industrial Collectors** - Industrial collectors have a wider curb to curb width in order to facilitate large truck movements. These collectors are designed for low volumes with speed limits 30 to 35 miles per hour. The City of Imperial has over just over three (3) lineal miles of existing and planned industrial collectors within the current incorporated City Limits. Industrial collectors primarily serve industrial development on the eastern side of the City, along the rail line. They provide for all modes of travel, but their primary purpose (and design) is to connect industrial uses to the regional transportation system. These collectors are designed such that heavy vehicles can access adjacent land uses.

**Industrial Collectors Improved at Designed Capacity:**

- La Brucherie Road (Aten Road to Airport)

**Industrial Collectors Not Improved to Designed Capacity:**

- First Street (east)
- Fourth Street (N Street to P Street)
- M Street
- N Street

**Residential Collectors** - Local collectors collect a smaller volume of traffic from a smaller area. Streets are usually two lanes wide with a speed limit of 25 to 30 miles per hour. Access is not restricted and on street parking is available. The City of Imperial has over fifty (50) lineal miles of existing and planned residential collectors within the incorporated City Limits.

**Residential Collectors**

- La Brucherie Road (South City Limits to Aten Road)
- First Street (west)
- Third Street
- Fourth Street (B Street to M Street)
- Remaining number and letter streets not previously mentioned.

There are numerous local streets referred to as neighborhood facilities which directly connect people to their households. Since these streets connect communities, they are a public space and are meant to serve bicycles, pedestrians, and vehicles. Transit is typically not provided on these facilities. These roadways should include traffic calming techniques (measures to control vehicular speed) and focus on the “person scale” through design and connectivity. The livability of this street is paramount to the success of the neighborhood.

**B. Alternative Transportation System**

As previously noted, complete streets require that roads and other transportation facilities provide safe mobility for all travelers, not just motor vehicles. This is largely accomplished through alternative modes of transportation. Typical elements that make up a complete streets include sidewalks, bicycle lanes (or wide paved shoulders), shared-use paths, designated bus lanes, safe and accessible transit stops, and frequent and safe crossing for pedestrians, including median islands, accessible pedestrian signals, and curb extensions. It is also important that the City further consider appropriate policies, standards, implementation measures and plans specifically for these areas. The alternative transportation systems play a vital role in this transportation network, therefore, the Circulation Element places an emphasis on improving conditions to support alternative modes of transportation while maintaining system-wide efficiency.

**Transit Services and Facilities**

The five IV TRANSIT Bus Routes serving the City of Imperial provide good local connectivity east of SR-86 and south to the City of El Centro. The portion of the City west of SR-86 is significantly under-served by transit. Street typologies typically prioritize transit and vehicular modes along the same facilities. For the City



of Imperial, Barioni Boulevard, SR-86 and Aten Road are recommended as transit priority roadways in coordination with the planned land uses described in the Land Use Element. This would provide north-south and east-west connections within the City. There are five IV Transit bus routes serving the City of Imperial. Barioni Boulevard, SR-86 and Aten Road are recommended as transit priority routes. There a total of three bus stops equipped with bus shelter facilities within the City Limits as noted below. A fourth bus stop is at Imperial Valley College within a future planned Sphere of Influence.

- Imperial Avenue just North of Barioni Boulevard along East
- East Barioni Boulevard just East of North K Street
- West Aten Road just East of La Brucherie Road

### **Bikeway Facilities**

The City of Imperial's primary bicycle path is approximately 2.25 miles long and is located along Aten Road, on the southeast portion of the City connecting to Imperial Valley College. The 0.75 mile Class I pathway within the City is known as the "Imperial College Bike Path" which is clearly separated from traffic. The network also consists of 1 mile of Class II facilities which are bike paths adjacent to traffic lanes. Additionally there is 0.5 miles of Class III facilities which are shared lanes with traffic. The "Bikeways" paragraph in the "Transportation Planning" section of this Circulation Element provides more detailed information on the differences in facilities between Class I, II, and III. These facilities along Aten adequately connect bicyclists to the Imperial Valley College, but connectivity to other sections of the community are largely underdeveloped for Class I and Class II bikeways.

### **Pedestrian & Trail Facilities**

Walking is another environmentally friendly form of mobility that enhances both physical and social well-being. Well-designed pedestrian facilities are safe, attractive, convenient, and easy to use, as they contribute to a City's interconnected circulation system. On the western side of the City of Imperial, pedestrians are well-served by sidewalks that line both sides of the streets throughout the residential portions. However, cul-de-sacs do present an obstacle for pedestrians as they lack access to Circulation Element Roadways, as well as between neighborhoods. Most parts of the City contain pedestrian attractions, such as schools and parks, with the exception of the north-eastern neighborhood, which is under-served. However, the City's major vehicular roadway facilities, for the most part, lack pedestrian facilities.

Major arterials are often a barrier for pedestrians due to the high volumes and speed of traffic. Enhanced crosswalks serve as designated access points, making pedestrians more prominent in the roadway to attract the attention of drivers. SR-86 divides the City of Imperial east to west, and there are residents who choose to drive short distances because crossing the roadway is difficult and perceived as unsafe. Enhanced pedestrian crossings are recommended at five key intersections along the highway to enhance safety, facilitate crossings, and encourage pedestrian activity within the City. The five intersections are noted below:

- Aten Road and Highway 86
- 2<sup>nd</sup> Street and Highway 86
- 4<sup>th</sup> Street and Highway 86
- 6<sup>th</sup> Street and Highway 86

- Barioni Blvd and Highway 86

### **Facilities for Movement of Goods**

The goods or freight movement system in the City of Imperial consists of a rail system, designated truck routes, and the Imperial County Airport. Each system is discussed below as it relates to the operation and service of transporting freight.






















- **Freight Rail System**-The Southern Pacific Railroad travels through the City of Imperial, east of SR-86. Freight is transported to points north and south, such as Brawley and El Centro.
- **Truck Routes**-The City of Imperial has truck routing policies which designate the City's truck route and detail the weight restrictions set forth for roadway facilities. The policies allow for heavy vehicles on the main arterial, SR-86, as well as on collectors, including Dogwood Road, Austin Road, and Keystone Road. The City's truck routing policies also task the City engineer with developing proper wayfinding signage indicating the streets and portions of streets that constitute the City's truck route. Special permits may be issued for heavy vehicles along restricted streets upon application approval from the City engineer, as well as a special permit fee.

**Aviation Facilities**-The Imperial County Airport is a county-owned public-use airport which operates within the City of Imperial. The facility is mostly used for general aviation and serves as the primary regional airport for freight-transported via air. The airport also serves nearby communities, including El Centro.

## **C. Compatibility of Multi-Modal Network System**

The City must consider the needs of all users, needs of the community, traffic demand, impacts on alternative routes, and impacts on safety. Adapting the existing roadways for complete streets, or new roadways, into the current transportation network may pose a challenge. Agricultural facilities (irrigation canals), inconsistent right-of-way acquisition and varying roadway standards have resulted in areas with sometimes substantial variability in existing and potential future roadway improvements, and thus require that the City have some flexibility in solving special conditions on a case-by-case basis. Providing a guide that establishes priorities rather than requirements for complete streets has therefore been established. Table II-1, Complete Streets, provide a complete streets guide for the City of Imperial. The key to this table is identifying the preferred, non-preferred, and prohibited modes for each roadway based on its assigned typology.

**Table II-1  
Complete Streets**

STREET	PRIORITIZED MODE	NON-PRIORITIZED MODE	PROHIBITED MODE	STREET TYPOLOGY
<b>Circulation Element Roadway</b>				
Aten Road				Auto-collector
Austin Road				Auto-collector w/ separate multi-use path
Barioni Boulevard				Bicycle/Pedestrian Collector
Neckel Road				Auto-collector
State Route 86				Arterial w/ separate multi-use
<b>Planned Roadways</b>				
Auto Collector				Collector
Bicycle/Pedestrian Collector				Collector
Neighborhood Streets				Neighborhood Streets
Industrial Streets				Industrial Streets
Multi-Use Paths				Separated Multi-Use Path

### III. TRANSPORTATION PLANNING

#### A. Transportation Sustainability

Transportation planning used to focus on estimating the traffic volumes from future land uses and identifying the number of roadway lanes needed to service the traffic generated from such uses (and existing development) at a desired operating level. Now that transportation planning has shifted toward a new focus – one of promoting sustainability and balance for all users of the transportation system for a complete street, both factors must be taken into account. As such, the following concepts are essential in mobility planning and are integrated into this Circulation Element for a complete street objective. These concepts include:

1. **The D's of Smart Growth**—Integrating smart growth with the transportation system where **Density, Design, Diversity of uses, Distance to Transit**, etc. can be used to minimize traffic generation and enhance sustainability
2. **Transit Facilities and Service** – Focuses on supporting these services to increase the effectiveness of public transit
3. **Bikeways** – Providing a comprehensive system of bikeways to support circulation and accommodate riders of all abilities
4. **Pedestrian and Trail Facilities** – Establishing a robust trails system and identifying key corridors where pedestrian travel will be prioritized
5. **Freight and Goods Movement** – Identifying preferred facilities where goods can be moved through and distributed within the City. This is critical for the industrial and commercial vitality of the community
6. **Aviation Facilities** – Identifying and protecting local aviation facilities
7. **Traffic Calming/Management Technology** – Implementing state-of-the-practice and cutting edge technology to manage traffic flow and traffic calming more efficiently, reduce pedestrian crossing distances, and improve safety
8. **Transportation Demand Management (TDM)** – Implementing programs and measures to manage the amount of vehicles generated by a specific land use and to promote alternative modes of travel

#### B. Implementation of Transportation Concepts

The transportation concepts critical for sustainability, as it relates to the City of Imperial, are discussed in more detail below:

##### 1. **The D's of Smart Growth**

As development, redevelopment, and revitalization occur along select corridors, implementation of the following strategies of smart growth (also known as the Eight D's) will provide the building blocks for improving circulation for all modes of travel:

- **Density** – The more compact the development is, the easier it is to promote transit, bicycles, and pedestrian travel.
- **Diversity** – Diversifying land use (i.e., making sure that households have easy and convenient access to retail uses, schools, and jobs) allows people to reduce the length of their trip; thus reducing vehicle emissions and promoting

walking, biking, and transit use.

- **Design** – Pleasant and safe biking/walking environments, short block lengths, landscaping and other design features that promote alternative modes of travel.
- **Destinations (or regional accessibility)** – Being located near a regional activity center promotes shorter trips and make active modes of travel (biking and walking) and transit more attractive.
- **Distance to Transit** – Locating land use in close proximity to transit promotes transit use and reduces the need to drive to the destination.
- **Demographics** – Providing supportive land use and affordability for a wide range of life styles and income ranges afford the ability for people to live in close proximity to where they work and play.
- **Development Scale** – Larger areas that are well planned and are connected together reduce trip making behavior compared to smaller (isolated) developments.
- **Demand Management** – Encourages people to manage the demand on the roadway system by promoting alternatives modes of travel.

## **2. Transit Facilities & Services**

As previously noted there are five IV Transit bus routes serving the City of Imperial. For the purposes of planned future roadways, transit is expected to be prioritized, along with passenger vehicles, on collector streets such as Barioni Boulevard, SR-86, and Aten Road. Transit will be allowed, but not prioritized, on bicycle/pedestrian collectors and industrial streets such as Nance Road, B Street, and La Brucherie Road from Aten Road to the Imperial County Airport. Transit will be prohibited from accessing neighborhood streets and multi-use (bicycle and pedestrian) designated paths.

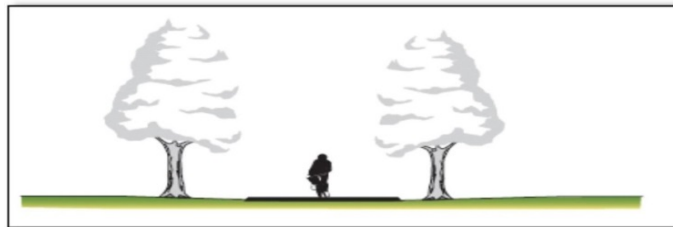
Currently, the major transit lines that serve residents of the City of Imperial operate along Highway 86, Imperial Avenue, Barioni Boulevard/Worthington, Highway 111 and Imperial Valley College, and along the southern portion of the City boundaries along Aten Road to La Brucherie Road. Although transit services are limited for most residents in the City of Imperial, the ICTC Short Range Transit Plan published in 2012 there are new services earmarked for the City of Imperial.

The City of Imperial has been allocated earmarked federal funding for the construction of a transit park. A decision on the construction location of the proposed transit park has not yet been finalized as of the date of this document. According to a 2014 Specific Operational Analysis for the Circulator Bus Design Project, the Imperial County Transportation Commission (ICTC) has also planned a "Red Line" circulator transit route to extend transit services throughout the City of Imperial. This new circulator route would make more stops within the City of Imperial, especially in the northern residential areas, and along Highway 86 between Barioni Boulevard and Aten Road. This would include new transit access to the main entrance of the Imperial County Airport, the Imperial County Fairgrounds, and direct north-south routes from the City of Imperial to the City of El Centro. However, as noted by ICTC, funding for completing the Red Line circulator has not yet been secured as of the adoption date of this element.

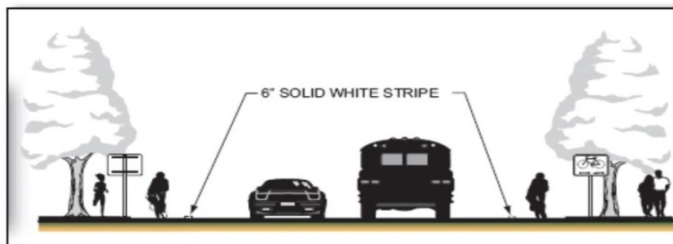
**Bikeways**

Providing a comprehensive system of bikeways to support circulation and accommodate riders of all abilities. Bicycling is considered an environmentally friendly mode of transportation that enhances both physical and social well-being. In addition to being flexible, this mode provides many public access, health, and economic benefits. Safe, convenient, attractive, and well-designed bicycle facilities are essential if this mode is to be properly accommodated and encouraged. Biking is integrated throughout the City's Complete Streets vision, and a network of bicycle facilities linking all areas of the City is envisioned within the County's and City's Bicycle Master Plans as noted in **Figure 1-City of Imperial Bicycle Master Plan**. The distinct types of bicycle facilities include:

***Class I Bikeway (Bike Path):*** Paved "Bike Path" within an exclusive right-of-way, physically separated from vehicular roadways and intended specifically for non-motorized use. ***Class I Shared Use Paths*** are paved rights-of-way completely separated from an adjacent street or highway.



***Class II Bikeway (Bike Lane):*** Signed and striped "Bike Lane" within a street right-of-way. ***Class II Bike Lanes*** are painted lanes for one-way travel on a shared street or highway.



***Class III Bikeway (Bike Route):*** "Bike Route" within a street right-of-way identified by signage only. ***Class III Bike Routes*** are roadways shared by bicyclist and motor vehicle traffic and are identified by signage only.

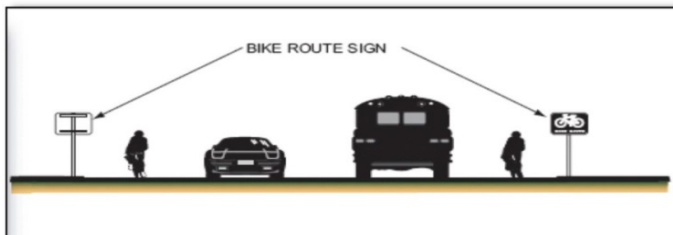
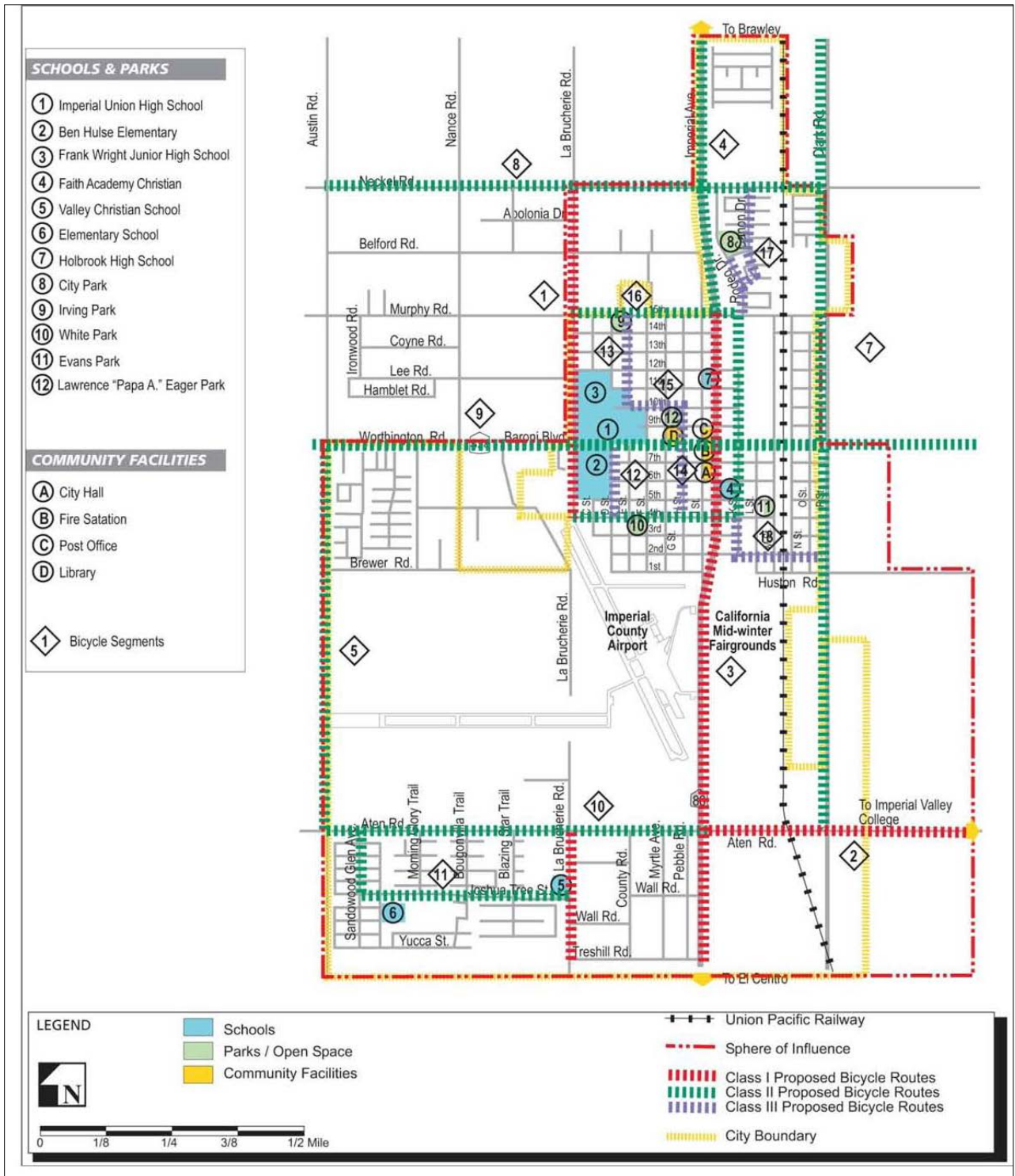




Figure 1 City of Imperial Proposed Bicycle Facilities



Source: County of Imperial Bicycle Master Plan Update: Final Draft 2011

### **3. Pedestrian and Trail Facilities**

In addition to bicycling, walking is also an environmentally friendly mode of transportation. Walking enhances personal and social well-being and provides many benefits including access to many public places, health benefits and economic benefits. The City of Imperial strives to provide safe and convenient pedestrian facilities for its residents as part of its complete streets initiatives. All new development should further incorporate well-designed pedestrian facilities that are safe, attractive and convenient in addition to providing an overall greater quality of life.

The City of Imperial further intends on building upon and enhancing a robust trails system that will connect to the planned Regional Park and Equestrian Center to be located northwest of the City. There are generally two types of trails, urban trails, principally sidewalks, and multi-use paths along roadways. The purpose of these trails is to link residential neighborhoods with central areas of the community and the regional center. Both types of trail will utilize appropriate signage for directional guidance and consist of suitable designs and materials to accommodate the intended users.

Separated multi-use paths provide a safe facility away from the main roadway for use as bikeways, pedestrian walkways, or equestrian trails. These facilities provide bicycle, pedestrian, and equestrian connections along major collector roadways which prioritize vehicular use. The following multi-use paths are recommended to increase connectivity for non-vehicular uses.

- *Along Austin Road to provide a connection to the proposed equestrian uses north of the City*
- *Adjacent to SR-86 to serve the higher density focus areas, including Downtown and East Downtown*
- *Between Aten Road to Treshill Road, to connect the City of Imperial with Imperial Valley College located to the east*

### **4. Facilities for Freight & Goods Movement**

The efficient movement of goods is essential for meeting basic consumer demands and requires interaction among various modes of travel. The goods or freight movement ground system in Imperial consists of the major truck routes and two rail lines that run north-south between Treshill Road and Ralph Road through the interior of the City, just east of Highway 86. The rail lines are maintained and operated by the Union Pacific Railroad. The railroad crossings have flashing lights at all crossings, which includes: Aten Road, 2<sup>nd</sup> Street, 15<sup>th</sup> Street, Ralph Road and Barioni Avenue.

The truck routes allow for the transport of goods on roads capable of handling the additional stress and are typically designated on roads away from residential exposure. The City of Imperial has three truck routes designated on Highway 86, Barioni Avenue/Washington Road and Dogwood Avenue.

## **5. Aviation Facilities**

The City is served by the Imperial County Airport which covers an area of 370 acres. The airport is a County owned facility. Also known as Boley Field, it is mostly used for general aviation, but has scheduled passenger service from two commercial airlines SeaPort and SkyWest. The airport has four runways. For the 12-month period ending December 31, 2011, the airport had 14,589 aircraft operations, an average of 39 per day: 71% general aviation, 10% scheduled commercial, 2% air taxi, and 17% military. At that time there were 47 aircraft based at this airport: 83% single-engine, 8.5% multi-engine, and 8.5% helicopter.

## **6. Traffic Calming/Traffic Management**

Traffic calming is encouraged within the City on neighborhood streets and other areas where high levels of pedestrian activity are envisioned. Traffic calming is a series of methods to reduce vehicle speeds, improve safety, and enhance quality of life. Traffic calming includes education, enforcement, and engineering (the three E's), where most traffic calming applications familiar to the public focus on engineering measures to change driver behavior (such as encouraging vehicles to travel at a lower rate of speed). Specific engineering applications of traffic calming include:

- *Horizontal deflection of the roadway, such as bulb-outs, chicanes, roadway narrowing, and roundabouts or traffic circles*
- *Vertical deflection of the roadway, including raised crosswalks, raised or textured intersections, or speed tables*
- *Traffic control devices, such as radar feedback signs, pedestrian-activated signals, and raised diverters or signs to limit turning movements at an intersection*

## **7. Transportation Demand Management (TDM)**

One component of reducing the reliance of the single occupant vehicle is to implement a comprehensive TDM program. TDM consists of measures and policies to promote modes of travel other than the single- occupant, private automobile (i.e., carpooling, bicycling, walking, and transit). These measures can include employers providing transit passes to employees, developers providing secure bicycle parking and showers at key employment centers, preferred parking for carpools, or reduced parking supply to encourage non-auto travel modes.

## **C. Street Typologies and Land Use Focus Areas**

The Land Use Element covers a variety of land use types. The Land Use Element's existing and future land use patterns shape the demand for transportation services and facilities. Land use efficiencies have a direct effect on how, when and where traffic is generated. Land use efficiencies are affected by densities, diversity and proximity of mixed land uses. The Land Use Plan reflects development trends in both City and Regional land use movement towards a more closely integrated grouping of land uses, which in turn can reduce the need for travel outside of a

neighborhood.

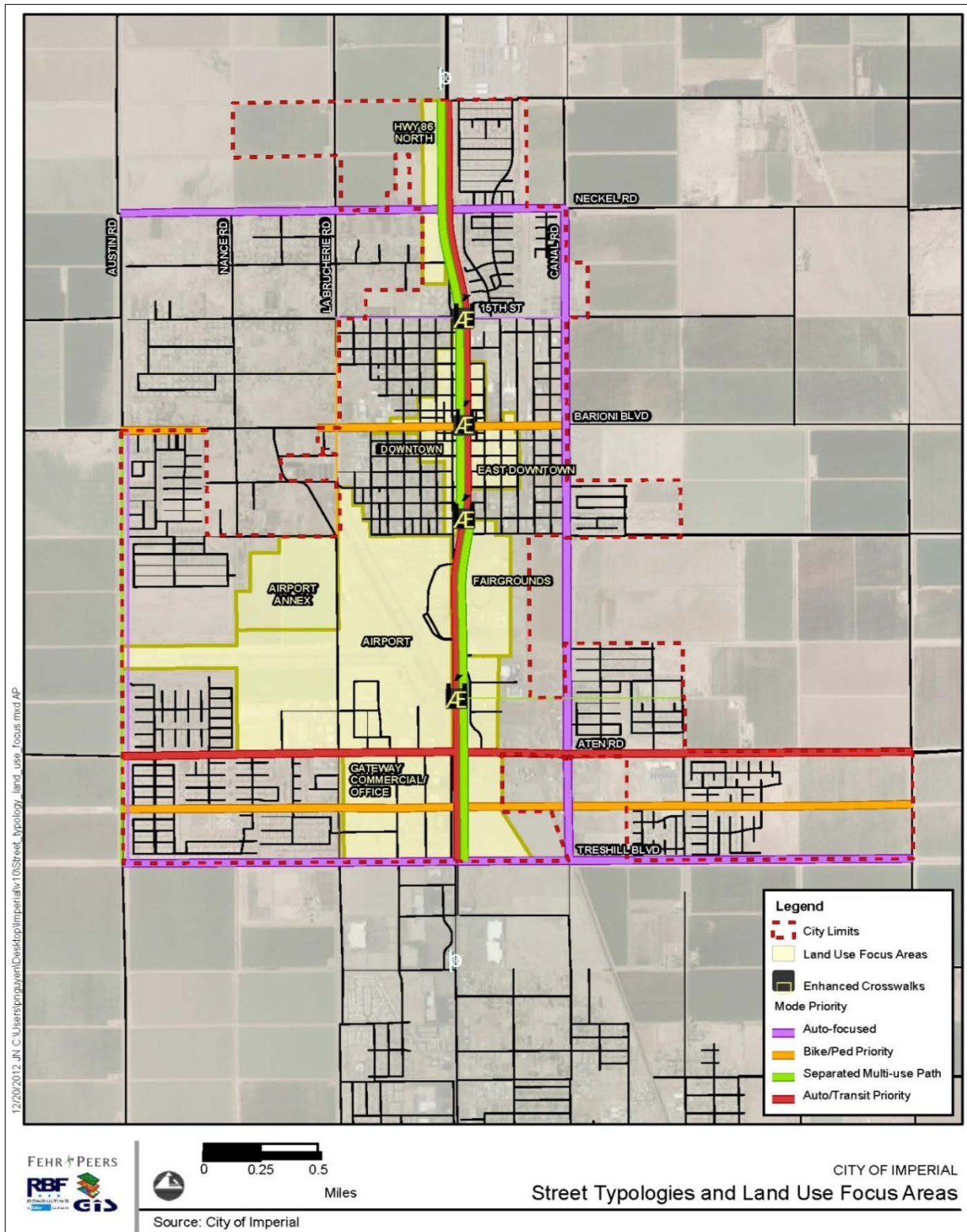
According to the FHWA National Household Travel Surveys, an average of 25% of vehicle trips are between home and work, while 75% are short trips running errands. Thus, proximity of complementary land uses allows more people to walk or bike. At the same time, the street system should be designed to assure that local traffic stays local, and regional travel is efficiently channeled to collectors and arterials.

**Figure 2- Street Typologies and Land Use Areas** in the preceding page identifies the automobile oriented corridors, corridors with auto/transit priority and the bike and pedestrian priorities as well as those that demand separation of multi-modal path.

The Circulation Element has shifted from dictating that no land use will be approved that will increase the traffic on planned or existing City streets above the street's existing design capacity at a "level of service" of "C" or above to possible levels of service "D" and "E" for some multi-modal facilities. This "level of service" criterion is the most traditional method used to determine the current and future needs for adequate circulation facilities with an assignment of A to F as noted below.

Level of Service	Table III-1 Roadway Performance Standard
LOS "A"	Represents free flow. Individual drivers have a high degree of freedom to select their travel speeds and are unaffected by other vehicles.
LOS "B"	Represents stable flow, but individual drivers are somewhat affected by other vehicles in determining travel speeds.
LOS "C"	Represents stable flow, but the selection of the speeds of individual drivers is significantly affected by other drivers.
LOS "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.
LOS "E"	Represents operating conditions at or near capacity. Individual vehicles have little free to maneuver within the traffic stream and any minor disruptions can cause a breakdown in the flow of traffic.
LOS "F"	Represents breakdown conditions. At this level of service, speeds are low, delays are high, and there are more vehicles entering the roadway than can be accommodated.

Figure 2-Street Typologies and Land Use Focus Areas



Although the City of Imperial, similar to many other jurisdictions, has started using Complete Streets as a performance standard, the level of services continues to be a factor. Complete Streets continue to require that streets be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Table III-2, LOS and Street Typologies, identifies the maximum allowable vehicular LOS according to street typology. The designated LOS is allowable in conjunction with the amenities designated by mode. While the City typically maintains a threshold of LOS C, some street typologies which prioritize active modes allow a degraded vehicular LOS. For example, Barioni Boulevard is designated as a "Bicycle/Pedestrian Collector", and therefore is allowed a degraded vehicular LOS. By improving bicycle and pedestrian infrastructure with a Class III bicycle facility, sidewalks, and buffering, as well as providing transit amenities the intent is to increase the appeal for bicyclists and pedestrians. As a result, Barioni Boulevard's vehicular threshold is LOS E.

**Table III-2**  
**LOS and Street Typologies**

STREET	MODE PREFERENCE			
	Transit	Bicycle	Pedestrian	Vehicular
<b>Circulation Element Roadways</b>				
<b>Aten Road</b>	>3 buses during peak hour	X	Sidewalks (both sides)	LOS C
<b>Austin Road</b>	X	Multi-use path	Multi-use path	LOS C
<b>Barioni Road</b>	>3 buses during peak hour and benches at stops	Class III facility	Sidewalks + buffering	LOS E
<b>Neckel Road</b>	X	X	Sidewalks (both sides)	LOS C
<b>State Route 86</b>	>3 buses during peak hour and bus shelters	Multi-use path	Multi-use path	LOS C
<b>Planned Roadways</b>				
<b>Auto Collector</b>	>3 buses during peak hour	X	Sidewalks (both sides)	LOS C
<b>Bicycle/Pedestrian Collector</b>	X	Bike lanes	Sidewalks + buffering	LOS D
<b>Neighborhood Streets</b>	X	Class III facility	Sidewalks + buffering	LOS D
<b>Industrial Streets</b>	X	X	Sidewalks (both sides)	LOS C
<b>Multi-Use Paths</b>	X	Separated path	Separated path	X

#### IV. GOALS, POLICIES, AND ACTIONS

The overarching goal of this Circulation Element is to develop a layered, circulation system that prioritizes one or multiple modes on each facility to promote the safe, efficient movement of people, goods, and vehicles while protecting and enhancing the quality of life for City of Imperial Residents.



##### GOAL #1 CIRCULATION & LAND USE

To plan land uses in conjunction with the circulation system to encourage future growth in areas of higher density on transportation nodes, which will better allocate City resources and limit vehicle miles traveled.

**Policy 1.1** No land use should be approved that will degrade roadway operations below the standards set forth in Table III-2.

**Action 1.1.1** The City should monitor the impact of surrounding land use on circulation systems to ensure that the circulation system is not overburdened by traffic from local and adjacent jurisdictions.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 1.1.2** Design dense nodes of commercial and retail businesses with reduced off-street parking that is accessible to public parking locations so people can park once for many errands/trips and reduce roadway use.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing



##### GOAL #2 SAFE & COMPLETE STREETS

To develop a multi-modal network and balanced transportation system that safely accommodates all modes of travel.

**Policy 2.1** Develop effective Transportation Demand Management to manage the amount of vehicles generated by a land use by promoting alternative modes of transportation and continuing to utilize technology and intelligent transportation systems to stabilize street system flow and safety.

**Action 2.1.1** Develop a Transportation Demand Management plan

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 2.1.2** Consider the needs of all modes of travel and for users of all ages and abilities in order balance the safety concerns of pedestrians and bicyclists with motor vehicles and emergency response to ensure that the safety of all users of the transportation system is considered concurrently with new proposed capacity enhancing transportation projects.

**Responsible Agency:** City of Imperial Engineering Department

**Funding Sources:** Developer Funds, Grant Funds, LTA Funds

**Implementation Schedule:** Ongoing

**Action 2.1.3** Require appropriate traffic mitigation, including traffic calming measures as appropriate, in all new development.

**Responsible Agency:** City of Imperial Engineering Department

**Funding Sources:** Developer Funds, Grant Funds, LTA Funds

**Implementation Schedule:** Ongoing

**Policy 2.2** The City shall coordinate safety measures with the agencies and emergency response personnel to reduce risks to local residents and visitors.

**Action 2.2.1** Work with UPR to ensure proper maintenance of safety equipment at all railroad crossings including safety gates, lights, and other similar items within the City.

**Responsible Agency:** City of Imperial Planning Department, Police Department, and Fire Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 2.2.2.** Work with UPR to maintain appropriate safety measure along the railroad corridor including barriers, at grade crossings, and if feasible installing grade separations for major thoroughfares at railroad crossings.

**Responsible Agency:** City of Imperial Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 2.2.3** Coordinate with emergency response personnel to develop street standards consistent with their needs.

**Responsible Agency:** City of Imperial Planning Department, Police Department, and Fire Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing





## GOAL #3 CIRCULATION EFFICIENCY

**Provide for the safe and efficient movement of goods throughout the City.**

**Policy 3.1** The City shall provide for the cohesive and efficient movement of goods throughout the City.

**Action 3.1.1** Maintain designated truck routes to avoid problems associated with truck traffic on major, secondary, and local streets.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 3.1.2** Enforce the adopted Truck Route Ordinance and periodically review and update designated truck routes to ensure efficiency and limit adverse impacts to sensitive land uses.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 3.1.3** Encourage business owners to schedule deliveries during off-peak periods to limit freight impacts on other modes of travel and encourage commercial and industrial lots to be served by an alley which meets City standards.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 3.1.4** Promote access via alleyways along major roadways that would reinforce community character by de-emphasizing garages along street frontages.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 3.2** The City shall provide for the coordination of freight services by the Union Pacific Railroad in a manner that reduces the level of periodic interruptions in the local circulation during high peak hours.

**Action 3.2.1** Consult with other agencies and private entities to identify ways to maintain, improve, and expand rail services to safely meet the needs of residents and businesses.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Policy 3.3** Access to major streets shall be limited to maintain capacity, efficiency and safety of the traffic flow within the context of the designated street typologies.

**Action 3.3.1** Restrict Circulation Element Roadways access to approved points of ingress and egress through the relinquishment of access rights to the City.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 3.3.2** Designate side streets as the preferred method of vehicle access to Circulation Element roadways.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 3.3.3** Consider combined access in between adjacent properties prior to allowing independent access to a major street to reduce the overall number and frequency of access points.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 3.3.4** Access points shall be coordinated with existing or planned access points on the opposite side of the street and with the breaks in medians.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 3.3.5** Limit access to one point for 300 feet of frontage or one point per parcel, if the parcel has less than 300 feet of frontage, where direct access from a parcel to a major street is considered absolutely necessary; maintain 700 feet of intersection and access spacing on SR-86; and locate access points along major and secondary streets a minimum of 100 feet from the end of the curb return on all City streets.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 3.3.6** Residential subdivisions shall not be approved with lot access directly to a major or secondary arterial street and require that all residential lots to have access directly to a local or collector street.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing



## GOAL #4 SYSTEM SUSTAINABILITY

**Attain a sustainable transportation system that can be built, operated, and maintained, within the City's existing and future resources.**

**Policy 4.1** Streets shall be functionally classified according to the type of mode(s) they are designed to accommodate, as defined in II-1 and should be developed concurrent with and by new development in conformance to its type.

**Action 4.1.1** Require all developers to construct all roadway, frontage and required off-site roadway improvements per assigned street classification.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 4.2** The financing of improvements to the City circulation system made necessary by new development projects shall be borne by the developer.

**Action 4.2.1** In the event that the traffic on local streets, particularly within a residential neighborhood, has or may exceed 5,000 vehicles per day as a result of a new development proposal, the City should require or commission a local traffic study to outline needed improvements to mitigate increased traffic levels.

**Responsible Agency:** Planning Department, Engineering Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 4.2.2** The City shall adopt and implement appropriate ordinances that require development proposal applicants to pay appropriate fees for the improvement and maintenance of the City circulation system for all modes.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 4.3** The maintenance and improvement of the existing street systems shall be borne by the City and its residents and subsidized through grant funds, as they become available.

**Action 4.3.1** The City should adopt and implement appropriate measures to defray the costs of improvements to the existing street system through the use of assessment district financing, grants and other sources of revenue.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 4.3.2** The City shall evaluate short-term and long-term operations and maintenance costs on all new transportation projects and budget accordingly.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 4.3.3** The City shall identify funding sources to improve/construct transportation facilities throughout the City.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 4.3.4** The City should periodically review and update and actively implement a five-year capital improvements plan for transportation system improvements.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing



## **GOAL #5 ACCESSIBLE TRANSIT**

**Develop a widely accessible transit system available to all segments of the community.**

**Policy 5.1** The City should assess the connection points between transit facilities and the various land uses and modes of travel and ensure that the transit resources can be easily accessed.

**Action 5.1.1** The City shall develop a short-range transit plan to implement an efficient and useful public transportation system.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 5.1.2** City shall prioritize mixed-use, higher density developments as ideal locations for additional transit stops.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 5.1.3** Coordinate with IV Transit to increase the number of bus stops, routes and services for Imperial Residents as additional development occurs in the City to maintain similar levels of transit accessibility and usage as currently exist.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 5.2** Transit services and facilities on roadways designated as having a transit priority shall be maintained in accordance with the standards outlined in the City's street design guidelines.

**Action 5.2.1** The City should update the street design guidelines to include standards for the designated street typologies.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing



## **GOAL #6 BEAUTIFICATION & IDENTITY**

**Sustain a vision along City roadways and corridors that is identifiable to the City of Imperial.**

**Policy 6.1** The City shall coordinate with other jurisdictions to maintain seamless landscape and streetscape elements along major roadways connecting to the City.

**Action 6.1.1** Coordinate with Caltrans all roadway improvements to Highway 86 to ensure consistent landscape and streetscape is proposed.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 6.2** The City shall require new development within the City to maintain consistency among landscape and streetscape elements for projects along major roadways to create a more uniform approach to these elements.

**Action 6.2.1** All major collectors shall be required to conform to approved landscape and streetscape features during plan check reviews.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 6.2.2** Bus Shelters along primary corridors shall be designed as public art or compatible with the building architecture at the development site.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing



**GOAL #7 GHG REDUCTION**

**Reduce the amount of Green House Gases emitted by vehicular use in the City of Imperial.**

**Policy 7.1** Develop a localized anti-idling ordinance to limit truck idling.

**Action 6.1.1** Develop an anti-idling ordinance that should reference current statewide and regional regulations by the Air Resources Board and the Air Pollution Control District, as applicable.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Policy 7.2** The City shall encourage ridesharing in both the public and private sectors as a means of reducing overall traffic generation.

**Action 7.2.1** The Circulation Plan should identify future park-and-ride locations as opportunities for intermodal stations/facilities.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing



**GOAL #8 BICYCLE TRAIL NETWORK**

**Create and build upon a pedestrian, bicycle and multi-use trail network that facilitates commuting, traveling to work or school, and recreation.**

**Policy 8.1** Ensure that streets in areas with high levels of pedestrian activity (such as employment centers, residential areas, mixed use areas, and schools) support safe pedestrian travel.

**Action 8.1.1** The City shall prioritize areas for pedestrian improvements (crossing, safety, and amenities) based on street typologies.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 8.1.2** The City shall periodically review and update the ADA Transition Plan to remove mobility barriers to public facilities and prioritize repairs.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 8.1.3** In all new development or redevelopment areas, developers shall provide detached sidewalks, bulb-outs, enhanced pedestrian crossings, and medians.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 8.1.4** The City shall work with public utility agencies to remove poles and other obstructions from sidewalks and pedestrian paths.

**Responsible Agency:** Planning Department, City of Imperial Engineering Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 8.1.5** The City shall promote the temporary closure of streets to create temporary pedestrian zones during Community events such as farmers markets, bicycle tours, and other events.

**Responsible Agency:** Engineering Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 8.1.6** Provide for direct pedestrian access to and from parking facilities.

**Responsible Agency:** Engineering Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 8.2** Provide pedestrian connections and amenities so that all existing and new residential streets have a sidewalk or path on at least one side of the street and promote their use.

**Action 8.2.1** Require that all new development or redevelopment projects provide pedestrian connections to the external pedestrian network when the connection point is within 350 lineal feet.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 8.2.2** Pursue grant funding through programs such as "Safe Routes to School."

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 8.2.3** Allow no more than a ½-mile walking distance between each residential unit and neighborhood commercial uses.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 8.2.4** Allow no more than a ¼ mile walking distance between each residential uses and recreational park space.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 8.2.5** Develop a Pedestrian/Trail Master Plan that effectively addresses the needs of pedestrians.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Policy 8.3** Improve safety conditions, efficiency, and comfort for bicyclists through design, maintenance, and law enforcement.

**Action 8.3.1** Require that the public and private development in the City provide sufficient bicycle parking facilities.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Action 8.3.2** Encourage a bicycle network in existing and new neighborhoods that facilitates convenient and continuous travel for a variety of users, free of major impediments and obstacles.

**Responsible Agency:** Planning Department  
**Funding Sources:** General Fund  
**Implementation Schedule:** Ongoing

**Policy 8.4** Prioritize bicycle users through the corridor on appropriate street typologies and provide for Class II and Class III bicycle facilities to connect with key destinations as appropriate.

**Action 8.4.1** Seek funding for projects which implement planned bicycle facilities identified in both the City of Imperial Bicycle Master Plan and the County of Imperial



Bicycle Master Plan.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 8.4.2** Require that all new development or redevelopment projects provide bicycle connections to the external bicycle network when the connection point is within 700 lineal feet and sufficient right-of-way exists or may reasonably be obtained.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 8.5** The City shall support bike education events and classes that help new and experienced bike riders become more knowledgeable and effective at bike riding and bike maintenance, and safety.

**Action 8.5.1** Work with the local school district and any private schools to identify and implement safety measure to improve safe travel by bicycle for students, parents and school employees.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Policy 8.6** Design local pathways connecting key community features that can be used by active modes of travel, including equestrian.

**Action 8.6.1** Develop a Pedestrian/Trail Master Plan and periodically update the ADA Transition Plan which effectively addresses the recreational needs of residents and is compatible with the Bicycle Master Plan.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

**Action 8.6.2** Develop a comprehensive and visible way-finding signage system in the City to direct cyclists to transit facilities, local and regional bike routes, civic and cultural amenities and recreational destinations.

**Responsible Agency:** Planning Department

**Funding Sources:** General Fund

**Implementation Schedule:** Ongoing

# Exhibit C- Draft EIR

Exhibit D-  
Copies of Agency Comment Letters  
Received



# IID

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June 22, 2017

Mr. Jorge Galvan, AICP  
City Planner  
City of Imperial  
420 South Imperial Avenue  
Imperial, CA 92251

SUBJECT: Draft EIR for the City of Imperial Land Use and Circulation Elements 2015 Update

Dear Mr. Galvan:

On May 9, 2017, the Imperial Irrigation District received from the City of Imperial a request for comments on the Draft Environmental Impact Report for its General Plan Land Use and Circulation Elements 2015 Update. The Elements establish goals, objectives and policies to guide the City's development and growth through a minimum 20-year planning period (to the year 2035).

The IID has reviewed the Draft EIR and in addition to the district's March 16, 2017 comment letter on the Initial Study of the 2015 update (see attached letter), has the following comments:

1. As new development projects are proposed, they will require review by IID Energy and Water Departments on an individual basis to determine potential impacts to IID facilities and the corresponding mitigation.
2. On the matter of the element updates as it affects the IID-owned 80-acre parcel located at the southeast corner of Worthington & Clark Roads:
  - 2.1 The city needs to clarify the zoning of the 80-acre parcel. The attached *Annexation Zoning Ordinance 765* shows the 80 acres as 60 acres classified under "PF Zone (Public Facility)" and 20 acres under "C-2 Zone (General Commerce)". However, the draft land use and zoning maps, pages 79 & 80 of the Draft EIR show 75 of the 80 acres as "Light Industrial L-1".
  - 2.2 Furthermore, the remaining 5 acres are shown as "Open Space" on the draft land use and zoning maps, though the City's zoning ordinance 765 clearly shows the 5 acres as "PF Zone (Public Facility)" and as "Future Recreation" space.
  - 2.3 Page 78 of the Draft EIR states that some lands "owned by the City or other Public Entities [are] being reclassified as Public Use or Open." Nevertheless, Appendix B *Parcel[s] Affected by Land Use and Zoning Reclassifications* excludes IID from the list of landowners affected by re-zoning. Accordingly, there needs to be clarification by the city and a correction to the draft maps.
  - 2.4 IID's 80 acres was annexed into the City of Imperial in April 2016 (see attached notice from LAFCO dated April 2016 and annexation map IM 02-07); however, the vicinity map enclosed in Appendix A *Initial Study and Notice of Preparation*, shows the 80 acres as still being within the County of Imperial.
  - 2.5 IID's Public Facility (PF) zoning classification is excluded from Table 3.9.-3 *Zoning Reclassification*, page 78, which identifies the proposed changes in zoning.

The IID Real Estate Section should be contacted at (760) 339-9239 for additional information on this matter.

3. Analysis of impacts to electrical service is not included under the environmental factor titled "Utilities/Service Systems". This analysis should determine if the project: a) will require or result in the construction of new or expanded electrical power facilities, the construction of which could cause significant environmental effects or b) result in a determination by the electrical power provider which serves or may serve the project that it has adequate capacity to serve the project's estimated demand in addition to the provider's existing commitments. Electrical service is a public utility of utmost importance in the implementation and success of a project and not assessing a project's potential impact on this environmental factor could adversely affect the project as well as the capability of the Imperial Irrigation District to provide electrical service in an efficient and timely manner.
4. The Draft EIR is missing Appendix F *Energy Conservation*. In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see Public Resources Code section 21100(b)(3)).

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

Respectfully,



Donald Vargas  
Compliance Administrator II

Enclosures

Kevin Kelley – General Manager  
Mike Pacheco – Manager, Water Dept.  
Vicken Kasarjian – Manager, Energy Dept.  
Jamie Asbury – Deputy Energy Manager, Business/Regulatory  
Vance Taylor – Asst. General Counsel  
Robert Laurie – Asst. General Counsel  
Jesse Montaño – Transmission, Planning and Engineering Oversight  
Carlos Vasquez - Planning and Engineering Manager, Energy Dept  
Samuel E. Singh – Supt. Customer Project Development, Energy Dept.  
Michael P. Kemp – Superintendent, Regulatory & Environmental Compliance  
Harold Walk Jr. – Supervisor, Real Estate  
Randy Gray – ROW Agent, Real Estate  
Jessica Lovecchio – Biologist, Water Dept.



# IID

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March 16, 2017

Mr. Jorge Galvan, AICP  
City Planner  
City of Imperial  
420 South Imperial Avenue  
Imperial, CA 92251

SUBJECT: Draft Initial Study for the City of Imperial General Plan Land Use and Circulation Elements 2015 Updates

Dear Mr. Galvan:

On March 6, 2017, the Imperial Irrigation District received from the City of Imperial a request for comments on the Draft Initial Study for its General Plan Land Use and Circulation Elements 2015 Updates for the purpose of preparing an Environmental Impact Report and ensuring that all issues and concerns are adequately addressed during the preparation of the Draft EIR.

The IID has reviewed the Draft IS and has the following comments:

1. Although the updates are planning documents and therefore do not directly propose improvements, they can however, affect changes to the City's street circulation element that in the long term may require future development to widen roads. At such time, the IID will certainly provide comments based on specific locations. Any future proposed street improvements including modification to alignments, widening for intersections, turn lanes or additional lanes that impact IID facilities and require mitigation such as pipelining, canal lining, abandonment of facilities, relocation of power poles, line undergrounding or require modifications to IID facilities, shall be at the expense of the developer and/or agency proposing the street improvements that impact IID facilities. This includes the cost of acquisition of rights of ways and easements deemed necessary to accommodate the street improvements.
2. Any construction or operation on IID property or within its existing and proposed right of way or easements including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities; requires an encroachment permit, or encroachment agreement (depending on the circumstances). The IID encroachment permit application and its instructions can be accessed at: <http://www.iid.com/home/showdocument?id=271>. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements.
3. In addition to IID's recorded easements, IID claims, at a minimum, a prescriptive right of way to the toe of slope of all existing canals and drains. Where space is limited and depending upon the specifics of adjacent modifications, the IID may claim additional secondary easements/prescriptive rights of ways to ensure operation and maintenance of IID's facilities can be maintained and are not impacted and if impacted mitigated. Thus, IID should be consulted prior to the installation of any facilities adjacent to IID's facilities. Certain conditions may be placed on adjacent facilities to mitigate or avoid impacts to IID's facilities.

Jorge Galvan  
March 16, 2017  
Page 2

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

Should you have any questions, please do not hesitate to contact me at 760-482-3609 or at [dvgargas@iid.com](mailto:dvgargas@iid.com). Thank you for the opportunity to comment on this matter.

Respectfully,



Donald Vargas  
Environmental Regulatory  
Compliance Administrator

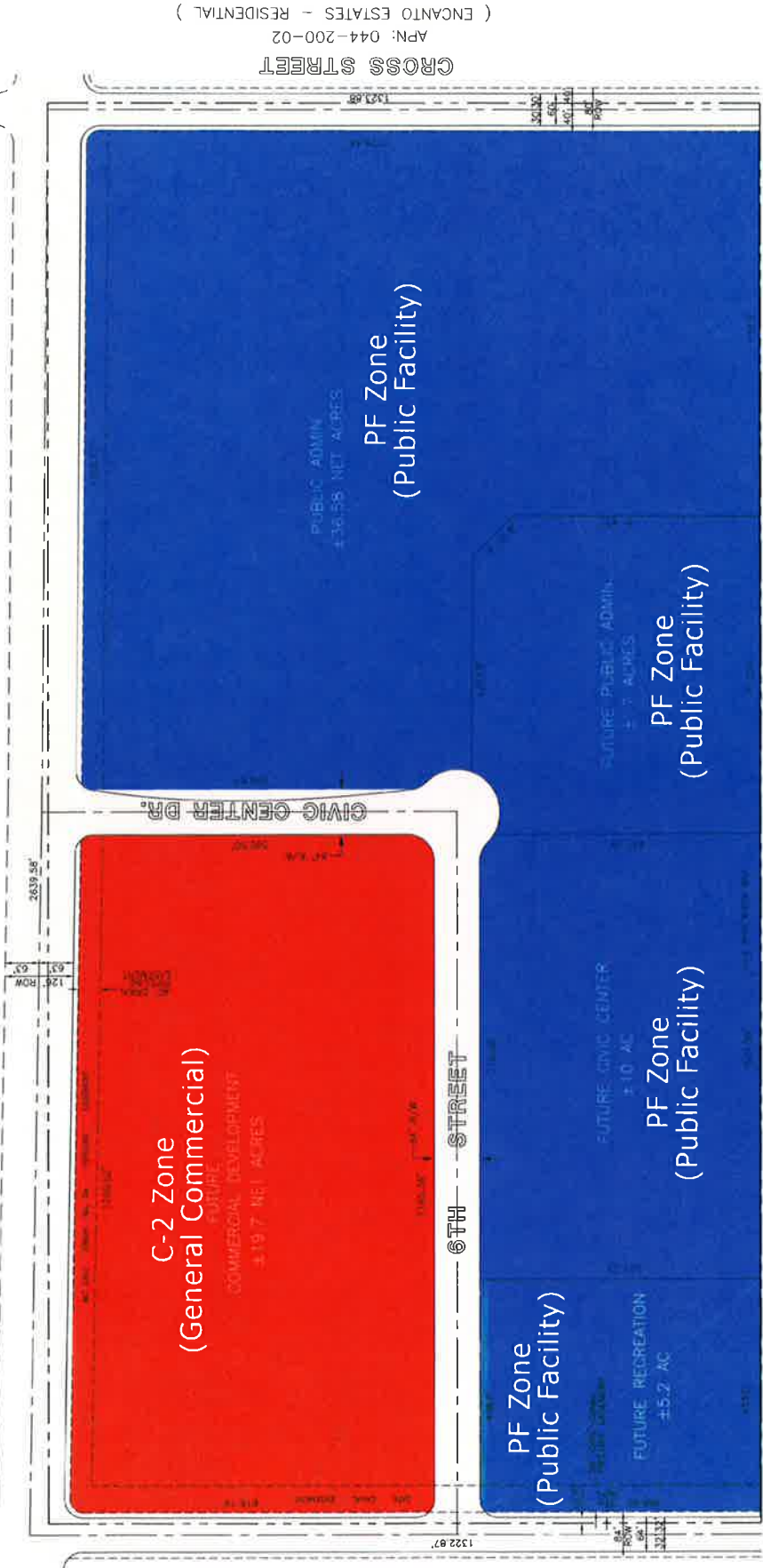
Enclosures

Kevin Kelley – General Manager  
Mike Pacheco – Manager, Water Dept.  
Vicken Kasarjian – Manager, Energy Dept.  
Jamie Asbury – Deputy Energy Manager, Business/Regulatory  
Vance Taylor – Asst. General Counsel  
Robert Laurie – Asst. General Counsel  
Jesse Montaña – Transmission, Planning and Engineering Oversight  
Carlos Vasquez - Planning and Engineering Manager, Energy Dept  
Samuel E. Singh – Supt. Customer Project Development, Energy Dept.  
Michael P. Kemp – Superintendent, Regulatory & Environmental Compliance  
Harold Walk Jr. – Supervisor, Real Estate  
Randy Gray – ROW Agent, Real Estate  
Jessica Lovecchio – Biologist, Water Dept.

Ordinance 765  
 Exhibit A  
 Zoning Designation - IID Annexation

WORTHINGTON ROAD BARIONI BLVD. APN: 044-200-01

APN: 044-200-02



2637.07' ( MAYFIELD RANCH - RESIDENTIAL ) APN: 044-200-51

( EXISTING INDUSTRIAL ) CLARK ROAD P STREET

Source: JBL Associates, 2008





**NOTICE OF BOUNDARY CHANGE**

April 8, 2016

RECEIVED  
APR 15 2016

Imperial Irrigation District  
Attn: Kevin Kelley, General Manager  
P.O. Box 937  
Imperial, CA 92251

IMPERIAL IRRIGATION DISTRICT  
GENERAL MANAGER'S OFFICE

Subject: City of Imperial/IID Administration/IM 2-07

**Please note:**

The attached map is provided to you to reflect the recent amendments to the City of Imperial. This boundary adjustment is the result of an annexation. This map represents the latest known City boundaries. Please be aware that these boundaries have a potentially significant effect on emergency services, law enforcement, etc.... Please distribute these maps to the appropriate personnel or agencies that may not be listed on the attached distribution list.

If you have any questions or comments, please feel free to contact the Executive Officer to Imperial County LAFCO at (760) 353-4115 or via-email to [jurgh@iclafco.com](mailto:jurgh@iclafco.com).

Sincerely,

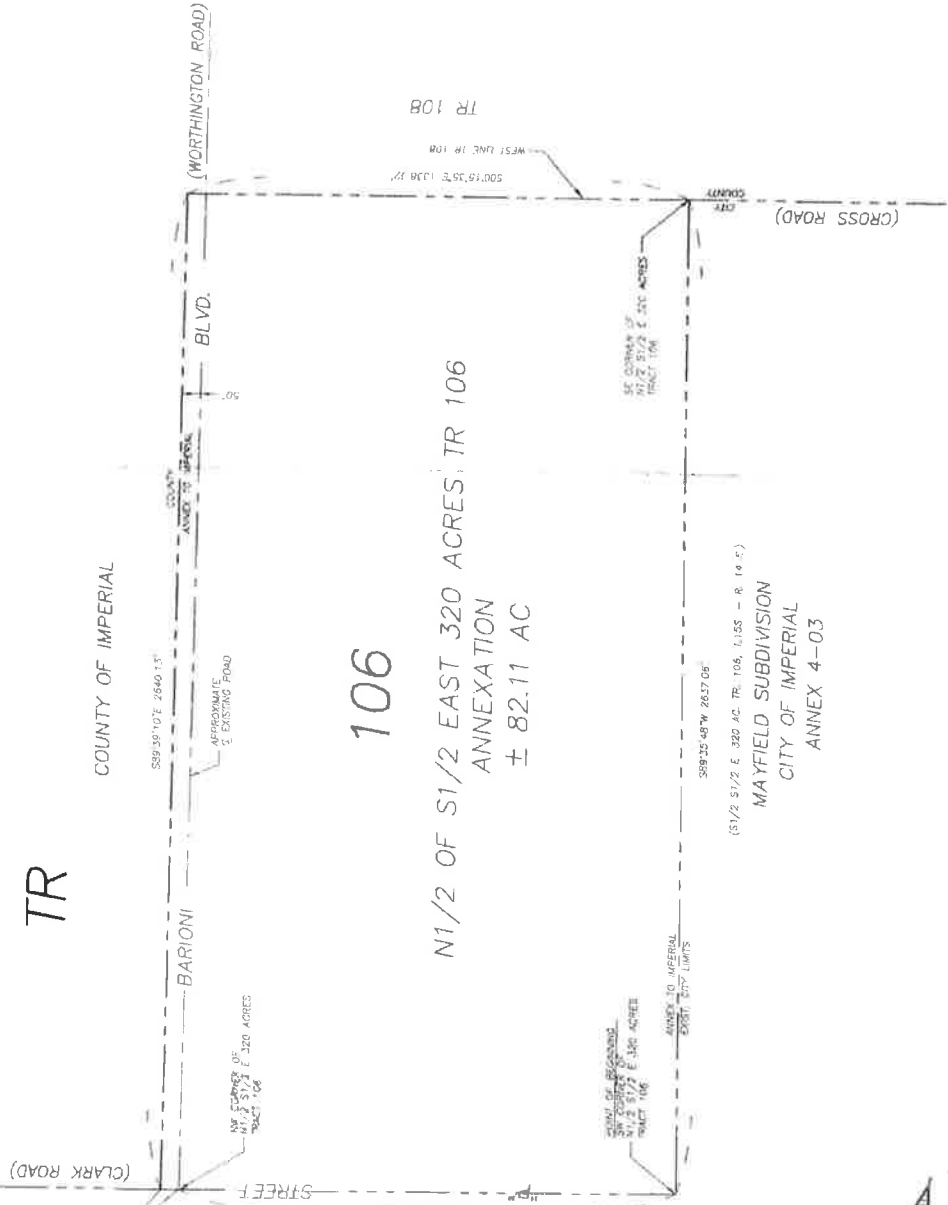
  
Jurg Heuberger AICP, CEP  
Executive Officer

Enclosures

cc Files 50 018, 50 006, 50 077  
S:\LAFCO\IMPERIAL\IM 2-07 IID Administration Site\11 Notice of Boundary Change

# IMPERIAL ANNEXATION IM 02-07

TR



LEGEND  
 --- ANNEXATION BOUNDARY  
 - - - CITY LIMITS

ANNEXATION No. IM 2-07  
 THE CITY OF IMPERIAL, CALIFORNIA

THAT PORTION OF TRACT 106, IN TOWNSHIP 10 SOUTH, RANGE 14 EAST 35W, IN THE COUNTY OF IMPERIAL, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL MAP THEREOF, DESCRIBED AS FOLLOWS:  
 BEGINNING AT SOUTHWEST CORNER OF THE NORTH HALF OF THE EAST HALF OF THE EAST 320 ACRES OF TRACT 106 ALSO DESCRIBED AS TRACT 106, IN THE COUNTY OF IMPERIAL, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL MAP THEREOF, THENCE NORTH 13° 13' 22\"/>

CONTAINING 82.11 ACRES MORE OR LESS



**CS Lyon**

Engineering & Construction Management (60) 334-1100  
 780 N. 4TH ST. E. CENTRO, CA (760) 337-8100



JOB No. 2503715

SHEET 1 OF 1 SHEETS

Exhibit E-  
Resolution PC 17-\_\_

**RESOLUTION NO. PC 17-\_\_**

**A RESOLUTION OF THE IMPERIAL PLANNING COMMISSION  
RECOMMENDING CERTIFICATION OF THE ENVIRONMENTAL IMPACT  
REPORT PREPARED FOR THE PROPOSED LAND USE ELEMENT AND  
CIRCULATION ELEMENT UPDATE**

**WHEREAS**, the City of Imperial has initiated a comprehensive update of the City of Imperial Land Use Element and Circulation Element, hereafter referred as “project;” and

**WHEREAS**, a draft copy of the Land Use Element and Circulation Element were made available to the public for review under which the Imperial Planning Commission also had an opportunity to review and comment; and

**WHEREAS**, a draft Environmental Impact Report has been prepared for the project and also circulated through the State Clearinghouse pursuant to California Environmental Quality Act Guidelines; and

**WHEREAS**, a duly noticed public hearing was held by the Planning Commission on June 28, 2017 to review the Draft Environmental Impact Report for the project; and

**WHEREAS**, the Planning Commission reviewed the Draft Environmental Impact Report and all maps, exhibits, and written documents presented for this project, and has considered the oral presentations given at the public hearing; and

**WHEREAS**, upon hearing and considering all testimony and arguments, analyzing the information submitted by staff, the Planning Commission considered all the facts relating to the certification of the draft Environmental Impact Report to render a recommendation to City Council; and

**NOW THEREFORE LET IT BE RESOLVED**, that the Planning Commission of the City of Imperial determines as follows:

- A) That the foregoing recitations are true and correct; and
- B) That based on the evidence presented at the public hearing, the Planning Commission hereby recommends that the City Council certify the Environmental Impact Report for the project based on the following findings:
  1. The project has been reviewed in accordance with the requirements set forth by the City of Imperial for implementation of the California Environmental Quality Act.
  2. The project is in compliance with the California Environmental Quality Act, Section 2100 through 21176 of the Public Resources Code.

3. That the proposed draft Environmental Impact Report shows that any potentially significant impact will be mitigated to a level below significance on the environment.

**APPROVED AND ADOPTED** at the regular meeting of the Planning Commission of the City of Imperial, California held on this 28<sup>th</sup> day of June 2017.

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Sam Ross,  
Planning Commission Chairperson

I, Debra Jackson, City Clerk of the City of Imperial, DO HEREBY CERTIFY that the foregoing resolution was duly passed, approved, and adopted by the Planning Commission of said City of Imperial at a regular meeting thereof held on the, and that the same was approved by the Chairman of said Planning Commission of the City of Imperial on said date, and that the same was adopted by the following roll call vote:

AYES:  
NOES:  
ABSENT:  
ATTEST:

---

Debra Jackson, Planning Secretary

Exhibit F-  
Resolution PC 17-\_\_

**RESOLUTION NO. PC 17-\_\_**

**A RESOLUTION OF THE IMPERIAL PLANNING COMMISSION  
RECOMMENDING APPROVAL OF THE PROPOSED LAND USE ELEMENT  
AND CIRCULATION ELEMENT UPDATES**

**WHEREAS**, The City of Imperial has initiated a comprehensive update of the Imperial Land Use Element and Circulation Element; and

**WHEREAS**, a draft Environmental Impact Report has been prepared and circulated through the State Clearinghouse pursuant to California Environmental Quality Act Guidelines; and

**WHEREAS**, the documents were made available for review by the public at City Hall, and at the Public Library from May 10, 2017 until June 23, 2017; and

**WHEREAS**, a duly noticed public hearing were held by the Planning Commission on June 28, 2017; and

**WHEREAS**, upon hearing and considering all testimony and arguments, analyzing the information submitted by staff and considering any written comment received, the Planning Commission considered all facts relating to the proposed amendments to the Imperial General Plan; and

**NOW THEREFORE LET IT BE RESOLVED**, that the Planning Commission of the City of Imperial determines as follows:

- A) That the foregoing recitations are true and correct; and
- B) That based on the evidence presented at the public hearing, the Planning Commission hereby recommends **APPROVAL** of the proposed General Plan Amendments to the Land Use Element and Circulation Element, (attached hereto) based on the following findings:
  - 1. The project has been reviewed in accordance with the requirements set forth by the City of Imperial for implementation of the California Environmental Quality Act.
  - 2. The project is in compliance with the California Environmental Quality Act, Section 2100 through 21176 of the Public Resources Code.
  - 3. The proposed Environmental Impact Report shows that any potentially significant impact will be mitigated to a level below significance on the environment.
  - 4. The proposed amendments to the Imperial General Plan exhibits as referenced are substantially consistent with the intent of the adopted goals, policies and programs of the Imperial General Plan and are necessary to maintain land use designation consistency

within the incorporated area of the City and its Sphere of Influence.

**APPROVED AND ADOPTED** at the regular meeting of the Planning Commission of the City of Imperial, California held on this 28<sup>th</sup> day of June 2017

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Sam Ross, Planning Commission Chair

I, the undersigned, Secretary of the City of Imperial Planning Commission, DO HEREBY CERTIFY, that the foregoing resolution was adopted at a regular meeting of the Planning Commission held on the 28<sup>th</sup> day of June 2017, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Debra Jackson, Secretary