

RANCHO-PORTER SPECIFIC PLAN



Prepared for: **City of Brawley**
By: **Development Design and Engineering, Inc.**
For: **Rancho de Oro, Porter Farms, and Brandt Family**

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Credits, Acknowledgements, and Contributors

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RANCHO-PORTER

CHAPTER ONE: INTRODUCTION

This chapter describes the purpose of the plan, states a brief project summary including a description, location, and historical background. It will also discuss the goals and objectives.

CHAPTER 1: INTRODUCTION

The Rancho-Porter Specific Plan is a policy and development plan for the Rancho-Porter Community located east of the City of Brawley within the existing Sphere of Influence. The City of Brawley, Porter Farms, LLC, Rancho de Oro Development, Brandt Family and Development Design & Engineering Incorporated (DD&E) have contributed to the creation of the Rancho-Porter Specific Plan.

1.1 Description and Purpose

The purpose of this plan is to provide design and development guidelines in conformance with the City of Brawley's General Plan (September 2008), Zoning Ordinance, and Service Area Plan (February 2007). The Rancho-Porter Specific Plan, once adopted will grant policies and guidelines under the existing regulatory systems throughout the project's lifetime. Upon approval by the City, Rancho-Porter will require annexation into Brawley, to connect to City services.

The objective of the Specific Plan is to accommodate new development not included in the City of Brawley's development standards. This plan establishes guidelines for attached residential, a mobile home park, multi-family residential, commercial and mixed-use commercial development. The Specific Plan seeks to preserve the City's quality of life, standards, and values; while authorizing flexibility in development standards, helping to achieve the goals of the General Plan.

1.2 Project Summary

This document has been created for the Rancho-Porter Community located within the sphere of influence of Brawley. The project, currently undeveloped farmland and CALTRANS right-of-way, is approximately 407.58 acres, of which only 277.24 acres will be annexed into the City of Brawley and 210.46 acres will be developed. Parcel 2 of PM-02416 and Parcel 2, of PM-2438, both located east of State Route 111 shall be legally separated, and not annexed into the city; therefore they are not considered part of the subdivision.

The land will be subdivided and developed to include a variety of residential units, commercial uses and public amenities. Upon adoption of this plan the City of Brawley will provide overall maintenance and public services for this new community.

1.2.1 Name of Local Agency: City of Brawley

The Rancho-Porter Specific Plan has been produced to offer development and design guidelines that are in conformance with the City of Brawley's General Plan (September 2008). Once adopted by the City of Brawley, the Rancho-Porter Specific Plan will provide policies and plans under existing regulatory systems over a phased time frame and throughout the project's lifetime.

1.2.2 Project Location

The Rancho-Porter Community is located adjacent to the City of Brawley. The City is an urban desert region surrounded by a thriving agricultural industry and is experiencing significant growth. With a population of approximately 22,433 in 2005¹, the City of Brawley's population is projected to grow to approximately 44,427 by the year 2025². The Rancho-Porter Community is expected to houses roughly 3,847 of these new residents.

According to the County's General Plan, "the Brawley Urban Area is approximately 9,890 acre area surrounds the incorporated City of Brawley and is generally bounded on the west by the New River, Brandt Road, Kalin Road, Poe Subdivision and State Highway 86, on the north by Ward Road, on the east by Best Avenue, the Livesely Drain, and a line approximately one-half mile east of Best Avenue, and on the south by the Rockwood Canal, Mead Road, the Best Canal, Dogwood Road, and Shartz Road. Brawley is located in Imperial Valley approximately ten miles southeast of the Salton Sea. The project sits below sea level in the arid southeastern region of the Colorado Desert, essentially the northwest extension of the Sonoran Desert (see **Figure 1-A**).

The project site is located on the east side of the City and is bordered on the north by State Highway 78 and on the east by State Highway 111. Directly to the east of this project is Best Avenue, with Wildcat Drive located to the south (see **Figure 1-B**).

1.2.3 Historical Uses

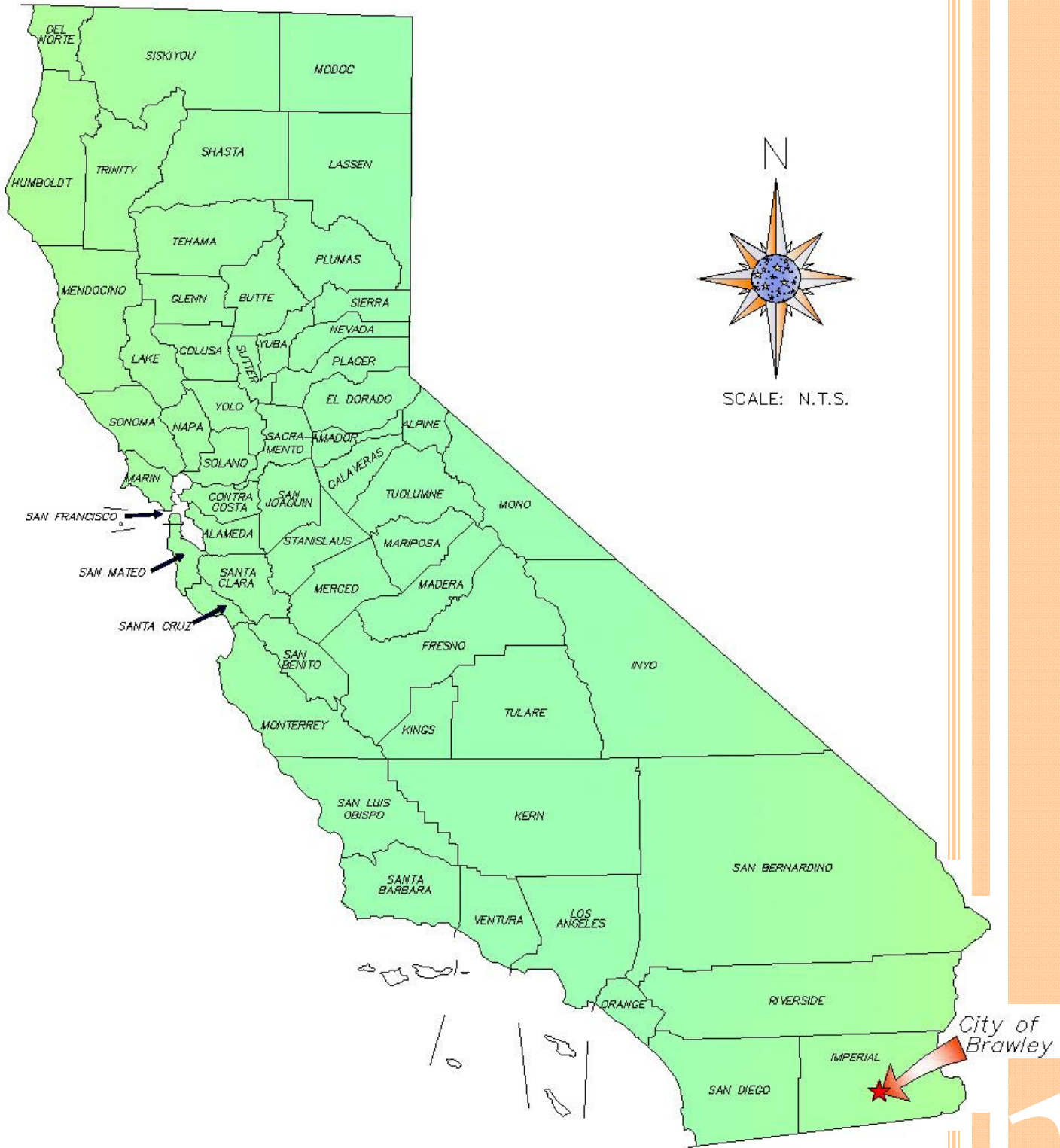
Currently Rancho-Porter land, is being used for agricultural purposes, and since the region's alteration from desert land to agriculture, the project area is not known to have a preceding land use. The project area is not known for any historic or archeological significance besides farmland.

Although agricultural, this land has provided a habitat for a variety of animals, including the Burrowing Owl (a state species of concern). Typical crops grown on this terrain include sugar beats, cotton, onions, lettuce, wheat, barley and Bermuda grass.

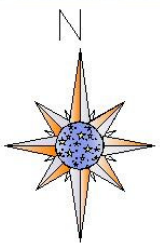
The southwestern portion of this community is designated as Prime Farmland, in accordance with the Important Farmland Maps, September 2003. The northeastern and eastern areas are designated as Farmland of Statewide Importance. However, none of the land on which Rancho-Porter is situated is protected under the Williamson Act Map, update November 2005. An analysis was done using California Agricultural Land Evaluation and Site Assessment (LESA), and it has been determined that loss of farmland is considered significant under CEQA.

¹Estimate from the U.S. Census Bureau, <http://factfinder.census.gov>

² Southern California Association of Governments (SCAG) Projections, <http://www.scag.ca.gov/>

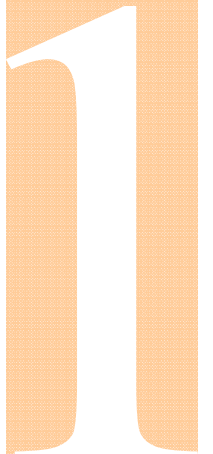


**FIGURE 1-A
REGIONAL LOCATION**



SCALE: N.T.S.

**FIGURE 1-B
AERIAL MAP**



1.3 General Project Description

The Rancho-Porter Community is a residential community with mini-parks (linear parks), two neighborhood parks, commercial and mixed use (including retail and office commercial and multi-family residential). The parks will provide a variety of uses, and could include a swimming pool, baseball and soccer fields, or trails in the linear parks, while providing recreational opportunities they will create a buffer between the single family and multi-family residential. All land uses have been deliberated to show conformance with the City's General Plan and Zoning Ordinance.

Avenida de la Paloma and Seabolt Drive the north/south thoroughfare shall provide the main access points into this community. Entryways will be landscaped with signage, informing people on their arrival into the community. The east/west roads will provide secondary access points into the community. Class I bike lanes shall be built throughout the community along the linear parks and linear retention basins. Two neighborhood parks will provide recreational amenities to the community. The northern and southern segment of the community shall be commercial. A possibility exists for adding to this commercial acreage within the commercial overlay.

1.4 Specific Plan Goals and Objectives

The goals and objectives put forth in this plan rely on Principles of Smart Growth,³ a common planning practice that has been implemented by communities around the country and the state. Smart Growth Principles are enrichments to the classic zoning policies in order to create livable, well-planned communities. The objective is to ensure a higher quality of life, safer travel for pedestrians, and less reliance on automobiles. The following Smart Growth goals are the foundation to this plan:

1.4.1 Goal—Mix Land Uses

With a mixture of land uses the following objectives can be achieved:

- Compatible, land uses in close proximity to one another.
- Provide alternatives to the automobile.
- Create a diverse and sizable population and commercial base.
- Plan and support a viable public transit system.
- Enhancement to the vitality and perceived security of an area.
- A pedestrian-oriented, public space and retail environment where people have the opportunity to meet and congregate, creating a vibrant community.
- Commercial uses in close proximity to residential areas often translate to higher property values.
- A mix of land uses where businesses attract workers who increasingly balance quality of life criteria with cost of living in determining where they live.

³ www.smartgrowth.org

1.4.2 Goal—Take Advantage of Compact Building Design

By taking advantage of compact building design, the following objectives can be achieved:

- Compact building design will result in an alternative to conventional land development that uses large amounts of valuable real estate.
- Increased number of multi-story buildings; make for more efficient land use and resources than one story structures, in essence preserving more green space and agricultural land.
- Supports wider transportation choices, such as mass transit which reduces air pollution and traffic congestion.
- The City will find that on a per-unit basis, it will be less costly to provide and maintain City services in more compact neighborhoods than in traditional sprawled communities where leap frog development is prevalent.

1.4.3 Goal—Create Range of Housing Choices

Research has shown that well-designed, compact, mix use, New Urbanist communities that include a variety of house sizes and types command a higher market price on a per square foot basis than conventional developments.

In the attempt to create a range of housing choices, the following objectives can be achieved:

- Provide quality housing for people of all income levels.
- Mitigate environmental costs from automobile-dependent development.
- More efficient use of infrastructure and resources.
- Ensure a better jobs-housing balance. Job creation opportunities will be provided within the Mixed Use Village.
- A strong foundation and support for neighborhood transit stops, commercial centers, and other services.
- Integrated single and multi-family structures in new housing developments can support a more diverse population and allow more equitable ownership of households by all income levels across the region.
- An economic stimulus for existing, surrounding neighborhood commercial centers that suffer from a lack of foot traffic and consumers in the evenings or weekends.
- Accommodation of needed growth based on a range of housing choices that provides an opportunity for housing and home ownership—whether it is a townhouse, or a traditional suburban home for a wide range of income levels.

1.4.4 Goal—Create Walkable Neighborhoods

Conventional land use regulation often prohibits the mixing of land uses, thus lengthening trips and making walking a less viable alternative to other forms of travel. Societal benefits of pedestrian friendly communities include: lower transportation costs, greater social interaction, improved personal and environmental health, and expanded consumer choice.

With walkable communities, the following can be achieved:

- Desirable places to live, work, learn, worship, and play.
- Expansion of transportation options creates a range of users: pedestrians, bicyclists, transit riders, and automobiles, while promoting healthier lifestyles.

1.4.5 Goal—Foster Distinctive, Attractive Communities with a Strong Sense of Place

By fostering distinctive, attractive communities with a strong sense of place, the following objectives can be achieved:

- Create a vision and set standards for development and construction with aesthetic beauty and distinctiveness that respond to community values.
- Create interesting, unique communities that reflect the values and cultures of the people who reside there, and foster the types of physical environments which support a more cohesive community fabric with a greater likelihood that houses (and therefore entire neighborhoods) will retain their economic vitality and value over time.

1.4.6 Goal—Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas

Open space preservation bolsters local economies, preserves critical environmental areas, improves quality of life, and guides new growth into already existing communities.

As a result, the following can be achieved:

- Protection of open space increases local property values, increases local pride, and creates a sense of community.
- Open space protects animal and plant habitat, places of natural beauty, working agricultural lands by removing the development pressure, and redirecting new growth within urban boundaries.
- Preservation of open space benefits the environment by reducing air pollution, attenuating noise, providing erosion control, and moderating temperatures.

1.4.7 Goal—Provide a Variety of Transportation Choices

As communities implement new approaches to transportation planning such as coordinating land use and transportation; they increase the availability of high quality transit service. It creates redundancy, resiliency and connectivity within their road networks and ensures connectivity between pedestrian, bike, transit, and road facilities. It is a multi-modal approach to transportation with supportive development patterns, which creates a variety of transportation options.

By providing a variety of transportation choices, the following can be achieved:

- Provide more choices in housing, shopping, and communities.
- A wider range of transportation options improves transportation systems by causing them to improve service and increase efficiency.
- Transportation options provide residents with affordable options that save fuel, money, and reduce dependence on automobiles.

1.4.8 Goal—Make Development Decisions Predictable, Fair and Cost Effective

An expedited approval process for builders, for whom the common mantra, “time is money” applies. The longer it takes to get approval for building, the longer the developer’s capital remains tied up in the land and not earning income.

With the implementation of this plan, the following can be achieved:

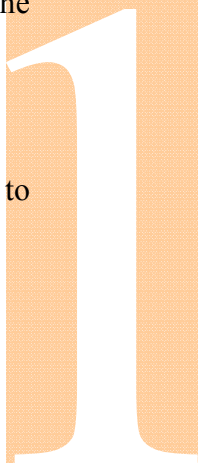
- Provide opportunities for the private capital markets to supply the large amounts of money needed to meet the growing demand for smart growth developments.
- Governments will have implemented the right infrastructure and regulatory decisions that will create fair, predictable, and cost effective smart growth communities.
- Cost effective development provides more affordable housing opportunities for residents and cities by lowering development costs.

1.4.9 Goal—Encourage Community and Stakeholder Collaboration

An involved community early in the planning process vastly improves public support for smart growth and often leads to innovative strategies that fit the unique needs of each community. Collaboration of the community and stakeholders can lead to creative, speedy resolutions to development issues and greater community understanding of the importance of good planning and investment.

Through public workshops and public hearings, the following can be achieved:

- Response to a community’s needs and its own sense of how and where it wants to grow.



- Improve housing choices, so the housing market is more responsive to the needs and the demands of the public.
- The needs of every community and the programs to address them are best defined by the people who live and work there.

1.5 Sections of the Rancho-Porter Specific Plan

Chapter One: Introduction- States a brief project summary including the purpose of this plan, a description, location, historical background, and the goals and objectives.

Chapter Two: Scope and Authority- Examines the City of Brawley's, Imperial County's, and the State of California's jurisdictional requirements for Specific Plan communities.

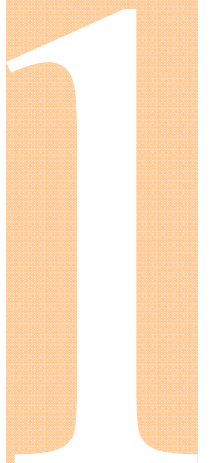
Chapter Three: Development Plan- Discusses the land use plan, definitions, and development standards.

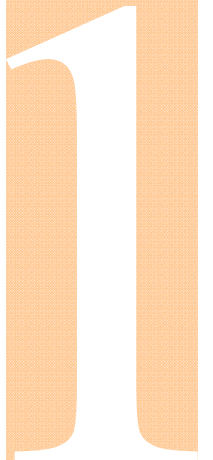
Chapter Four: Design Standards- This chapter covers design standards; such as building design, massing and height, parking ratios and standards, location and orientation, entrances, and access. This chapter will also examine landscape architectural design, landscaping elements & design features.

Chapter Five: Circulation Element- Assesses street layouts, pedestrian design, bicycle routes, parking and public transportation.

Chapter Six: Infrastructure Element- Discusses design to meet demand for water, wastewater, storm drainage and retention, and energy. Determines the amount of services needed for Rancho-Porter; schools, fire protection, law enforcement, parks, library, and solid waste disposal.

Chapter Seven: Implementation Plan- Divides the construction process into phases allowing for all necessary public facilities to be provided in a cost effective manner and provides recommended enforcement, amendment procedures, maintenance responsibilities, and financing.





RANCHO-PORTER

CHAPTER TWO: SCOPE, AUTHORITY & CONFORMANCE

Examines the City of Brawley's, Imperial County's, and the State of California's jurisdictional requirements for Specific Plan communities.

CHAPTER 2: SCOPE, AUTHORITY & CONFORMANCE

This section illustrates how the Rancho-Porter Specific Plan conforms to state and local goals and policies. The following regulatory documents have been examined to ensure compliance:

- State of California Government Code
- Imperial County General Plan
- City of Brawley General Plan, Zoning Ordinance, and Service Area Plan
- Imperial Irrigation District Encroachment Policy

2.1 State Requirements

2.1.1 Government Code

The Rancho-Porter Specific Plan is bound by policy and specific development requirements identified throughout this plan making it a regulatory document. This Specific Plan addresses California Government Code *Sections 65450, 65451a, 65451b*, of the State of California.

- A statement of the relationship between the Specific Plan and the applicable General Plan. This chapter discusses relationship and conformance.
- The distribution, location, and extent of land uses, including open space, within the Rancho-Porter project area is covered by the plan. **Chapter 3** of this Specific Plan details the distribution and extent of the proposed land uses (*Section 65451a*).
- The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities to be located within the plan area and are needed to support the proposed land uses. **Chapter 6** provides the infrastructure plan and design guidelines that will support the land use (*Section 65451a*).
- Standards and criteria by which development will proceed, as well as the standards for the conservation, development, and utilization of natural resources. **Chapter 7** establishes a phased development plan complying with the City of Brawley's General Plan, and provides standards for conservation, development, and utilization of natural resources (*Section 65451a*).
- A program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the Specific Plan. **Chapter 7** provides implementation measures of regulations, programs, and financing measures for planned public works projects (*Section 65451a*).



2.1.2 CEQA

The initial study process helped determine that an Environmental Impact Report (EIR) for the Rancho-Porter Community will be required; the EIR will accompany this plan through the public review process. In accordance with the California Environmental Quality Act, the EIR will examine the prospective environmental impacts and guide evaluation and implementation mitigation measures and subsequent entitlements associated with the plan. The EIR will be certified, upon adoption of the Specific Plan. Any mitigation measures can be found in the adopted mitigation program that is found in the EIR.

2.2 Imperial County Land Use Requirements

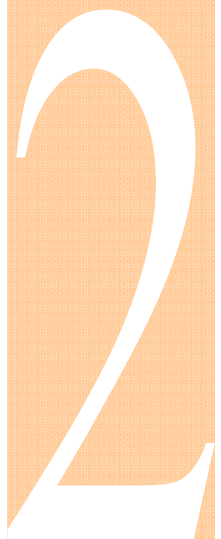
Imperial County's General Plan, Land Use Element, designates the Rancho-Porter area as Urban Area.¹ According to the County's General Plan, Urban Areas are characterized by a full level of urban services, in particular public water and sewer systems, and contain or propose a broad range of residential, commercial, and industrial uses. It is anticipated that the area designated as an Urban Area will be annexed into the adjacent incorporated city.

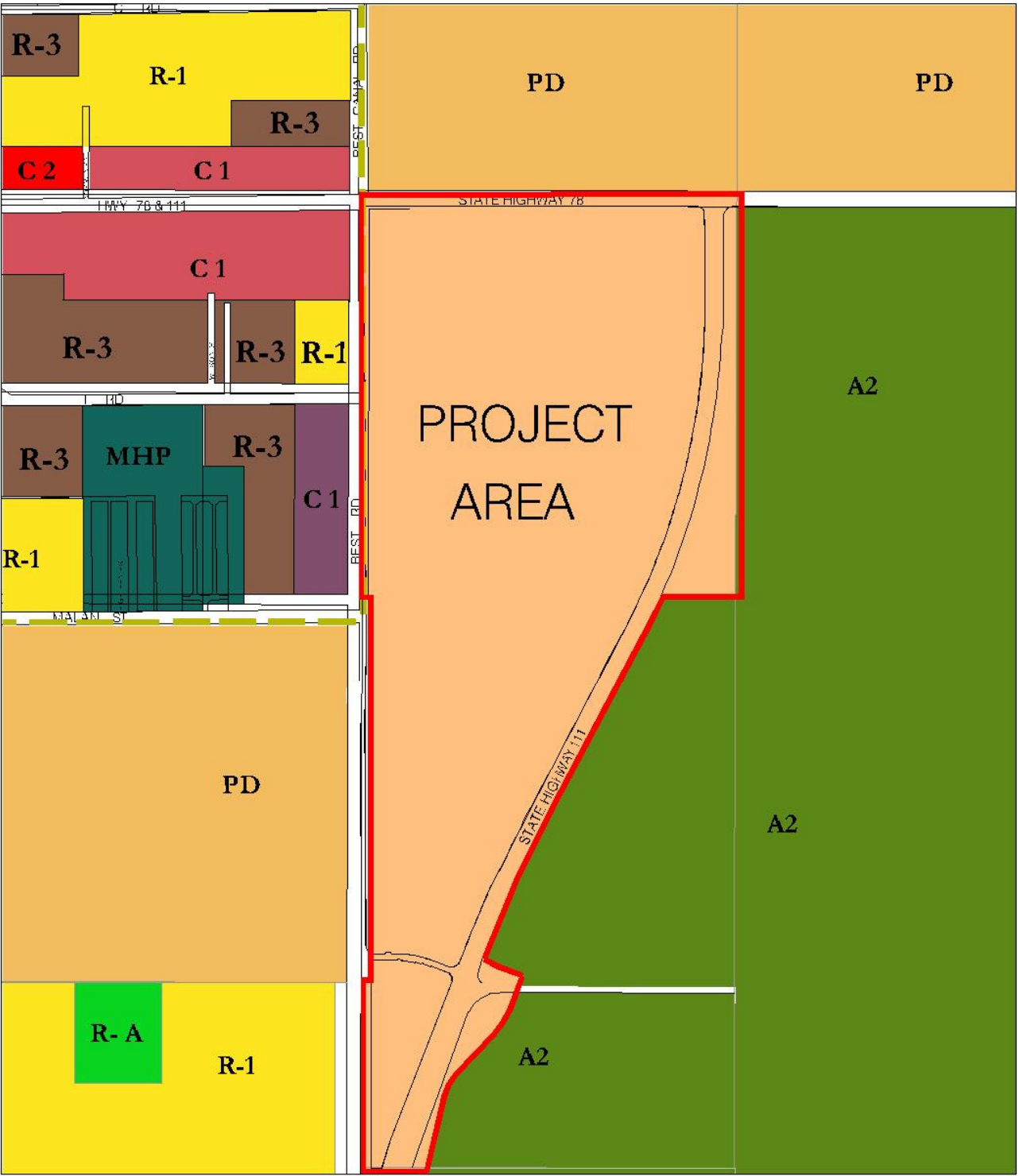
The development of Rancho-Porter shall provide the expansion of full urban services such as: public sewer and water, drainage improvements, street lights, fire hydrants, and fully improved paved streets with curbs and sidewalks. Because Rancho-Porter is located within an urban area, such improvements shall be consistent with City standards as determined by the City Engineer, Department of Public Works, Fire Marshal, and Planning/Building Department. The land developed within this Specific Plan will be annexed into the City of Brawley, in consistency with the County General Plan Requirements.

2.3 Conformance with the City of Brawley

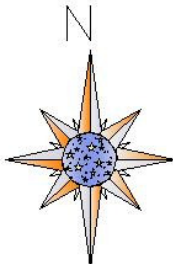
This plan is consistent with and in some instances exceeds the City of Brawley's General Plan and Zoning Ordinance (see **Figure 2-A**). To ensure compliance, sections of the City's General Plan have been distributed into four major components: 1) Land Uses, 2) Circulation and Public Services 3) Environmental Management, and 4) Economic Development. These sections list goals and objectives discussed in the General Plan that are applicable for the Rancho-Porter Community. A response is given determining how these goals and objectives will be met in the Specific Plan.

¹ Imperial County Land Use Plan, pg. 7-11 January 14, 2004.

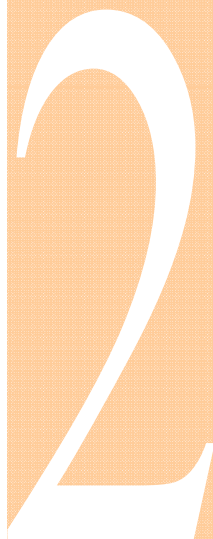




LEGEND			
R-1	Residential Single Family	M-1	Light Manufacturing
R-3	Residential Medium Density	A2	Light Agriculture
MHP	Mobile Home Park	PD	Planned Development
C-1	Neighborhood Commercial	PA	Project Area
C-2	Medium Commercial	---	City Limits



**FIGURE 2-A
EXISTING LAND USE MAP**



2.3.1 Land Uses

2.3.1.1 Balanced Development

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

Response: The Rancho-Porter Community will create a healthy, aesthetically pleasing community; that balances the social and economic needs of the city. This project will provide quality single-family neighborhoods and provide compatible multi-family units. Commercial centers within the project area will provide convenience goods and services to the community. Open space shall be provided in the form of linear parks, neighborhood parks and retention basins. These open spaces will provide for a bicycle network throughout the community.

The residential units will fit into the park setting creating a peaceful community, while maintaining a high level of urban character and integrity, to compliment existing land uses.

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

Response: The goals and objectives of the General Plan were taken into consideration during preparation of this plan. Although it may alter the zoning map, the principles and vision of the General Plan remain intact. A wider range of housing types has been provided than originally proposed by the City for this area. This will allow for a variety of home types, while providing its fair share of affordable housing.

2.3.1.2 Compatible and Complimentary Development

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

Response: The commercial areas within Rancho-Porter will be located along State Route 78, State Route 111, and Wildcat Drive making them easily accessible to residents of the City and Imperial County. All land uses will fall within the allowable densities and are compatible in design and architecture with the surrounding area.

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



Response: The health, safety and welfare of future residents in the Rancho-Porter Community where taken into consideration while in the design stage. Traffic levels and unacceptable levels of noise, odors, dust, light and glare which affect residential areas will be mitigated. Landscaping will be provided as a transition from regional commercial to residential creating natural scenic vistas throughout the community.

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

Response: While in the planning stages of this community meetings where held with City staff to discuss the layout to comply with the City's guidelines and regulations.

2.3.1.3 Improved City-Wide Urban Design

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

Response: Within this community public identity markings will be located along major street corridors. Bicycle trails will create circulation linkages, which will create a high quality of design and physical appearance helping to preserve the character of Brawley. The architecture plan has been done by licensed architects to ensure architecture that is functionally compatible and well designed.

2.3.1.4 Economic Expansion and Diversification

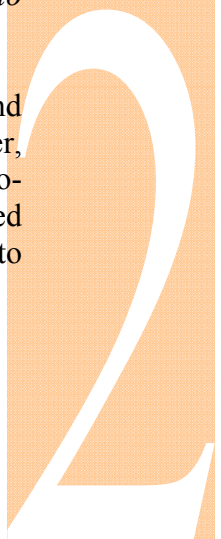
Goal: Promote expansion of the City's economic base and diversification of economic activity.

Response: This community will help to broaden the City of Brawley's economic base and provide employment opportunities to the City by attracting new retailers to the regional commercial area and offices and shops to the mixed use are. The variety of commercial zones will allow for diverse economic activity to locate within the City of Brawley.

2.3.1.5 Conversion of Agricultural Lands and Open Space

Goal: Identify and encourage conservation of prime agricultural lands adjacent to the city.

Response: The western portion of the project area is designated as Prime Farmland and the eastern portion is designated as Farmland of Statewide Importance. However, none of the land has been preserved under the Williamson Map Act. The Rancho-Porter project area is located within the Sphere of Influence of Brawley and is zoned Urban Area by the County, with both anticipating development and annexation into the City (see **Figure 2-C**).



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

Response: Common open space has been provided in this plan in the form of parkland and retention basins. This land can be maintained by a Lighting and Landscape Maintenance District (LLMD) or the City.

2.3.2 Circulation and Public Services

2.3.2.1 Development Coordinated with Public Facilities and Services

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

Response: Government services shall be provided within the community to service its residents. These services include public parks, bicycle trails, (which will provide recreational opportunities) and drainage systems, water and sewer. Fire and police services shall be provided by the City. For further information see **Chapter 6 Infrastructure and Public Facilities**. The infrastructure of city streets will be provided by the developer per City standards and upkeep will be provided by the City.

2.3.2.2 Local Thoroughfares

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

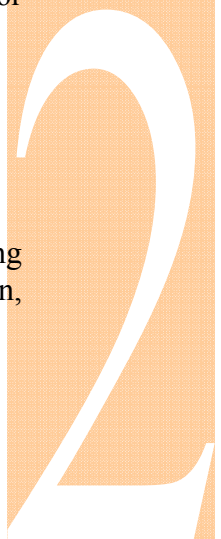
Response: A traffic study is being done in concurrence with the specific plan, this study will help to ensure that a minimum Level of Service “D” be established for all roads within the community. The commercial, mixed use and parks are located in areas that allow for pedestrian traffic to lower the number of vehicle trips in the community.

Bus stops will be located at the north boundary of the community along State Route 78 making it easy for residents to access the commercial areas, and other areas of the City. By diverting residents to linear parks to walk along they will be able to reach the bus stops located on SR 78; this will reduce pedestrian traffic along major roadways throughout the Rancho-Porter Community.

2.3.2.3 Parking

Goal: Provide for well-designed and convenient parking facilities.

Response: Commercial retailers and offices, and multi-family shall share parking facilities in an attempt to reduce ingress and egress points onto arterials. In addition,



parking will only be allowed on local streets in the Rancho-Porter Community, allowing traffic to flow more freely on arterials.

2.3.2.4 Intercity and Regional Transportation

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

Response: Through the development of this plan input was given from Imperial County, Caltrans, and the City of Brawley to ensure that the needs of the region and Brawley are met, and to prevent an adverse impact on an adjacent city or the County.

2.3.2.5 Transit, Bicycle, Pedestrian, and Equestrian Facilities

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

Response: Bus stops shall be provided along Main Street on the northern edge of the project, to help expand bus services to Brawley. In an effort to make these transit stops safe a bus turn out will be provided and the stop shall be well lit.

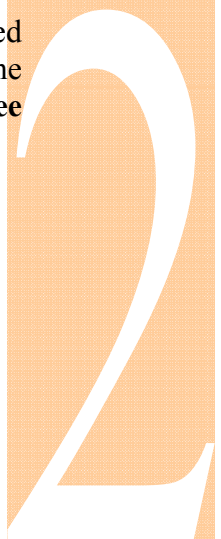
Goal: Increase the use of non-motorized modes of transportation

Response: Class I bicycle trails shall be required through all linear parks within the community. This plan will ensure accessibility of pedestrian facilities to the elderly and disabled. These paths will lead from single-family and multi-family residential to both commercial areas and connect into existing portions of the City.

2.3.2.6 Water

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

Response: During construction of Rancho-Porter, water pipes will be extended through the subdivision. Replacement of old pipes may be necessary to service the community; these pipes may be replaced depending on City requirements (See **Chapter 6**).



2.3.2.7 Sewer

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

Response: During construction of Rancho-Porter, sewer pipes will be extended through the subdivision. Replacement of old pipes may be necessary to services the community; these pipes may be replaced depending on City requirements (See **Chapter 5**).

2.3.2.8 Power/Communication

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

Response: Throughout the process of writing this plan the Imperial Irrigation District, Southern California Gas Company and communication service providers have been involved, providing information on location of easements and right-of-ways within and around this community (see **Figure 2-B**).

2.3.3 Environmental Management

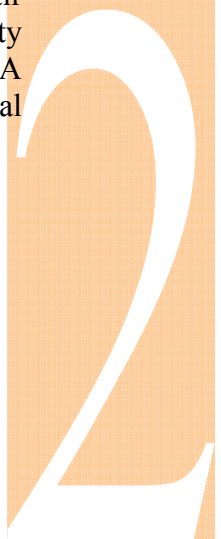
2.3.3.1 Air Quality

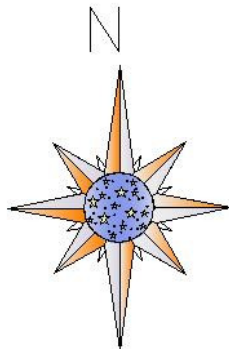
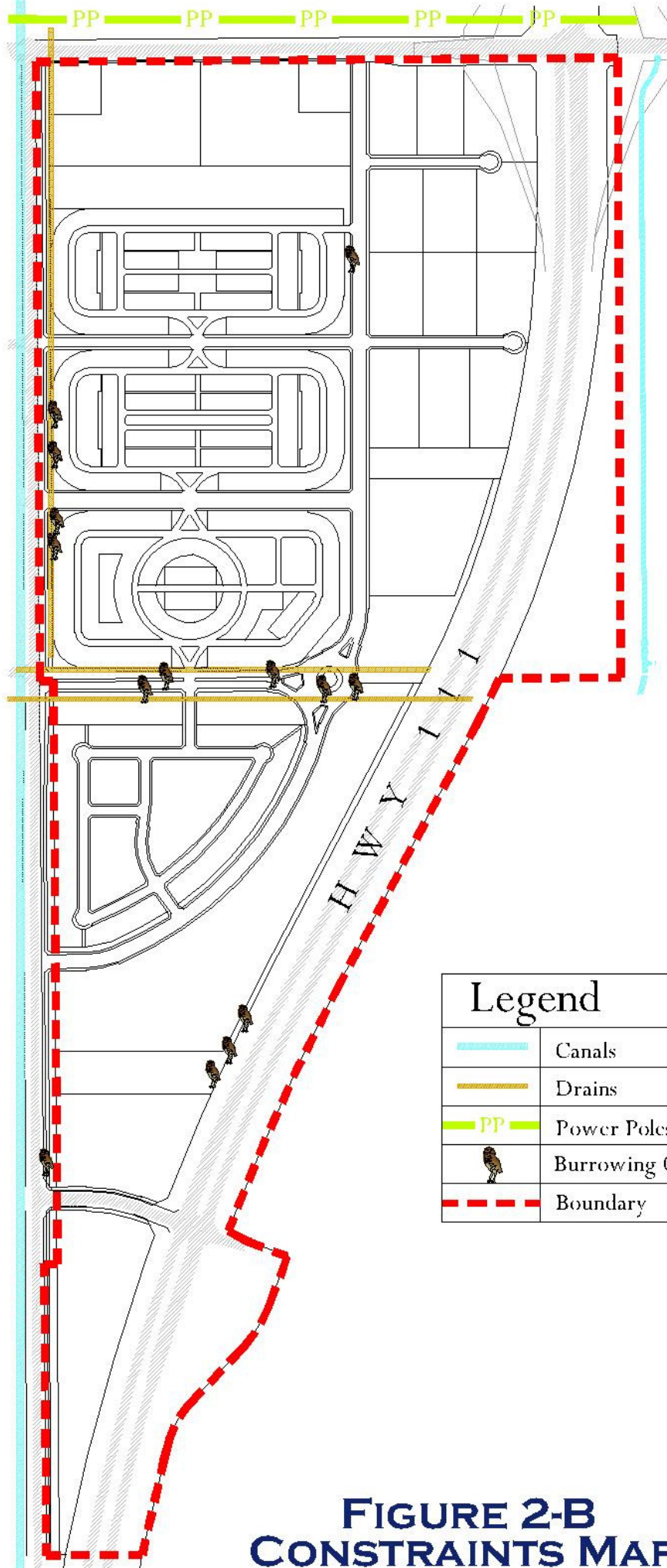
Goal: Reduce air pollution through proper land uses, transportation and energy use planning.






Response: The multi-family areas within the community are located in relatively close proximity to commercial areas, which could possibly reduce the number of vehicle trips taken, thus reducing carbon monoxide produced. The neighborhood park is located in the middle of multi-family areas making it possible for residents to use the park without having to drive.

Goal: Reduce emissions through reduced energy consumption.

Response: The Rancho-Porter Community will use energy efficient lighting, air conditioning and heating systems whenever possible. The Rancho-Porter Community will design homes to maximize cooling efficiency and natural shade when possible. A minimum of two shade trees will need to be planted in every yard to ensure natural shade.





Legend	
	Canals
	Drains
	Power Poles
	Burrowing Owl Site
	Boundary

**FIGURE 2-B
CONSTRAINTS MAP**

2.3.3.2 *Natural Resources and Unique Natural Features*

Goal: Conserve and protect natural plant and animal communities.

Response: A biological study will be performed in concurrence with the Specific Plan to identify any possible plant or animal life that may lose habitat. Once the study has been completed and before build-out of Rancho-Porter, proper mitigation measures shall be taken.

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

Response: A Geotechnical Report will be performed in concurrence with the Specific Plan to identify any significant topographical features, important watershed areas, resources and soils. Once the study has been completed and before build-out of Rancho-Porter, proper mitigation measures shall be taken.

2.3.3.3 *Energy Resource Conservation*

Goal: Conserve energy resources through use of available energy technology and conservation.

Response: Building design, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping and building materials shall be considered during the construction of this community.

2.3.3.4 *Open Space for Managed Production of Resources*

Goal: Designate identified agricultural lands outside the Brawley Urban Area as open space to prevent development, and enhance community character and visual relief.

Response: This subdivision will be located adjacent to existing city limits and will be separated from agricultural land on the east side by a retention basin and State Route 111.

2.3.3.5 *Land for Parks and Recreation*

Goal: Encourage the development and maintenance of a balanced system of public and private parks and recreation facilities that serves the needs of existing and future residents in the City of Brawley.

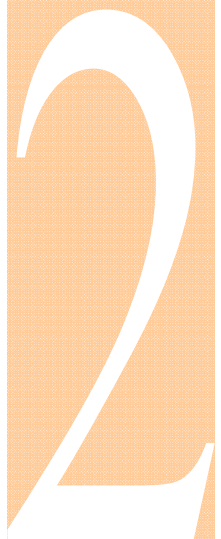
Response: Parkland shall be dedicated to the City upon build-out of the Rancho-Porter Community. This project will include a 3.4 and a 4.2 acre neighborhood parks, along with linked linear parks. These parks will provide Brawley with a full range of recreational opportunities.

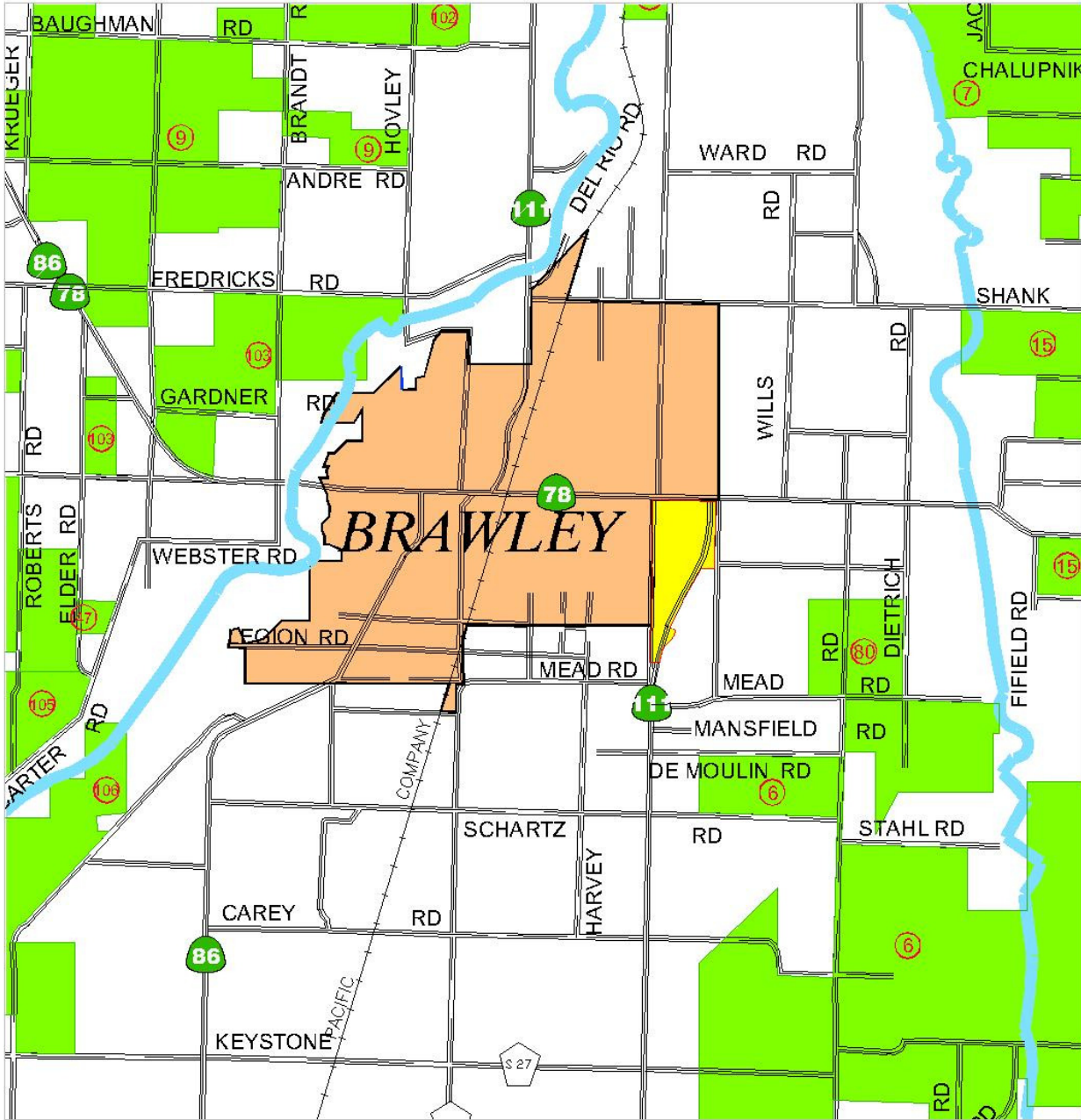


2.3.3.6 Recreation Programs

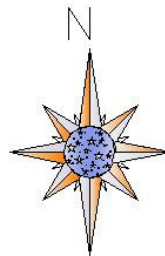
Goal: Ensure that park development and recreational goals and policies are pursued and realized in an organized, incremental, and cost-effective manner and consistent with the City of Brawley's financial resources and legal authorities and the appropriate responsibilities of other agencies, the private sector, and individual and group users.

Response: All parks within the community will be completed and fully improved before the City takes control, these parks may be maintained through an LLMD.





LEGEND	
	City Boundary
	Project Area
	Reserve Area



SCALE: N.T.S.

**FIGURE 2-C
WILLIAMSON ACT MAP**

2.3.4 Economic Development

2.3.4.1 Fiscal Strength and Stability

Goal: Provide for the expansion and diversification of the City's economic base.

Response: Through meetings with the City and market researchers, appropriate commercial and residential land uses have been determined. The commercial areas will create additional employment opportunities for residents of the City of Brawley and Imperial County.

2.3.4.2 Business Promotion

Goal: Implement an infrastructure improvement program to enable the City to offer fully served industrial and commercial sites tied to multi-modal transportation.

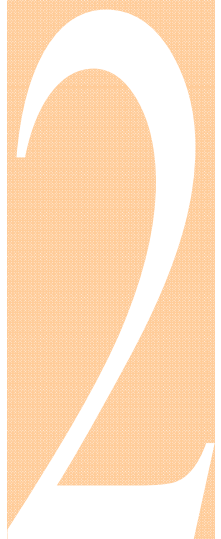
Response: Infrastructure improvements will be completed before build-out of the community, on roads as required. The location of the community adjacent to State Route 111 and State Route 78 will provide high volumes of traffic, which will support the commercial areas.

2.4 Land Use Compatibility

2.4.1 Existing Land Use and Site Conditions

Farmland makes up the existing land use, these fields have traditionally been used to grow crops such as; Bermuda grass and alfalfa. Canals and drains that border the project area are owned by the Imperial Irrigation District (IID) these canals and drains have been used for agricultural purposes. This project is currently zoned Urban Agricultural under Imperial County's Zoning Ordinance. However, the project falls within the City's Sphere of Influence and is proposing a community comprised of multiple land uses. **Table 2.1** shows the current County zoning and proposed City zoning for the Rancho-Porter Community after annexation.

Table 2.1: Current and Proposed Zoning		
	Current	Proposed
County Zoning	County A2U. and M1NU	City of Brawley annexation
County General Plan	County Urban Area	City of Brawley annexation and General Plan Land Use
City of Brawley Zoning Map	C-2 / R-1 / R	P-D
City of Brawley General Plan	Commercial / Low Density Residential /Agricultural	R-CV / R-PA / R-VS / MU-P / C-RE (See Chapter 3)



2.4.2 Adjacent Land Uses

To the north of Rancho-Porter is the proposed Lucky Ranch subdivision, it will consist of a variety of land uses. To the west of Rancho-Porter is the La Paloma subdivision, which is currently under construction and will consist of a variety of land uses. To the east and the south are agricultural fields.

2.5 Imperial Irrigation District (IID) Policy

IID policy requires urban development to underground or abandon existing IID facilities adjacent to development. Undergrounding requires that either a drain or canal is piped underground within a dedicated easement to IID specifications. The sizes of pipes for canals and drains that are undergrounded vary depending on the capacity of the current delivery system. In some cases, drainage facilities and their easements are abandoned through the mapping process by IID. If piped they become part of the jurisdiction's urban storm drain facility, which eventually discharges the run off into the nearest IID agricultural drain. Funding for canal undergrounding is often an added cost to the development, which is eventually passed on to the future property owners. The IID has established policies that shall be met during the construction of Rancho-Porter Planned Community (see **Chapter 6**).

