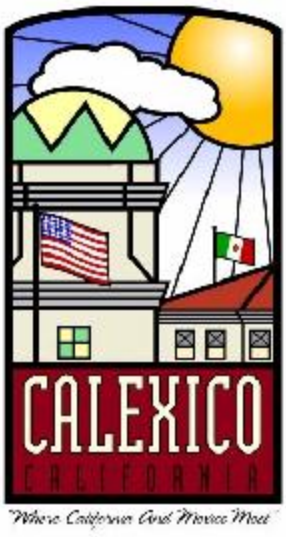

SUSTAINABLE COMMUNITIES PLANNING GRANT

CITY OF CALEXICO

DRAFT

2015 GENERAL PLAN UPDATE

August 2015

The work upon which the Draft General Plan is based was funded in whole or in part through a grant awarded by the Strategic Growth Council.

The statements and conclusions of the Draft General Plan are those of the City of Calexico and not necessarily those of the Strategic Growth Council or of the Department of Conservation, or its employees. The Strategic Growth Council and the Department make no warranties, express or implied, and assume no liability for the information contained in the succeeding text.

CITY OF CALEXICO

DRAFT GENERAL PLAN

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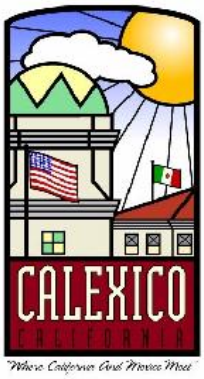

1.0 INTRODUCTION

City of Calexico

Draft General Plan Introduction

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INTRODUCTION

The Calexico General Plan is the primary source of long-range planning and policy direction that will guide growth and preserve the quality of life within the community. The future of Calexico, like that of all cities, will be the result of past and current decision making by those who have a local role in the development process, including residents, property and business owners, elected officials and City staff. The 2015 General Plan Update, upon adoption will replace the 2007 General Plan. Implementation of the Calexico General Plan will ensure that future projects and improvements are consistent with the community's goals, policies and objectives.

1.1 SUSTAINABLE COMMUNITIES PLANNING GRANT

CA.GOV THE Strategic Growth Council awarded the City of Calexico a Sustainable Communities Planning Grant in 2013. The Sustainable Communities Planning Grants fund climate action plans, infill development plans, sustainable community strategies, and other planning efforts, all specifically aimed at reducing greenhouse gas emissions consistent with State climate goals.

All awards are funded through Proposition 84 bond allocations which were approved by the voters in 2006.

Funded activities are intended to achieve the following Program Objectives:

- Improve air and water quality
- Promote public health
- Promote equity
- Increase housing affordability
- Promote infill and compact development
- Revitalize urban and community centers
- Protect natural resources and agricultural lands
- Reduce automobile usage and fuel consumption
- Improve infrastructure systems
- Promote water conservation
- Promote energy efficiency and conservation
- Strengthen the economy

For the City of Calexico, the funds from the Sustainable Communities Planning Grant are dedicated to the completion of three major Tasks:

- Task 1 Targeted General Plan Update
- Task 2 Climate Action Plan
- Task 3 Agricultural Element

INTRODUCTION

The Agricultural Element is Section 10.0 of this *2015 General Plan Update*.

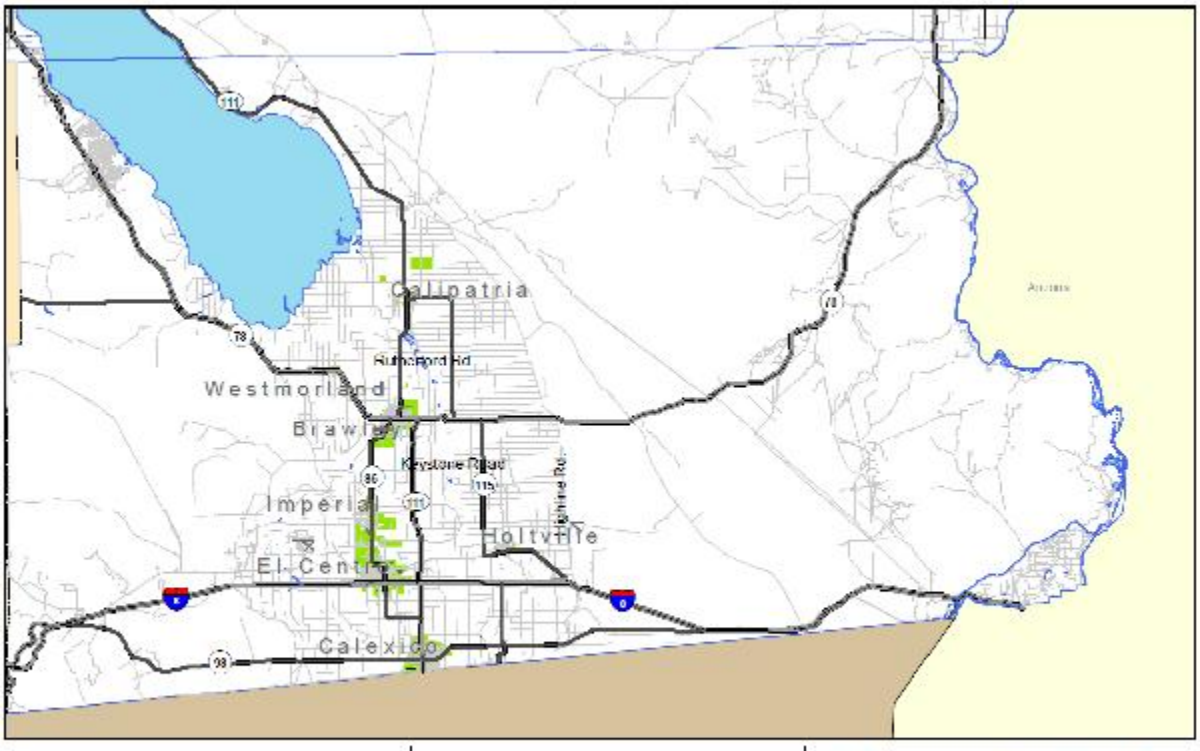
The City was awarded the Planning Grant because its planning efforts would contribute to achieving the Program Objectives listed above through a plan to reduce greenhouse gas emissions and initiatives, for example, to promote infill development, protect agricultural lands, and strengthen the economy.

1.2 REGIONAL SETTING

Calexico is one of seven incorporated cities located in Imperial County and is:

- 198 miles southeast of Los Angeles
- 122 miles east of San Diego
- 62 miles west of Yuma

The City is situated directly along the U.S./Mexico International border, adjacent to the City of Mexicali, Baja California, Mexico.



Imperial County Regional Setting

Calexico's port of entry is a major entrance point for thousands of persons as well as large amounts of goods traveling between the two countries. Its economy reflects its proximity to the Mexican border and its location in an agriculturally-oriented California county.

Calexico, in recent years, has also been providing alternative housing options for some commuters from Mexicali that choose to live in the U.S. and work across the border. As housing prices become unaffordable in other parts of Southern California, commuters from San Diego County may also be looking to Imperial County for affordable housing options. Calexico's location on Highway 98 and near Interstate 8 makes it a logical provider of housing and services for this new segment of future residents.

Calexico has grown from a population of 27,109 persons in 2000 to 41,033 in 2010, an increase of 51%. According to the Southern California Association of Governments (SCAG), Calexico is projected have the largest population of all Imperial County cities by 2020 or soon thereafter.

The community of Calexico faces challenges ahead as it attempts to accommodate future growth, while protecting its agricultural heritage, international border community ties and quality of life.

1.3 HISTORICAL CONTEXT

Calexico, which began as a tent city of the Imperial Land Company, was founded in 1899 and incorporated in 1908. The Imperial Land Company converted desert land into a fertile setting for year-round agriculture. The name Calexico was coined from a combination of the words California and Mexico.

To understand the history of Calexico, it is important to understand the history of the Imperial Valley.

Geological evidence indicates that hundreds of years ago a salt-water lake of approximately 4,500 square miles occupied the area that is now the Imperial Valley. This body of water, named Cahuilla after the area's Indian inhabitants, was fed by the Colorado River. The lake gradually evaporated over 600 years ago, leaving a vast depression covered with salt deposits.

Following the discovery of the Colorado River by Europeans in 1540, various expeditions led by Spanish explorers crossed the Imperial Valley. Soon after the initial expeditions, Lt. Juan Bautista de Anza established an overland route from Mexico to the California Pacific Coast for colonists and supplies. This overland route resulted in the first secular European settlements in California. Some of these settlements were founded in the Imperial Valley and served as the way stations for all overland travel from Mexico to California.

In 1892, the Colorado River Irrigation Company, under the direction of C.R. Rockwood, Chief Engineer, began planning to build a canal to bring fresh water into the Imperial Valley. The canal was to connect with the overflow channel of the Colorado River and extend several miles south into Mexico. The first water diversion project was completed in 1901. Construction on the main canal, however, was hampered by financial and legal difficulties as well as by natural

disasters. In the period from 1902-1907, the flooding Colorado River changed its course, flowing northward into the Imperial Valley and remaining in the northern portion to create what is now the Salton Sea. In 1940, the All American Canal was completed, creating a means of irrigating land which has become one of the most productive agricultural areas in the nation.

On April 4, 2010 the El Mayor earthquake caused moderate to heavy damage throughout Calexico and across the border in Mexicali. Measuring 7.2 on the Richter scale, the quake was centered about 40 miles south of the U.S.-Mexico border near Mexicali. A state of emergency was declared and officials cordoned off First and Second streets between Paulin and Heber Avenues. Glass and debris littered the streets of downtown Calexico and two buildings partially collapsed. The Calexico water treatment plant sustained severe damage.

1.4 PURPOSE AND AUTHORITY

The State of California mandates that each jurisdiction prepare and adopt a comprehensive general plan. Government Code Section 65300 et. seq. requires the general plan to address all issues that affect the physical development of the community, as well as land outside its boundaries that potentially affect the City's long-term planning. The role of a general plan is to act as a "constitution" for development, the foundation upon which all land use decisions are based.

All general plans in California must meet minimum requirements, as stipulated in the State Government Code. Each general plan is required to address State mandated issues as they apply to the particular community. State mandated issues, more commonly referred to as "elements," include: Land Use; Housing; Circulation; Open Space; Conservation; Noise; and Safety. Each jurisdiction has the authority to include additional elements if the issue is important to the long-term development of the community.

State-Mandated General Plan Elements

The **Land Use Element** designates the general distribution of uses of land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses. The Land Use Element also sets forth standards for population density and building intensity.

The **Circulation Element** is correlated with the land use element, and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities. Overall, the objective of the Circulation Element is to promote the movement of people and goods.

The **Housing Element** includes a comprehensive assessment of current and projected housing needs for all economic segments of the community. It embodies policy for providing adequate housing for all economic segments of the community, and includes a five-year action program.

The **Conservation Element** addresses the conservation, management, and use of natural resources, including water, soils, biological habitats, and mineral deposits. Specific requirements are set forth to ensure the coordination of water resource planning and future development.

The **Open Space Element** details programs for preserving open space for natural resource protection, the managed production of resources, outdoor recreation, and protection of public health and safety.

The **Noise Element** evaluates present and projected noise levels within the community as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

The **Safety Element** establishes policies and programs to protect the community from risk associated with seismic, geologic, flood, and fire hazards, including identification of hazards, establishment of safety standards, and delineation of evacuation routes.

The organization of the general plan is also determined by the local jurisdiction. Most general plans are organized by individual issue sections, or elements. Although the State allows the local jurisdiction the latitude to combine or place the elements in any order, all elements must be internally consistent and have equal status. Equal status means that each element is equally important, thereby giving the same authority to the Land Use Element as to the Noise Element or any other element, including any optional elements the local jurisdiction elects to include in their general plan.

The City of Calexico General Plan contains goals, objectives, policies, and implementation measures which are intended to guide land use and development decisions.

The General Plan consists of a Land Use Map and the following elements, or chapters, which together fulfill the state requirements for a General Plan:

State Mandated Elements

- Land Use
- Circulation
- Conservation/Open Space
- Noise
- Safety

Optional Elements

- Public Facilities/Services
- Parks and Recreation
- Economic Development
- Agricultural

The City has elected to combine the Conservation Element and Open Space Element.

The Housing Element was updated in 2014 and will be updated again in 2021. It is a stand-alone document which is available at the Planning Division and Housing Division.

As further mandated by the State planning law, the General Plan must serve to:

- Identify land use, circulation, environmental, and economic goals and policies for the City and its surrounding planning area as they relate to land use and development;
- Provide a framework within which the City's Planning Commission and City Council can make land use decisions;
- Provide residents, businesses and property owners the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and
- Inform residents, developers, decision-makers, and other agencies, as appropriate, of the City's basic rules that will guide both environmental protection and land development decisions within the City and surrounding planning area.

1.5 ADMINISTERING THE GENERAL PLAN

It is the intent of the City Council to implement this General Plan by establishing annual planning goals based on the Plan, developing implementing ordinances and regulations, and providing the requisite staff resources. The City Council is also mindful that its intention to implement this General Plan is based on the availability of funding and that some goals, objective, policies, and programs might not be achieved if funds are unavailable.

Once adopted, the General Plan does not remain static. As time goes on, the City may determine that it is necessary to revise portions of the text or add policies or programs to reflect changing circumstances or philosophy. State law provides direction on how cities can maintain the

General Plan as a contemporary policy guide: it requires each planning department or division to report annually to the City Council on "the status of the plan and progress in its implementation" (§65400[b]). The City Council may respond to the Planning Division's review by setting goals for the coming year.

1.6 AMENDING THE PLAN

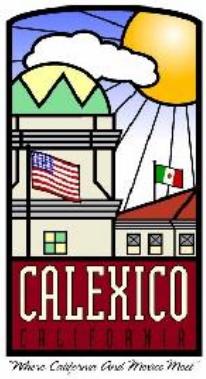
It is necessary to periodically review, update and revise the General Plan as the City and its resources are developed. State law permits General Plan amendments up to four times per year for each mandatory element (Government Code §65358[b]). Optional elements are permitted by State law (Government Code §65303), and once adopted, the optional elements carry the same legal weight as the seven mandated elements. However, State law does not specify any limitations regarding the number of times an optional element can be amended per year.

1.7 RELATION TO OTHER DOCUMENTS

The City regulates the use of property within its jurisdiction through the General Plan and zoning, subdivision, and building regulations for the purpose of promoting the health, safety, and welfare of the public. The General Plan is a legal document, adopted by the City Council, which concerns development and revitalization in the City.

Other legal documents are also adopted by the City Council and affect development in the City. They include the Zoning Ordinance, Specific Plans, and building regulations. The General Plan is the guiding document for all other land use regulations. Following adoption of the General Plan, any regulations in the zoning, subdivision, building, and other ordinances that are not consistent with the Plan will be amended to insure consistency.

The Zoning Ordinance is one of the many programs that implement the General Plan. It is more detailed than the Plan and regulates development lot-by-lot, based on the General Plan's goals, objectives, policies, and land use map. The Zoning Ordinance divides the City into districts, or zones, that specify allowable uses for real property, and size restrictions for buildings within these districts and other factors. The Specific Plans regulate and control the design and improvement of areas which are designated within the Specific Plan areas. All Specific Plans within the City must remain consistent with the General Plan and the subsequent General Plan Updates.



2.0 LAND USE ELEMENT

City of Calexico

Draft Land Use Element

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2.1 INTRODUCTION

2.1.1 Purpose

The purpose of the Land Use Element is to shape the future physical development of Calexico and to preserve, protect and enhance the current livability and quality of life for City residents. The *Land Use Element* is the central element of the General Plan. The distribution, intensity and pattern of land uses provide the most vivid illustration of how the vision for Calexico will be realized. As such, the background, goals, policies, actions and Land Use Map included in this Element provide the basis for many of the policies presented in the other Elements of the City of Calexico General Plan.

California Government Code Section 65302(a) and Public Resources Code Section 2762(a) require the Land Use Element to address the following issues:

- The distribution, location and extent of the uses of land for housing, business, industry, open space, 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.
- Standards of population density and building intensity for land use designations.

The Land Use Element fundamentally seeks to designate sufficient land to accommodate the community's housing needs while also enhancing job opportunities through the identification of land for commercial and industrial enterprises. In so doing, the Land Use Element will meet the mandates of housing element law as well as lead to increased employment and income.

2.1.2 City Background

Calexico, which is a rapidly growing city within Imperial County, is 4 square miles in size and includes 22% of the total population of Imperial County. Between 2000 and 2015, Calexico's population increased by 51%.

Situated on the US/Mexico border, Calexico provides border access between large transportation hubs such as San Francisco, Los Angeles, Phoenix and San Diego and Baja California. Calexico is 680 miles southeast of San Francisco, 230 miles southeast of Los Angeles, 260 miles west of Phoenix, and 122 miles east of San Diego. Calexico shares an international border with the capital of Baja California, Mexicali City, Mexico.

Calexico's key location fuels inevitable population growth as well as the local economy, creating employment and economic opportunities for international and domestic trade.

2.2 EXISTING LAND USE PATTERNS

2.2.1 Residential Land Use

Approximately 10,800 housing units comprise the existing housing stock. Residential build out within the current (summer 2015) City limits would yield almost 7,000 more housing units.

The City's residential neighborhoods are generally clustered in four areas as described below and in the following paragraphs. Exhibit LUE 1 shows the boundaries of the four areas.

2.2.1.1 Area 1- International Border/All American Canal/State Highway 98/Eastern City Limits

This area includes subdivisions such as Park Paseo, Las Brisas, Rancho Elegante, Valle Real and Villa Santa Fe.

There are several parks that serve the neighborhoods in this area as well as other areas of town: Nosotros, Rio Vista, Legion, Heber, Border, Rockwood, Crummet, Community Center and Gutierrez.

The playing fields located in this area include: Nosotros, Rodriquez, Rivera, Emerson and Rancho Elegante.

The three elementary schools located in this area are Mains, Rockwood and Jefferson. The junior high schools include De Anza and Enrique Camarena. The Calexico High School also is located in Area 1.

2.2.1.2 Area 2 - All American Canal/State Highway 98/ Eastern City Limits

This area includes subdivisions such as Rainbow, Las Haciendas, Rancho Frontera, El Dorado, Meadows, Meadows North, Meadows East and Tierra Santa.

Three parks are located in Area 2: Las Casitas, Rancho Frontera and Joel Riesen.

Also located in Area 2 are the Blanche Charles Elementary School and the William L. Moreno Junior High School.

2.2.1.3 Area 3 - Highway 111/All American Canal/Cole Boulevard/Eastern City Limits

This area includes subdivisions such as Kennedy Gardens, West Meadows Village, Rancho Frontera, Victoria Place, Eastland and Bravo Rodiles.

Four parks are located in Area 3: Kennedy Gardens, Kennedy Gardens Small, Kennedy Gardens Large and Adrian Cordova.

Two elementary schools are located in this area: Kennedy Gardens and Cesar Chavez.

2.2.1.4 Area 4 - Highway 111/Cole Boulevard/Central Main Canal

This area includes the Rancho Las Palmas and La Jolla Palms subdivisions. East of these subdivisions – and within Area 4 – are located the former El Portal area and Las Palmas Mobile Home Park.

The approved Estrella Subdivision and Palazzo Subdivision are located east of Highway 111 and between Jasper Road and the Central Main Canal. The development of almost 2,000 housing units has been approved in these two subdivisions.

Table LUE 1 shows the housing unit projections at build out for residential land located within the City limits. Almost 7,000 housing units will be built in developments under construction and approved as well as on vacant land.

Exhibit LUE 1
Residential Areas

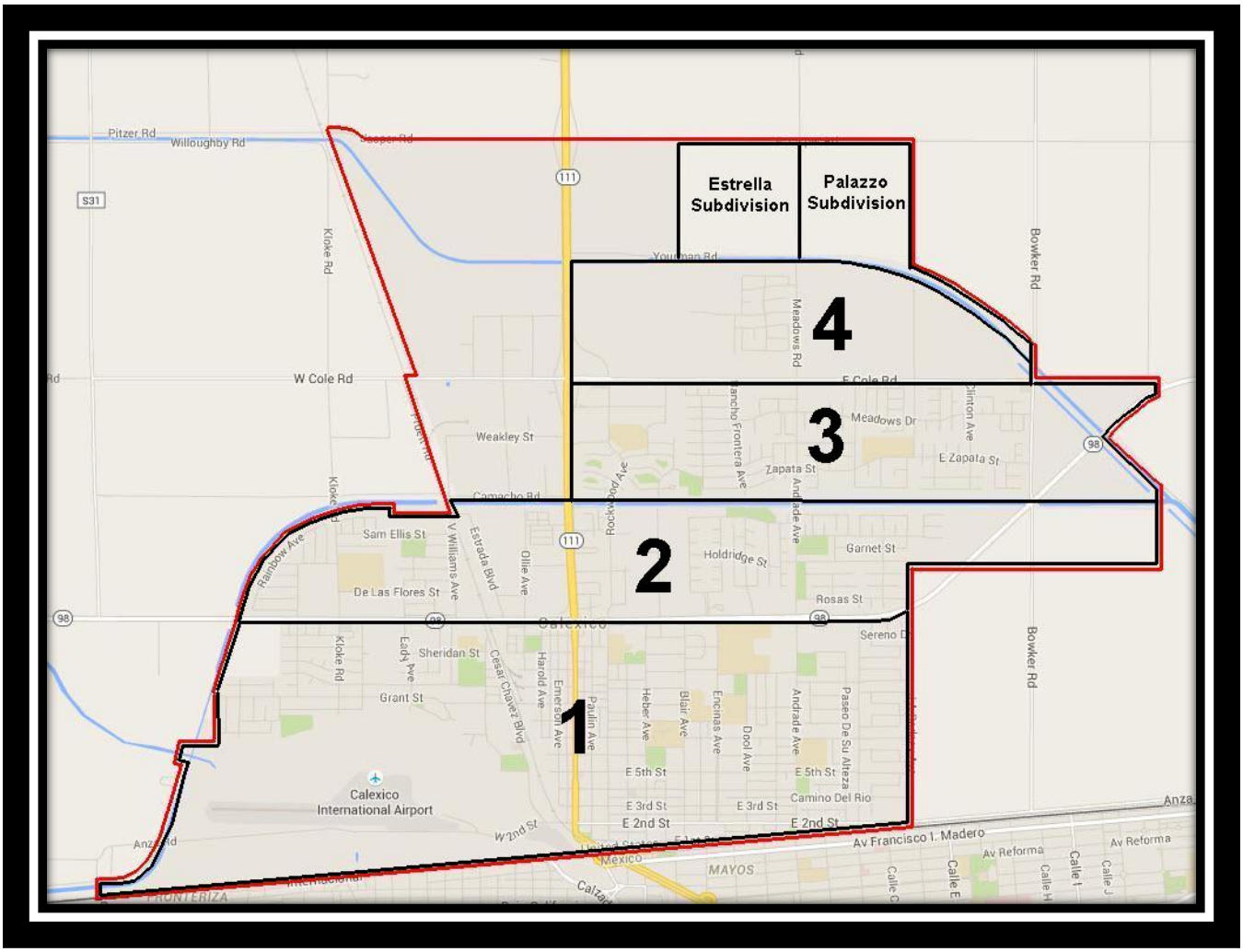

Table LUE 1
City of Calexico
Housing Unit Projections for Land Located Within City Limits

Project Number	Project Name	Status	Acres	# of SF Units	# of MF Units	Total Units
1	Villa Primavera	Under Construction	2.86	0	48	48
2	Tierrasanta	Under Construction	40.02	129	0	129
3	La Jolla Palms	Under Construction	132.74	331	0	331
Subtotal				**460**	**48**	**508**
4	Venezia	Approved[1]	40.01	249	0	249
5	Remington Condominiums	Approved[1]	20.00	0	272	272
6	Riverview Condominiums	Approved[1]	24.50	0	352	352
7	Las Palmas	Approved[1]	76.00	466	0	466
8	Estrella Subdivision	Approved[1]	96.51 SF 20.03 MF	371	400	771
9	Palazzo Subdivision	Approved[2]	37.47 SF 59.24 MF	276	931	1,207
Subtotal				**1,362**	**1.955**	**3,317**
10	Assessor Parcel Numbers 059-455-001; 059-455-002[3]	Vacant	4.22	0	101	101
11	Assessor Parcel Number 058-832-016	Vacant	6.53	0	156	156
12	Assessor Parcel Numbers 058-853-001; 058-853-002	Vacant	9.85	0	236	236
13	Assessor Parcel Numbers 059-180-003; 059-180-025; 059-180-029; 059-180-035	Vacant	83.25	517	0	517
14	Previous El Portal Project	Vacant	146.38 SF 10.00 MF	526	240	766
15	Assessor Parcel Numbers 059-010-019; 059-010-020	Vacant	33.09	0	794	794
16	Assessor Parcel Numbers 059-010-032; 059-010-037	Vacant	66.0	462	0	462
Subtotal				**1,505**	**1,527**	**3,032**
Grand Total				**3,327**	**3,530**	**6,857**

[1]Approved per Planning Division per the Calexico Development Projects Map, 2011
[2]Approved by City Council on March 6, 2012
[3]059-455-001 = 2.07 acres; 059-455-002 = 2.15 acres
Note:
Total units for MDR sites is based on other existing non mobile home park developments (6.22 dus/ac)
Total units for HDR sites land is calculated at 24 dwelling units per acre
Table construction by Castañeda & Associates

2.2.2 Commercial Land Use

The main commercial areas within Calexico are identified and discussed below and on the following pages.

2.2.2.1 The California Mayoreo Shopping Center

The shopping center is currently in poor condition. One of the anchor retail spaces (approximately 41,600 square feet) is vacant as are several of the small retail stores. The vacant anchor space was formerly used as a Vons Supermarket. The California Mayoreo grocery is a discount neighborhood grocery store with limited stock and selection. The complex also has adjoining office spaces that have several vacancies. Other businesses within the shopping center include a laundromat, low price apparel and household goods stores, a beauty salon and a tax preparation service.

2.2.2.2 Downtown Calexico

The downtown retail area is predominantly located along East 2nd Street between Imperial Avenue and Mary Avenue. The five block area has a very high density of retail stores. There are also additional retail stores located along 1st Avenue and the connecting Rockwood and Heffernan Avenues. There are also a few retail stores located along 3rd Street. There are two grocery stores operating on 2nd Street. Numerous chain retailers and larger apparel stores also currently operate in Downtown Calexico.

The retail businesses within Downtown Calexico rely on Mexicali residents that cross the border on foot for their primary customer base. Many Mexicali residents cross the border for day excursions to Downtown Calexico. However, some pedestrian visitors use the Wal-Mart-provided shuttle or other bus service to shop at locations outside of the downtown area.

Three projects are underway (summer 2015) in the Downtown that will improve the area and provide additional retail opportunities. The Western Auto building is being renovated for retail activities. Plans have been approved and permits are being issued. In addition, plans have been approved and permits have also been issued for the renovation of the old Melrose building. Plans are also under review for a 19,000 square foot shell building.

2.2.2.3 Imperial Avenue (California State Route 111) Commercial Corridor

Highway 111 is a north-south four-lane street, which connects El Centro and Brawley with Calexico and the border crossing. As the major thoroughfare, the route experiences high volumes of vehicular traffic particularly on Saturdays. Imperial Avenue is the other main retail area for Calexico.

Most of the businesses on the eastside of the Imperial Avenue closer to the border are small and independent businesses such as restaurants, retailers, and service businesses aimed primarily to serve visitors from Mexicali. The west side has some similar service and restaurant businesses, but also has numerous auto-related repair and part sales businesses.

2.2.2.4 Birch Street/Highway 111 Commercial Corridor

Birch Street, in northern Calexico, marks the beginning of the section of Imperial Avenue where larger and newer retail stores are located. In spring 2009, Forever 21 opened its largest store in

the nation in the location of the former Mervyns (1407 Imperial Avenue), located next to the Food 4 Less discount grocery store. Toyland and Baby World are both located nearby, a few blocks north of the Birch Street intersection.

Further north, the Calexico Wal-Mart Superstore and the neighboring Toys'R'us (2451 Rockwood Avenue) are primary retail destinations. The approximately 219,000-square-foot WalMart Superstore was completed in 2005, replacing the former 118,000 square foot store that was built in 1993 just north along Imperial Avenue (656 Yourman Street). The nearby Big Lots store closed in late 2009.

2.2.2.5 Calexico Grand Plaza Retail Center

Phase 1 opened on November 15, 2013. Gran Plaza will comprise 561,650 square feet of commercial space. The Phase 2 Power Center is the latest phase of the overall Gran Plaza commercial center development, and it will consist of approximately 1,069,400 square feet of floor area within (approximately) 25 buildings, which will be constructed in two phases:

- Phase 2A will consist of approximately 277,000 square feet of floor area and 12 buildings. Phase 2A will be located within the eastern portion of the project site.
- Phase 2B will consist of approximately 13 buildings with a total floor area of 792,400 square feet. Phase 2B will be located in the westerly portion of the site.

Phase 2A is projected to be completed by late 2016. Phase 2B is projected to be completed by late 2017.

2.2.2.6 Additional Commercial Space

Commercial space will be developed in approved projects including 111 Calexico Place, Mega Park, Palazzo, La Jolla Palms, Venezia, and Riverview Condominiums. Additional planned commercial uses include 166,000 square feet for the Health Services Center located in Mega Park and 400 hotel rooms.

Table LUE 2 lists the approved projects with commercial land uses. The commercial land uses include:

- Casino Facility
- Hotel Rooms
- Restaurants
- Highway Commercial
- Retail Commercial
- Neighborhood Commercial
- Office
- Health Services Center

Table LUE 2
City of Calexico
Approved Projects with Commercial Land Uses

Project Name and Description	Casino Facility Sq. Ft.	Hotel Rooms	Restaurants Sq. Ft.	Hwy. Comm. Sq. Ft.	Retail Comm. Sq. Ft.	Nbhd. Comm. Sq. Ft.	Office Sq. Ft.	Health Services Center Sq. Ft.
Calexico Gran Plaza 62 acres				561,650				
111 Calexico Place 232 acres	93,880	400	131,500		389,000		735,000	
La Jolla Palms 23.36 acres						254,390		
Palazzo 166 acres					75,000[1]		75,000[1]	
Riverview 4 Lots 4.2 acres				45,738				
Venezia Approved 12.67 acres						137,976		
Mega Park 146 acres				91,300 (9.13 acres)	484,567[2] (48.42 acres)			166,000
Calexico Gran Plaza Phase 2 Power Center 100 acres				1,069,400				
Other Sites				149,736[3]		273,663[4]		
Total	93,880	400	131,500	1,917,824	948,567	666,029	810,000	166,000

[1]The Mixed U se Village would integrate residential apartments with restaurants, cafes, retail and office developments. The commercial components could be up to 150,000 square feet. Staff report to City Council March 6, 2012.
[2]Jasper Crossing
[3]Cole Road and south of Walmart and Scaroni/Central Main Canal
[4] Two sites generally located near Cole Road/Bowker Road/Central Main Canal and nine parcels located on Cole Road between Rancho Frontera and MDR to the east

2.2.3 Industrial Land Use

Most of the industrial land is located on either side of the railroad tracks from Jasper Road to the International Boundary. East of Highway 111 an industrial area is located in the proximity of Martin Luther King Avenue and Avenida Campillo.

Planned industrial areas include:

- Towncenter Industrial Park (48 lots)
- Mega Park (SEC 111/Jasper Road) (part of a 38.15 acre site)
- Undeveloped industrial site at Jasper Road/Central Main Canal

Business park development is planned at two locations:

- Mega Park (SEC 111/Jasper Road) (part of a 38.15 acre site)
- Cole Road/Central Main Canal/State Hwy 98 (29.18 acres)

Table LUE 3 shows the development potential of future industrial and business parks.

Table LUE 3
Industrial and Business Park Development Potential

Project/Location	Acres	Square Feet
TownCenter Industrial Park	133 (48 lots)	2,317,392
Jasper Road Central Main Canal	58.7	1,022,788
Mega Park Industrial/ Business Park	38.15	441,625
Business Park [1]	29.18	508,432
Total	259.03	4,290,237

[1] Assessor Parcel Numbers: 059-180-40, 059-180-41, 059-180-42 and 059-180-43

2.2.4 Calexico International Airport

The Land Use Element accounts for the *Airport Land Use Compatibility Plan* ("LUCP") prepared by the County of Imperial and the County's Airport Land Use Commission, 1996. The LUCP identifies compatibility zones around the airport and suggest appropriate residential densities and criteria for other uses that will reduce conflicts between airport operations and adjacent users, and increase safety for those uses in proximity of the airport.

Exhibit LUE 2 shows the compatibility zones from the LUCP. Table LUE 4 provides a description of each zone. "Hazards to flight," which is mentioned in Table LUE 4 refers to 1) obstructions to the airspace required for flight to, from and around an airport and 2) other forms of interference with safe flight, navigation, or communication.

Exhibit LUE 2
Compatibility Zones

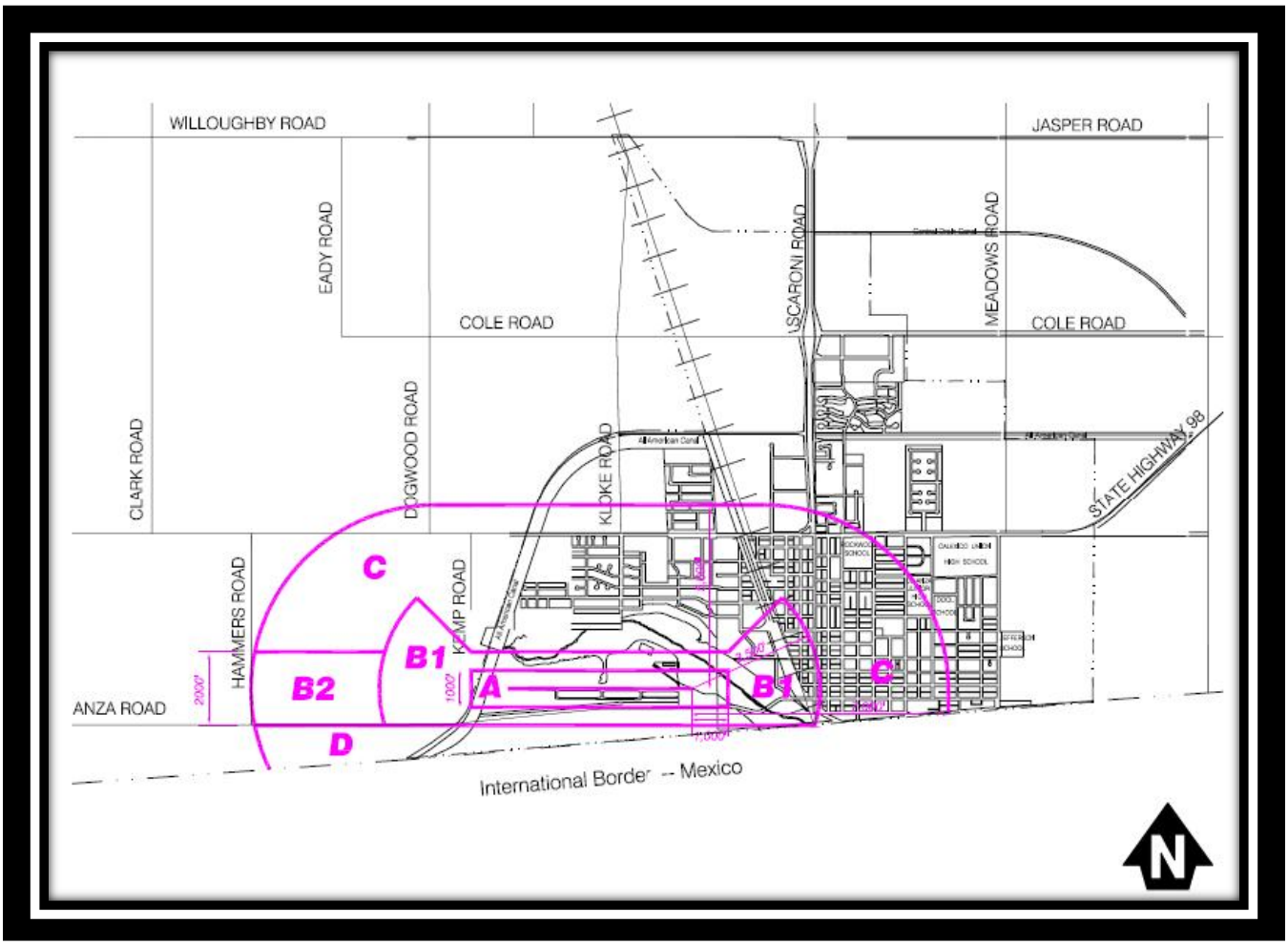

Table LUE 4
Airport Land Use Compatibility Criteria

Zone	Risk	Maximum Densities		Required Open Land	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses	Uses Not Normally Acceptable
		Residential Densities Du/Ac.	Other Uses People/ Ac.					
A	High	0	10	All Remaining	All structures except ones with location set by aeronautical function Assemblies of people Objects exceeding FAR Par 77 height limits Hazards to flight	Dedication of navigation easement	Aircraft tiedown apron Pastures, fields crops, nine yards Automobile parking	Heavy poles, signs, large trees, etc.
B1	Substantial	0.1	100	30%	Schools, day care centers, libraries Hospitals, nursing homes Highly noise-sensitive uses Above-ground storage Storage of highly flammable materials Hazards to flight	Locate structures maximum distance from extended runway centerline Minimum Noise Level Reduction of 25dBA in residential and office buildings Dedication of navigation easement	Uses in Zone A Any agricultural use except ones attracting bird flocks Warehousing, truck terminals Single-story offices	Residential subdivisions Intensive retail uses Intensive manufacturing or food processing uses Multiple-story offices Hotels and motels
B2	Significant	1	100	30%	Same as B1	Same as B1	Same as B1	Same as B1
C	Limited	6	200	15%	Schools Hospitals, nursing homes Hazards to flight	Dedication of overflight easement for residential uses	Uses in Zone B Parks, playgrounds Low-intensity retail, offices, etc. Low-intensity manufacturing, food processing Two-story motels	Large shopping malls Theaters, auditoriums Large sports stadiums Hi-rise office buildings

2.3 GROWTH FORECASTS

Table LUE 5 shows the population, household, and employment growth forecasts for Calexico through 2035. These forecasts are from the Southern California Association of Governments' (SCAG's) *2012 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). As indicated, Calexico is forecasted to gain almost 21,800 residents and approximately 8,500 households from 2015 to 2035. The SCAG forecast indicate that Calexico will have the largest population of all Imperial County cities by 2020 or soon thereafter.

Jobs in the City are forecasted to increase to 18,500 from the 2015 jobs estimate of 12,300.

Table LUE 5
Calexico 2035 Growth Forecast

Year	Population	Households	Employment
2015	41,033	10,246	12,300
2020	50,800	14,100	15,300
2030	58,800	17,200	17,400
2035	62,800	18,800	18,500
Net increase 2015-2035	21,767	8,554	6,200

Note: The 1,000 job estimate for Gran Plaza was added to the most recent citywide estimate of 11,300 jobs.
Sources: California Department of Finance, City/County Population and Housing Estimates, 01/01/2015
Southern California Association of Governments, *2012-2035 Regional Transportation Plan/Sustainable Community Strategy*, April 2012
Table construction by Castañeda & Associates

The land use plan outlined in this Element would more than accommodate the anticipated levels of growth in the City through 2035. Build out of the residential land yields approximately 7,000 housing units, a number below the SCAG forecast. However, growth within Calexico would to need accelerate to pre-Great Recession rates to reach SCAG's growth forecast. During the next few years, housing growth can be monitored to detect changes in growth rates. This can be accomplished through the Housing Element Annual Progress Report. Additionally, SCAG will have an updated growth forecast by mid-year 2016.

2.4 GENERAL PLAN AMENDMENTS (GPAs)

Since the *2007 Land Use Element* was adopted the City has approved seven General Plan Amendments. The seven GPAs include:

- 111 Calexico Place Specific Plan
- Mega Park
- Palazzo Subdivision
- North side of Cole Blvd/west of W. Van De Graff Ave to the railroad tracks
- Estrada– Scaroni Frontage Road and Robinson Avenue
- Calexico Gran Plaza Phase 1
- Calexico Gran Plaza Phase 2 Power Center

Table LUE 6 describes and compares the 2007 land use designations and the General Plan Amendments for the seven areas.

Two GPAs eliminated the *2007 Land Use Element* residential designations, one changed the mix of residential types and densities, and a third changed an area from Commercial Highway to High Density Residential. The cumulative effect of the General Plan Amendments is to reduce the housing unit potential by approximately 1,250 housing units. Nevertheless, Calexico has sufficient residential land to accommodate the City's share of the regional housing need to the year 2021, which is 3,224 housing units. The City's share will be updated in 2021; however, the City has a total build out housing capacity of 6,857 housing units or a net of 3,663 housing units to accommodate a post-2021 regional share need allocation.

Five GPAs increased and two GPAs decreased the number of potential jobs. The *2007 Land Use Element* projected approximately 5,000 jobs in the seven areas. The General Amendments increased the jobs potential to almost 8,800 jobs. Thus, the GPAs resulted in a net increase of an estimated 3,800 jobs. Most of the jobs increase is due the Gran Plaza Phase 1 and the Gran Plaza Phase 2 Power Center.

For land located within the City limits the 2015 Land Use Element Map is the same as 2007 Map with the following exceptions:

- The 2015 Land Use Element Map incorporates the designations of the approved General Plan Amendments.
- The 2007 Commercial Office land use category has been deleted. Only two small areas were designated Commercial Office by the 2007 Land Use Element. The designations of these two areas are changed to Commercial Highway as this category allows office land uses.

For land located within the Sphere of Influence, the 2015 Land Use Element Map:

- Retains the area designated as ISP Industrial Specific Plan
- Deletes the Medium Density Residential designation for land located east of Highway 111 and between Jasper Road and Heber Road
- Designates the entire area east of Highway 111 and between Jasper Road and Heber Road as Commercial Highway
- Retains the Open Space with Airport Overlay land use category
- Designates all other land within the Sphere of Influence RSP Residential Specific Plan, which requires approval of a specific plan prior to annexation

Table LUE 6
Land Use Comparisons Between Adopted 2007 General Plan and General Plan Amendments/Approved Projects

Location	2007 General Plan Designations	General Plan Amendments Or Approved Projects
SWC Highway 111 and Jasper Road 232 acres	• CH Commercial Highway 65.6 acres 714,384 SF • I Industrial 58.7 acres 1,022,788 SF • MDR Medium Density Residential 101.9 acres 696 housing units • HDR High Density Residential 5.8 acres 128 housing units	*111 Calexico Place Specific Plan* • Commercial Highway Casino 93,880 SF 400 hotel rooms Restaurants 131,500 SF Retail Commercial 389,000 Office 735,000 SF Fire/Police Station 20,800 SF
SEC Highway 111/Jasper Road	• CH Commercial Highway 28.0 acres 304,920 SF • MDR Medium Density Residential 126.8 acres 913 housing units	*Mega Park* • Commercial Highway 48.42 acres (Jasper Crossing) 484,567 SF of commercial uses • Other Commercial Highway 9.13 acres 91,300 SF of commercial uses • Health Services Center 12.80 acres 166,000 SF • Industrial and Business Park 38.15 acres 441,625 SF of industrial uses • Dedications and Reservations 39.90 acres Stormwater detention basins, IID substation, roads and Dogwood Canal
Jasper Road east of Mega Park	• MDR Medium Density Residential 85 acres x 7.2 DUs/AC = 612 housing units • HDR High Density Residential 45 acres x 20 DUs/AC 900 housing units Total 1,512 housing units PF Public Facility 35 acres	• *Palazzo Subdivision* 37.47 acres 276 single family housing units 53.00 acres 931 multi-family housing units Mixed Use 7.08 acres Retail Commercial 75,000 SF Office Commercial 75,000 SF Parks 19.31 acres Detention basin 13.14 acres
Corner of Scaroni Frontage Road and Robinson Avenue	• CH Commercial Highway 33.09 acres 10,890 SF/AC X 33.09 acres = 360,350 SF	• *Estrada GPA* HDR High Density Residential 33.09 acres 794 housing units
North Side of Cole Blvd. and west of W. Van De Graaff Blvd. extending to the railroad tracks	• CH Commercial Highway 100 acres 10,890 SF/AC x 100 acres = 1,089,000 SF	• Industrial 100 acres 17,424 SF/AC = 1,742,400 SF

Table LUE 6 continued
Land Use Comparisons Between Adopted 2007 General Plan and General Plan Amendments/Approved Projects

Location	2007 General Plan Designations	General Plan Amendments Or Approved Projects
West 2nd Street Calexico International Airport U.S.-Mexico Border	• I Industrial 62 acres 17,424 SF/AC X 62.0 acres = 1,081,023 SF	• *Calexico Gran Plaza Phase 1 GPA* CH Commercial Highway 62 acres 561,650 SF of commercial retail
Calexico International Airport U.S.-Mexico Border, Gran Plaza Center and All American Canal	• I Industrial 100 acres 17,424 SF/AC X 100 acres = 1,742,400 SF	• *Calexico Gran Plaza Phase 2 Power Center GPA* CH Commercial Highway 100 acres 1,069,400 SF of commercial retail

Sources: 2007 General Plan Land Use Element, adopted May 1, 2007
111 Calexico Place Specific Plan Final EIR, December 2008
Calexico Mega Park EIR, December 2014
City Council approval of Palazzo Subdivision, March 6, 2012
City Council Agenda Report, General Plan Amendment No. 2010-02 and Zone Change No. 2010-03 (Raul & Alice Estrada), October 19, 2010
City Council Agenda Report, Zone Change No. 2009-01, C-H Commercial Highway to Ind General Industrial, north side of Cole Blvd. and west of W. Van De Graff Blvd. extending to the railroad tracks, May 20, 2009
Gran Plaza Phase 1, *Draft Environmental Impact Report*, September 2010, page 4-2
Gran Plaza Phase 2 Power Center, *Final Environmental Impact Report*, June 8, 2015, Section 4, page 206

2.5 LAND USE ELEMENT CATEGORIES

Table LUE 7 describes the land use categories which the Land Use Map (Exhibit LUE-3) delineates.

- AP Airport
- BP Business park
- CC Commercial Core
- CN Neighborhood Commercial
- CH Commercial Highway
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- I Industrial
- ISP Industrial Specific Plan
- OS Open Space
- OS Open Space w/Airport Overlay
- PF Public Facility
- RSP Residential Specific Plan

Table LUE 7
Land Use Categories

Land Use Category	Description
Residential	
LDR Low Density Residential	The LDR category designates land for detached single family housing units on minimum lot sizes of 6,000 square feet. The maximum density is six dwelling units per net acre. The corresponding zoning district is R-1 Residential Single Family Zone.
MDR Medium Density Residential	The MDR category designates land for patio homes, duplexes, townhomes and mobilehomes. The corresponding zoning districts include R-2 and MHP Mobile Home Park Zone. The R-2 Zone permits a residential density in the range of 5.1 to 12 dwelling units per net acre. The MHP Zone permits a maximum density of seven dwelling units per net acre.
HDR High Density Residential	The HDR category designates land for multi-family housing including, but not limited to, condominiums, apartments, duplexes, and other multiple unit residential buildings. The corresponding zoning districts include RC Residential Condominium Zone and the RA Residential Apartment Zone. The RC Zone permits a residential density of 12 to 20 dwelling units per net acre. The RA Zone permits the development of residential apartments at a density of 20 to 30 dwelling units per net acre.
Commercial	
CN Commercial Neighborhood	The CN category designates land for neighborhood shopping centers which provide grocery, drug store and neighborhood related shopping. The corresponding zoning district is the CN Commercial Neighborhood Zone.
CH Commercial Highway	The CH category designates land for the location of highway oriented retail, wholesale and office uses. The CH category accommodates land uses such as major shopping centers, professional and administrative offices, hospitals, theaters, health clubs, hotels, motels, restaurants, auto dealers, gas stations, and service establishments. The corresponding zoning district is CH Commercial Highway Zone.
CC Community Core Commercial	The CC category is assigned to Calexico Downtown. The CC category accommodates a range of commercial and office uses. Mixed uses are permitted in Calexico Downtown. Residential uses are permitted on the upper floors above retail, commercial or office uses on the lower floors or freestanding on the same site. Civic uses, transit services, schools, postal services, banks, and theaters are permitted by the CC category. The corresponding zoning district is CS Commercial Specialty Zone.

Table LUE-7
Land Use Categories

Land Use Category	Description
BP **Business Park**	The BP category promotes campus style industrial and business parks. Commercial and restaurant uses shall be allowed to support the needs of the businesses and employees. The BP category is identified for areas located along Highway 98 in the eastern part of the City to respond to opportunities presented by the Eastern Port of Entry to provide job-creating uses. Land within the Mega Park development also has been designated BP.
I **Industrial**	The I category designates land for industrial uses located primarily in the western portion of the City near the railroad tracks. The corresponding zoning districts are I General Industrial Zone and IR Industrial Rail Served Zone.
ISP **Industrial Specific Plan**	The ISP category designates land in the Sphere of Influence adjacent to the railroad tracks as Industrial Specific Plan. An Industrial Specific Plan is intended to create an industrial development that exceeds current City property development standards.
PF **Public Facility**	This category serves as a prefix for a variety of public land use areas. It is used to recognize land uses such as the City Hall, library, schools, parks, police and fire stations, and other publicly-owned facilities.
AP **Airport**	Designates the site of the Calexico International Airport.
OS **Open Space**	The Open Space designation delineates areas that shall remain protected as open space but are not accessible to the public for recreational purposes. An example of this designation is used for such areas as publicly-owned land along the New River where currently public access is prohibited due to the contamination of the river. In the future, should the river area be cleaned up such that human activity is allowed, this area could be considered for redesignation to PF. The OS also includes large ponds or retention areas not open to the public, irrigation and drainage canals, or natural areas that may warrant preservation. The corresponding zoning district is OS Open Space Zone.
OS with **Airport Expansion Overlay**	This designation is applied to the lands located west of the Calexico International Airport within the Sphere of Influence. The designation allows for expansion of the airport as envisioned in the Airport Master Plan, as well as open space and agricultural uses that are compatible with airport operations. Once the airport expansion is completed and the area annexed into the City, this area could be planned and developed for other uses that are compatible with expanded airport operations such as industrial.

RSP **Residential Specific Plan**	The RSP is a designation applied to land not yet annexed into the City limits. Prior to annexation, a Specific Plan must be approved by the City for an area designated RSP. The Specific Plan must demonstrate a range of residential uses and a mix of well designed land uses that support a residential community, such as a variety of housing densities, residential products, retail, civic, schools, parks, and other uses. City and school district requirements for parks and schools must be met within each Specific Plan or group of plans in the same area as population warrants. The Specific Plan also must include measures to preserve agricultural lands to the maximum degree possible.

City of Calexico - General Plan Land Use

CLX_City_Limits Areas
CLX_Sphere_of_Influence Areas
CNTY_Railroad Areas
AP - Airport
CH - Commercial Highway
CN - Commercial Neighborhood
CC - Commercial Core Mixed Use
I - Industrial
ISP - Industrial Specific Plan
PF - Public Facility
BP - Business Park
OS - Open Space
OS - Open Space w/Airport Expansion Overlay
LDR - Low Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
RSP - RESIDENTIAL SPECIFIC PLAN

STATE HWY 86
HEBER RD
STATE HWY 111
PIZER RD
MEADOWS RD
DOGWOOD RD
WILLCUGHBY RD
JASPER RD
KLOKE RD
CENTRAL MAIN CANAL
BOWKER RD
COLE RD
STATE HWY 98
NEW RIVER
ALL AMERICAN CANAL
ANDRADE AVE
7TH ST
5TH ST
2ND ST
CARR RD
ANZA RD

General Plan Land Use Map

July 2015

N
W
E
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0
1300 ft

The Information contained in this document is based on original work and accurately reflects such work at the time the plan was prepared. No other representation or warranty concerning this plan is made by the City of Calexico. Efforts have been made to insure map accuracy. However, this map may be revised at any time without notice. Any discrepancies should be brought to the attention of the Development Services Department.

2.7 RELATIONSHIP OF GENERAL PLAN LAND USES TO ZONING

The City's Zoning Ordinance and designated zone districts are a tool used to implement the General Plan Land Use Plan. The purpose of zoning is to promote and protect public health, safety, and welfare, and to safeguard and enhance the appearance and quality of development within the City of Calexico. State law requires that the zoning on any parcel must be consistent with the parcel's General Plan Land Use designation. If they are not consistent, prior to development approval, a zone change is required to create consistency. The land use category descriptions include the identification of the corresponding and consistent zoning districts.

2.8 GOALS, OBJECTIVES, POLICIES, AND IMPLEMENTATION MEASURES

Goals, objectives and policies are established for the following:

- General Land Use
- Residential Land Use
- Commercial and Industrial Land Use
- Downtown Calexico
- Airport Land Use
- Land Use and Circulation
- Infill Development
- Community Appearance

Part 2.8.8 describes the Implementation Measures.

2.8.1 General Land Use

Goal: Promote land development that conserves precious resources including air quality; water and energy; encourages a healthy lifestyle; and enhances alternative to modes of transportation.

Objective: Ensure that individual residential and non-residential projects incorporate sound land development practices.

Policies:

- Promote land development practices that reduce energy and water consumption, air and water pollution, greenhouse gas emissions, and waste, incorporating practices such as:

  - ✓ Concentration of uses and design of development to promote active transportation (walking and biking) and use of public transit instead of the automobile.
  - ✓ Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation
  - ✓ Use of permeable paving materials
  - ✓ Shading of surface parking and walkways

- Develop land uses that enhance the existing transportation network, minimize the impacts of vehicles in the City, and encourage the use of alternative modes of transportation.

- Require that new development include pedestrian access to enhance the community's pedestrian character and pedestrian linkages between the major shopping and employment centers, residential neighborhoods and open spaces.

2.8.2 Residential Land Use

Goal: Provide an adequate mix of low, medium and high density residential land uses to house seniors and families of all economic segments.

Objective: Ensure sufficient residential sites to accommodate Calexico's share of the regional housing need for all income groups.

Policies:

- Facilitate the development of approved residential projects.
- Encourage infill development on vacant and underutilized sites.
- Incorporate in the Zoning Ordinance incentives for mixed use development.
- Facilitate residential development in close proximity to jobs and services.
- Promote an improved jobs/housing balance by annually monitoring job growth and housing development.

2.8.3 Commercial and Industrial Land Use

Goal: Achieve commercial and industrial development that capitalizes on Calexico's border location and provides diverse jobs and sales tax revenues to fund high levels of City services.

Objectives:

- Increase the number and diversity of jobs.
- Increase sales tax revenues.

Policies:

- Promote commercial development that meet the needs of City residents and attracts shoppers from Mexicali and other Imperial County communities.
- Facilitate the development of approved commercial and industrial projects.
- Promote industrial and business park developments that provide a variety of jobs.
- Ensure the compatibility of commercial and industrial land uses with adjacent land uses.
- Neighborhood commercial centers should be designed in such a manner so as to compliment and not conflict with adjoining residential areas.
- Specialty commercial uses such as swap meet sites, although typically transient in nature, should provide standard amenities such as paved parking lots, restroom facilities, shade structures, and food vendors if allowed to operate for longer than one week.
- Retail uses within the highway commercial zone should be located within retail centers having centralized ingress and egress points and/or frontage road access in order to minimize curb cuts along Highway 111 and Highway 98.
- Prepare a Business Park Zone.

2.8.4 Downtown Calexico

Goal: Create a vibrant, exciting, and prosperous Downtown Calexico.

Objective: Restore commercial prosperity to the Downtown Calexico.

Policies:

- Create a vibrant environment that provides for the shopping, eating and entertainment needs of the community.
- Integrate parks and plazas into the fabric of the Downtown. Because downtown enjoys high foot traffic, provide pedestrians new and improved places to gather, places to play, and places to sit a while.
- Enhance transportation options. Create easy opportunities for bus, taxi, walking and automobile travel and create seamless connections between them.
- Improve circulation of traffic into Downtown. Provide signage and easy turns into downtown from Imperial and new border crossing alignment.
- Integrate housing into and around the Downtown Core. Add residents Downtown to keep it bustling during the day and evening.
- Establish incentives for mixed-use development to be developed in Downtown Calexico.

Exhibit LUE 4 shows the boundaries of Calexico Downtown.

2.8.5 Airport Land Use

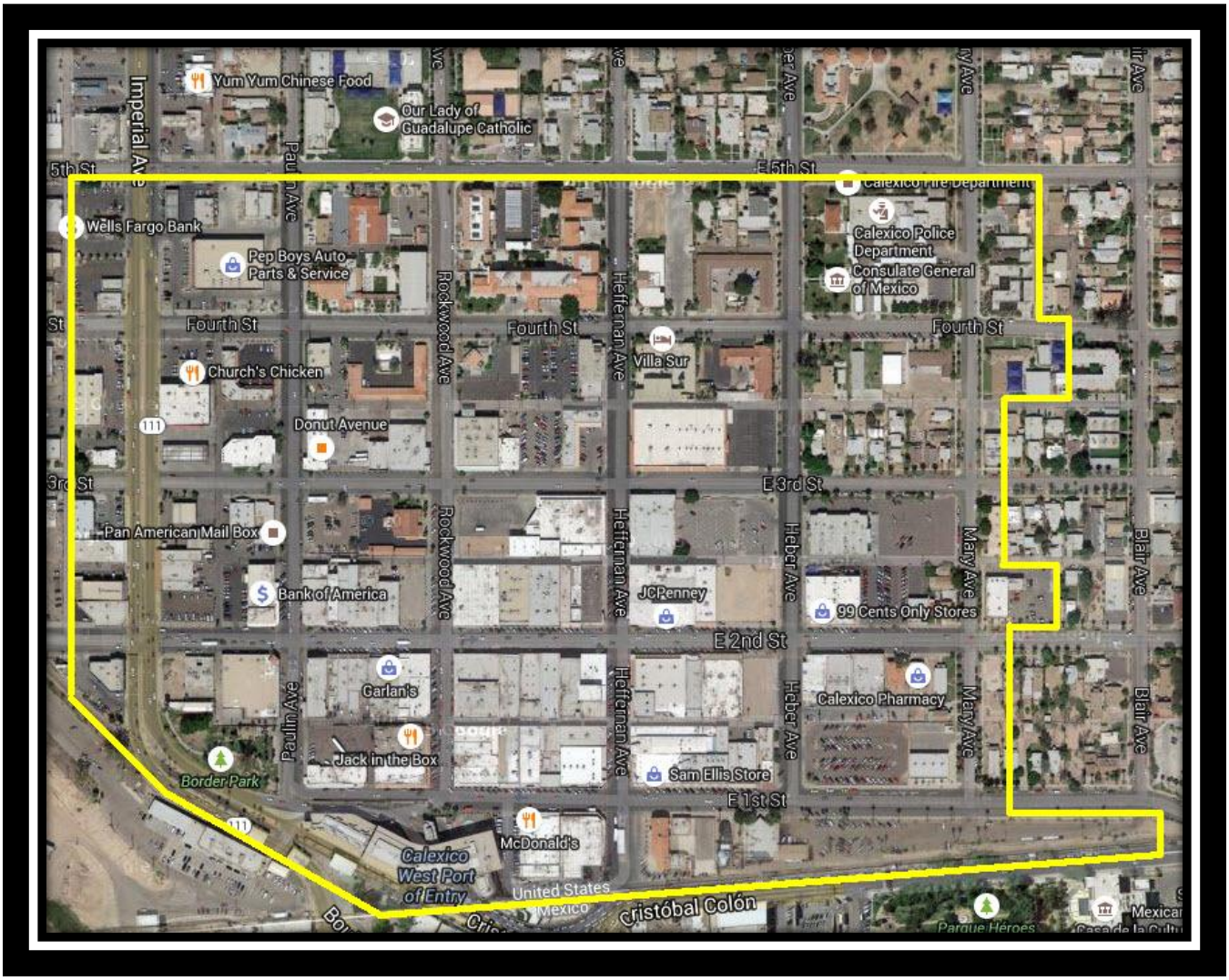
Goal: Ensure the compatibility of land uses surrounding the Calexico International Airport.

Objective: The City will work to encourage and attract compatible users and uses in and around the airport to promote airport safety and consider potential airport related noise.

Policies:

- In the event of a substantial number of complaints regarding increases in noise levels, the City will evaluate feasible noise abatement procedures.
- Significant changes in land use in and around the Airport (within 2 miles) shall be referred to the Imperial County Airport Land Use Commission for their comment and consideration.

Exhibit LUE 4
Downtown Calexico



2.8.6 Infill Development

Goal: Achieve the development of infill sites with well designed developments including mixed use developments.

Objective: The City shall encourage infill and adjacent new development to provide for the efficient use of existing infrastructure, avoid "leap frog" new development and to reduce impacts to agriculture.

Policies:

- The extension of water and sewer service facilities should be limited to one-quarter mile across an undeveloped area.
- Develop a Mixed Use Overlay Zone that can be applied at the request of property owners on potential infill sites.
- Develop incentives for the development of infill sites such as density bonuses, waiver, deferral or reduction of City fees, and expedited development processing

Exhibit LUE 5 shows the location of several potential infill development sites.

Table LUE 8 lists already developed and potential infill housing sites. Site A is an infill site that was developed as an affordable family rental housing development. One infill site was recently developed in Calexico Downtown as an affordable, single room occupancy complex for senior citizens.

Exhibit LUE 5
Potential Infill Sites

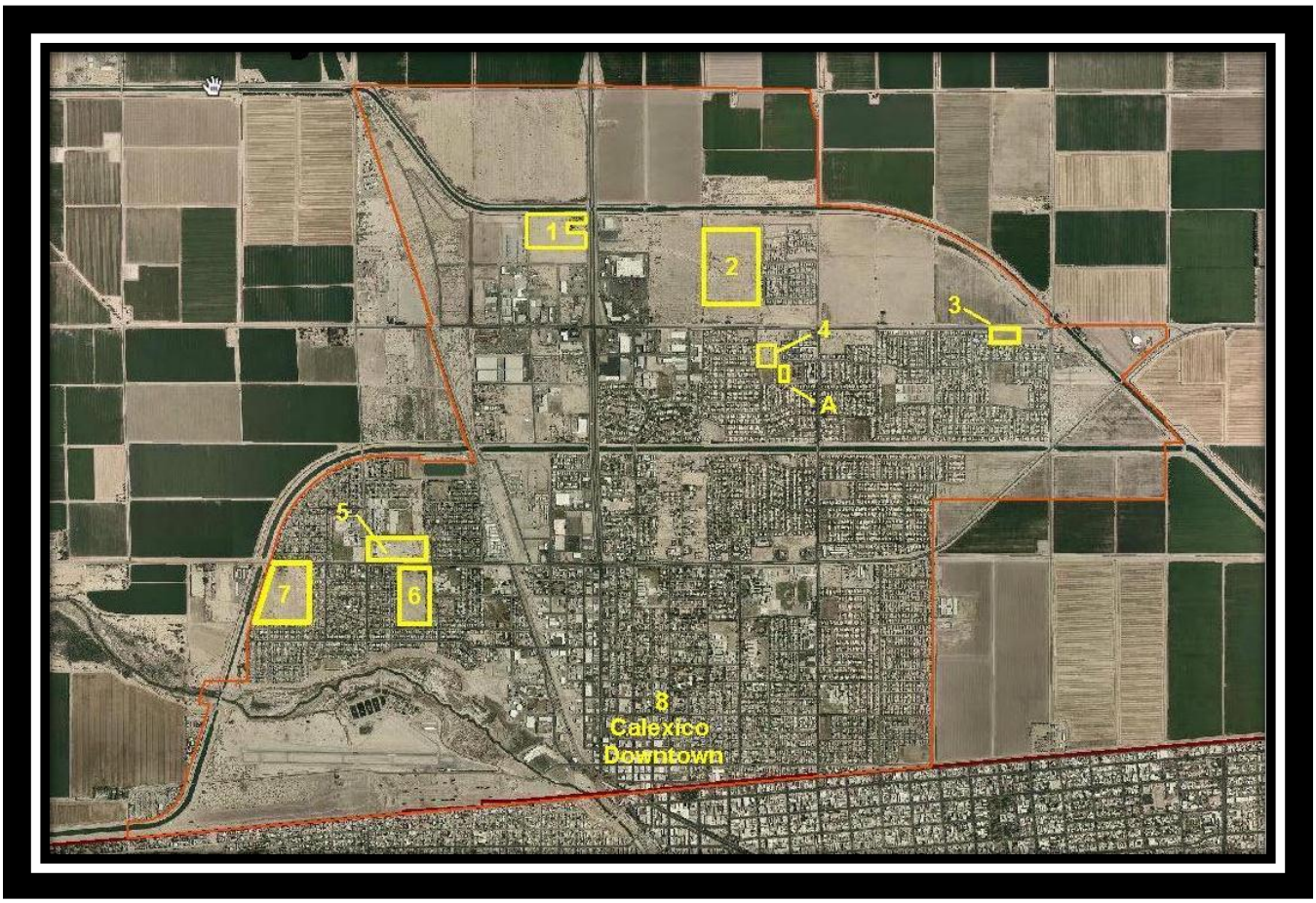


Table LUE 8
City of Calexico
Infill Housing Sites

Site Number	Site Name/ Assessor Parcel Numbers	Land Use Designation[1]	Zoning Designation[2]	Acres	Housing Capacity
A	Villa Primavera 058-832-040	HDR	RA	2.86	48
1	Estrada HDR 059-010-019[3] 059-010-020	HDR	RA	33.09	794
2	Pacific Century Homes 059-491-003 059-500-002	LDR	R1	40.00	250
3	059-450-003[4] 059-450-004[4]	HDR	RA	4.30	103
4	058-832-016	LDR	RA	5.00	120
5	058-853-001 058-853-002	HDR	RA	9.85	236
6	Remington Condominiums 058-180-050 058-180-064	HDR LDR	RA R1	20.00	272
7	Riverview Condominiums 058-180-008 058-180-009 058-180-010 058-180-011	HDR	RC	25.00	352
8	Downtown Calexico Various Parcels	CC	CS	--	--
Total				137.24	2,127

[1]HDR refers to High Density Residential; LDR refers to Low Density Residential; MDR refers to Medium Density Residential; CC refers to Commercial Core
[2]RA refers Residential Apartment Zone; R1 refers to Residential Single Family Zone; RC refers to Residential Condominium Zone; CS refers to Commercial Specialty Zone.
[3]059-010-019 = 19.78 acres; 059-010-020 = 13.31 acres
[4]059-450-003 = 3.29 acres; 059-450-004 = 1.01 acres
Table construction by Castañeda & Associates

2.8.7 Community Appearance

Goals: Improve the community's appearance.

Objective: Eliminate physical features such as poor signage, poorly maintained lots and dilapidated housing which detract from Calexico's appearance.

Policies

- Improve the visual appearance of Calexico by identifying areas in need of beautification and rehabilitation.
- Promote and encourage the overall improvement in visual appearance for commercial and industrial areas.
- Encourage the maintenance and improvement of older residential neighborhoods to prevent decay, blight and decline in property values.

2.8.8 Implementation Measures

2.8.8.1 Zoning Ordinance Update

The Zoning Ordinance is outdated and should embody more modern thinking regarding smart growth and good design which will lead to quality development. In some ways, the Zoning Ordinance could be considered an impediment to quality land use and economic development. Although the entire Zoning Ordinance should be updated, the immediate focus should be on the following:

- Remove impediments to mixed use development by creating a Downtown Mixed Use Zone and a Mixed Use Overlay Zone that could be applied to other sites located in Calexico.
- Encourage Business Park development by creating a Zone District that implements the purpose and intent of the Land Use Element BP category.
- Work with representatives of approved developments to identify the Zoning Ordinance changes that should be made for purposes of facilitating development, encouraging good design, and creating opportunities for entrepreneurs.

2.8.8.2 General Plan Annual Progress Report

Government Code Section 65400 mandates that certain cities and all 58 counties submit an annual report on the status of the General Plan and progress in its implementation to their legislative bodies, the Governor's Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD) by April 1 of each year. Only charter cities are exempt from the requirement to prepare Annual Progress Reports (APRs) unless the charter stipulates otherwise (Government Code Section 65700).

The purpose of the report is to inform the Planning Commission and City Council of the progress made toward implementation of the General Plan Elements. Among the topics discussed in the General Plan Progress Report are:

- Priorities for land use decision making that have been established by the Planning Commission and City Council.

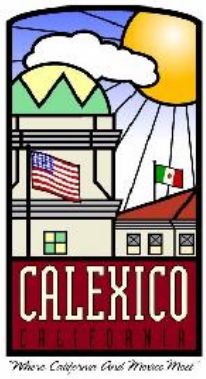
- Goals, policies, objectives, standards or other plan proposals that need to be added or were deleted, amended, or otherwise adjusted.
- Planning activities initiated – These may include, but are limited, to master plans, specific plans, master environmental assessments, annexation studies, and other studies or plans.
- General Plan Amendments – These include city-driven as well as applicant driven amendments.
- Major development applications processed.

The City should annually prepare a General Plan Progress Report.

2.8.8.3 Housing Element Annual Progress Report

Government Code Section 65400 requires each city and county to prepare an annual report on the status and progress in implementing the jurisdiction's housing element. The City Council adopted the *2013-2021 Housing Element* in January 2014. The APR is an important tool tracking and monitoring progress in addressing housing needs and goals. The APR includes information on a city's progress in addressing the regional housing need allocation, including the number of housing units permitted by income level, the status of program implementation and efforts to remove governmental constraints.

Providing housing to meet the housing needs of all economic segments of the community contributes to meeting the overarching goals of the *Land Use Element* and *Economic Development Element* as well as the adopted *Housing Element*. The City should annually prepare a Housing Element Progress Report in order to keep the Planning Commission and City Council well-informed.



3.0 CIRCULATION ELEMENT

City of Calexico

Draft Circulation Element

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3.1 INTRODUCTION

The Circulation Element defines plans for the various methods of transportation on the City streets for automobiles, truck traffic and public transit as well as pedestrians and bicyclists. The purpose of the Circulation Element is to ensure adequate access throughout the City through the improvement and maintenance of the transportation system.

Circulation and transportation planning relate closely to land use planning. If streets and transportation are not in place to serve the desired land use, the desired development will be severely impaired. The design of the circulation system strongly influences the distribution of land uses throughout the City. Streets and public access are the primary motivator in the determination of how much density/intensity an area can accommodate. The location and size of the existing and planned street system in Calexico is one of the foremost determinants in measuring the community's ability to accommodate increased growth.

Included in this 2015 update of the Circulation Element is the incorporation of transportation strategies of the California Department of Transportation (Caltrans), Imperial County Transportation Commission (ICTC) and the inclusion of a Complete Streets Policy for the City of Calexico. Documents utilized in this update include:

- California Department of Transportation: Transpiration Concept Report - State Route 111, District 11 dated October 28, 2014;
- California Department of Transportation – State Route 111 Project Study Report dated June 2007;
- Calexico Intermodal Transportation Center Feasibility Study dated September 2, 2014;
- Calexico West Land Port of Entry Border Station Expansion prepared by KOS Corporation for the U.S. General Services Administration dated November 2009;
- SR-East and SR-98 Widening Update Traffic Volumes/ Traffic Reports dated April 23, 2007 and April 25, 2007 prepared for Dokken Engineering;
- Traffic Impact Study for the Mega Park Mixed Use Development Dated February 4, 2013 prepared by Darnell & Associates, Inc.;
- City of Calexico General Plan Update and Draft Environmental Impact Report Traffic Study dated November 2005 prepared by Albert A. Webb Associates;
- City of Calexico Bicycle Master Plan dated September 30, 2003 prepared by Wallace Roberts & Todd Inc.; and
- Complete Streets required by State Law Assembly Bill 1358.

Each of the above documents provide data and analysis needed to address the Circulation Element transportation needs of the City's streets for automobiles, truck traffic, public transportation, pedestrians and bicyclists. The existing and planned expansion of the Land Port of Entry (LPOE) with Mexicali, Baja California creates significant demands for infrastructure to accommodate the demands of automobiles, trucks, pedestrians and bicyclists to travel within

and through the City of Calexico.

3.2 EXISTING CONDITIONS

The circulation system in the City of Calexico is oriented to the automobile. The system is dominated by Imperial Avenue/Highway 111 which travels north/south, and Birch Street/SR-98 which travels east/west. Figure C-1 shows the Existing Circulation System within the City. Figure C-2 shows the existing Daily Traffic Volumes.

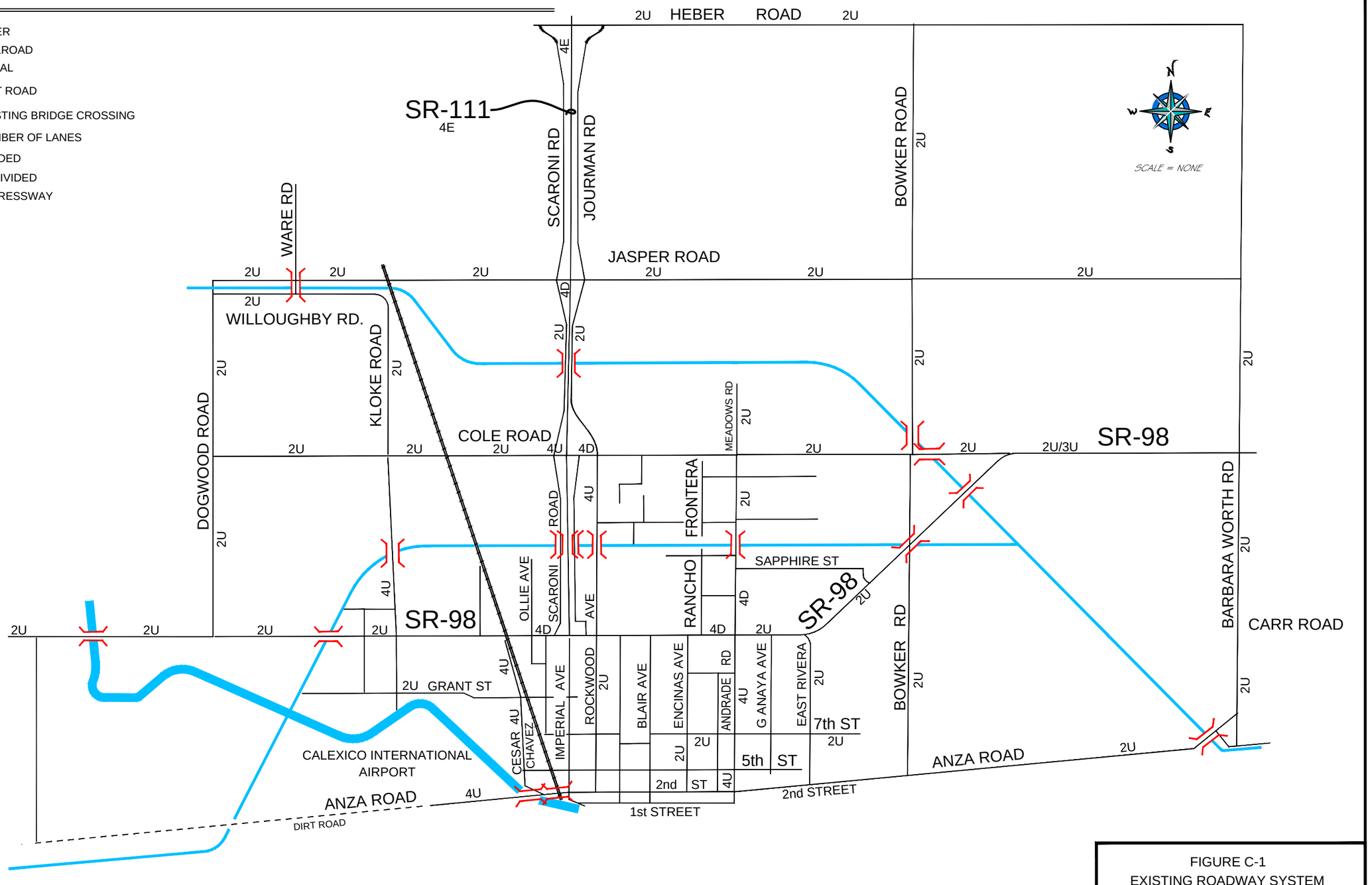
Within the east and west sides of the City, traffic circulates with ease. Congestion is not a problem. The problem is that access openings along SR-111 south of Birch Street (SR-98) allow vehicular traffic to cross Imperial Avenue/Highway 111 in an effort to get to either the eastern or western side of town. Once northbound traffic reaches and passes the traffic signal at Birch Street and Imperial Avenue/Highway 111, the congestion almost disappears. Southbound traffic has no relief once it proceeds down Imperial Avenue on their way to either downtown Calexico or Mexico. The fact that downtown abuts the International Border does tend to worsen the problem. A secondary hindrance to east/west traffic is the railroad track which generally parallels Highway 111. Currently, no grade separated crossings of the tracks exist within the City.

The existing vehicular and pedestrian demands entering and leaving from Mexico create capacity, safety and circulation impacts. The continued growth to/from Mexico and growth within the City of Calexico create issues and a need for multimodal transportation improvements.

Two other issues affect existing traffic conditions within the City. The first is created by truck traffic. Truck traffic to/from Calexico businesses and through truck traffic on major and secondary arterial streets, and collector and local roads creates unsafe conditions and traffic congestion is caused by the location of school sites. Due to the proximity of some school sites immediately opposite each other and on major and secondary arterials, congestion is a problem during morning drop-off and afternoon pick-up times.

LEGEND

- RIVER
- RAILROAD
- CANAL
- DIRT ROAD
- EXISTING BRIDGE CROSSING
- # - NUMBER OF LANES
- D - DIVIDED
- U - UNDIVIDED
- E - EXPRESSWAY



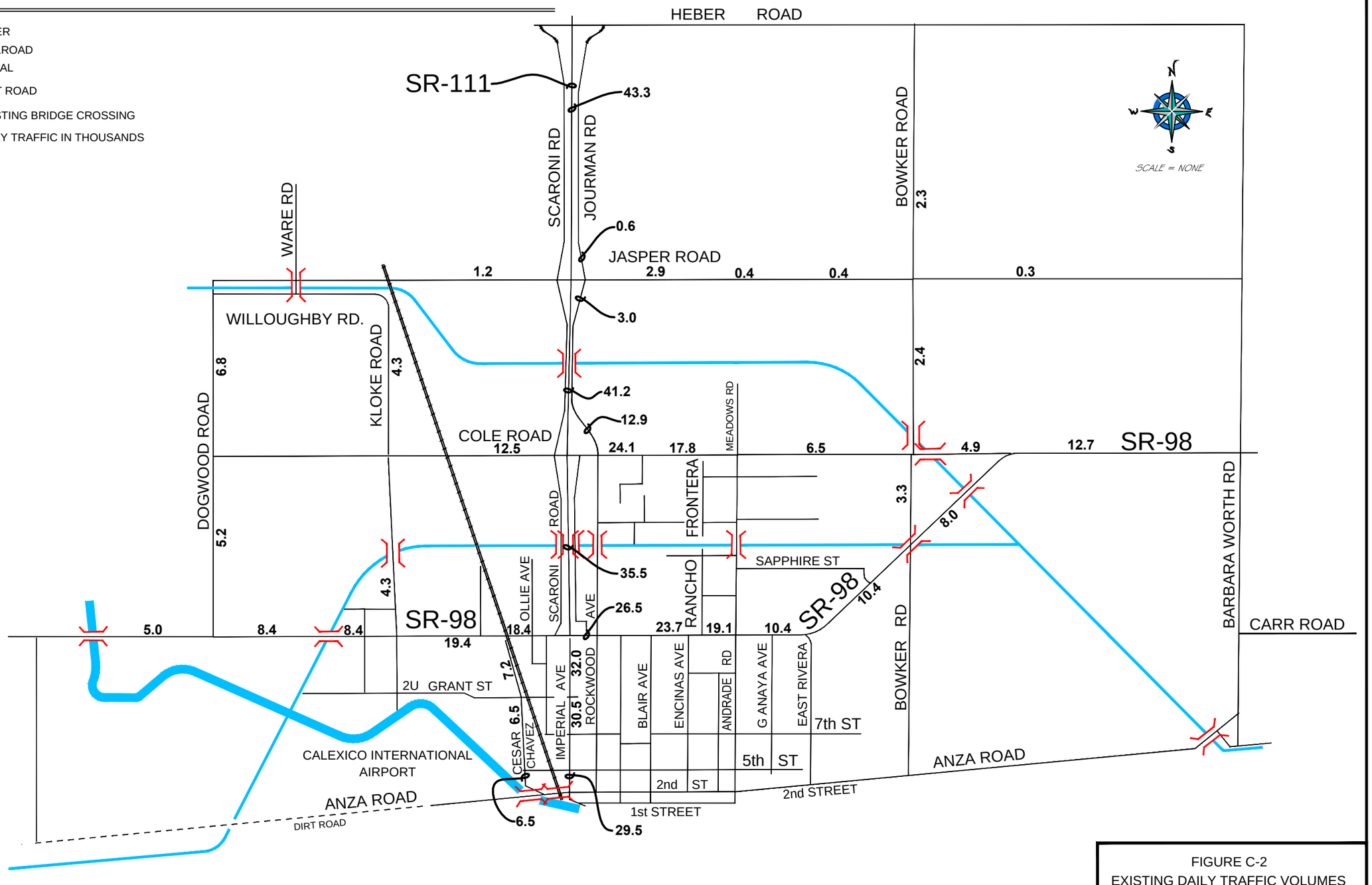
SOURCE:
Darnell & ASSOCIATES, INC.

FIGURE C-1
EXISTING ROADWAY SYSTEM

CITY OF CALEXICO, CALIFORNIA

LEGEND

RIVER
RAILROAD
CANAL
DIRT ROAD
EXISTING BRIDGE CROSSING
XX.X = DAILY TRAFFIC IN THOUSANDS



SOURCE:
Darnell & ASSOCIATES, INC.

FIGURE C-2
EXISTING DAILY TRAFFIC VOLUMES

CITY OF CALEXICO, CALIFORNIA

3.2.1 Existing Roadways

3.2.1.1 Imperial Avenue/Highway 111

Imperial Avenue/Highway 111 is the primary north/south arterial in the City of Calexico. The roadway basically divides the City in half. All traffic that travels north to Interstate 8 or south into Mexico, travels on this roadway. The traffic is so substantial that Imperial Avenue (within the City limits south of Birch Street) is usually jammed with not only through traffic, but also with north/south local traffic, and automobiles that are trying to get from one side of town to the other. The fact that there are only two (2) traffic signals on this portion of the roadway contributes greatly to the congestion. Many four-way stop signs also contribute to constant stop and go traffic, both heading in and out of Mexico. To ease this situation closest to the border, a raised median was built between Second Street and Fifth Street, thus eliminating cross traffic at Third and Fourth Streets. Traffic control personnel assist with traffic flow through this area during peak traffic times.

3.2.1.2 Traffic Signals along Imperial Avenue and Birch Street (SR-98)

Although quite expensive, signalization is the easiest way to alleviate the congestion on Imperial Avenue. With the creation of a system that enables vehicles to travel between the border and Birch Street with the fewest possible delays would dramatically reduce the congestion on Imperial Avenue in the City. Traffic tends to flow smoothly into and out of the City via Birch Street (SR-98), and considering, its inadequacies as a primary east/west thoroughfare, the trouble spots are few and manageable.

3.2.1.3 Birch Street (State Route 98)

Birch Street/Route 98 is classified as a State Highway and is a primary east/west arterial. SR 98 currently provides two (2) lanes of travel in each direction east of its intersection with Ollie Avenue. West of Ollie Avenue, Birch Street becomes a two-lane (one in each direction) road forming a bottleneck which, when combined with a lack of left turn lanes at Cesar Chavez Boulevard, aggravates congestion within the area. Caltrans has plans to upgrade Birch between Highway 111 and David Navarro Avenue to a four lane highway. There are no bike lanes or bus stops provided and curbside parking is prohibited.

SR-98 east of SR-111 is currently two lanes in each direction between SR-111 and Encinas Avenue. This section of roadway currently experiences significant congestion. East of Encinas Avenue to Bowker Road, SR-98 in this area is a 4-lane road. From Bowker Road easterly, SR-98 varies between one and two lanes in each direction.

3.2.1.4 Second Street/Anza Road

Second Street, which becomes Anza Road east and west of the City, is one of the major east/west cross town arterials near the southern edge of the City, parallel to the International Border west of Cesar Chavez Boulevard the roadway provides two (2) lanes in each direction to the Outlet Mall and then transitions to two (2) lanes along the Calexico Airport. In the section between Cesar Chavez and Highway 111, there are two lanes in each direction. As the street enters Calexico Downtown east of Highway-111, the street narrows to one lane each way with angular parking along most of the segment between Paulin and Heber Avenues where it is only one-way in the eastbound direction with three (3) travel lanes. Second Street is one of only three east/west arterials that enable traffic to cross the railroad tracks

located west of Highway 111. As the cross-street located closest to the U.S./Mexico border, Second Street is impacted most when queues (lines) of autos form waiting to be processed at the border.

3.2.1.5 Cole Road

Cole Road is classified as a Collector on the Imperial County Circulation Element. Cole Road is the second most northern east/west roadway within the City limits. Cole Road currently is constructed as a two-lane undivided roadway with a center turn lane from west of the City limits to Enterprise Boulevard. At Enterprise Boulevard it transitions into a four-lane undivided roadway between Enterprise Road and Imperial Avenue (SR-111). East of SR-111, Cole Road is currently constructed as a four-lane divided roadway between SR-111 and Rockwood Avenue. Then it transitions back into a four-lane undivided roadway east Rockwood Avenue to Bowker Road. With the update of the Circulation Element, Cole Road will continue east of Bowker as a Major Arterial (4U). Curbside parking is prohibited along both sides of the roadway and bus stops are provided along the portion of Cole Road between SR-111 and Yourman Road/Rockwood Avenue. The intersection of Cole Road and SR-111 is controlled by a traffic signal. A frontage road on either side of SR-111 leads into Cole Road. Traffic congestion is a concern on Cole Road and with its improvements has become a major commercial and industrial arterial, relieving some of the pressure on Birch Street.

3.2.1.6 Jasper Road

Jasper Road is an unclassified east/west roadway that forms the northern City limit of Calexico. Jasper Road is currently constructed as a two-lane undivided roadway. No bike lanes or bus stops are provided and curbside parking is prohibited. In the future, the City may request that Caltrans realign and reroute SR-98 from Birch Street at Dogwood Road to Jasper Road to the east of Dogwood Road then along Jasper Road to the east of Dogwood Road to Bowker Road then Jasper Road would then become a 4-6-lane highway within the Expressway Corridor.

3.2.1.7 Dogwood Road

Dogwood Road is a north/south roadway located along the western edge of the City's Sphere of Influence. It connects from SR-98 north to Brawley. Dogwood Road is currently a two-lane undivided road in the vicinity of Calexico north from SR-98 to Heber Road. Like Jasper Road the roadway is shown on the 2015 Circulation Element for realignment.

3.2.1.8 Kloke Road

Kloke Road is a north-south roadway that connects Willoughby Road (Jasper Road) to the south of Grant Street. Kloke Road is currently constructed as a four-lane undivided roadway from the Canal north of Cole Road to Grant Street. It provides access to schools north of SR-98. Kloke Road is an important north-south roadway on the western side of the City.

3.2.1.9 Cesar Chavez Boulevard

Cesar Chavez Boulevard is currently an unclassified two-lane roadway that parallels the Union Pacific Railroad tracks. Cesar Chavez Boulevard runs northwest from Second Street to SR-98 through a predominantly industrial area. According to the Calexico West Border Station Expansion/Renovation Feasibility Study, CannonDesign 2005, the terminus of Cesar Chavez Boulevard at Second Street is directly opposite the entry/exit point of the vacated commercial

port which is proposed to be converted into the passenger car point of entry into Calexico from Mexicali. Due to this location, Cesar Chavez Boulevard is proposed to serve as the primary, or an additional, entrance roadway to/from Mexico through the proposed Calexico West Border Station. Although this may serve to alleviate some of the traffic congestion near the border. The intersection of Cesar Chavez Boulevard and SR-98 is planned by Caltrans to be improved to accommodate the existing traffic demands and the new POE entrance from Mexico.

3.2.1.10 Andrade/Meadows Road

Currently a two-lane undivided arterial, Andrade/Meadows Road runs north from Second Street to the canal north of Cole Road. Andrade/Meadows Road provides an important north-south link in the eastern portion of the City parallel to Imperial Avenue (SR-111). The roadway is classified a Primary Arterial (4D)

3.2.1.11 Bowker Road

Bowker Road is currently constructed as a north-south two-lane divided arterial that runs from Anza Road to Jasper Road between Birch Street (SR-98) and Cole Road. The roadway widens along the westerly side of the roadway. Bowker Road is located in the eastern portion of the City's Sphere of Influence. Currently the portion of the roadway is classified as an Expressway (4-6D). With the 2015 update of the Circulation Element the Bowker Road will be classified a Major Arterial (4U).

3.2.2 Existing Transit System, Bicycle and Planned Trails

The Imperial Valley, including the City of Calexico, is served by Imperial Valley Transit (ICT), an inter-City fixed route bus system. The ICT system is administered by the County Department of Public Works within the areas classified as the Primary Zone: a North-South axis through Brawley, Imperial, El Centro, Heber and Calexico, from 6:00 AM until 6:00 PM in the Secondary Zones; outlying cities and communities of Niland, Calipatria, Westmorland, Seeley and Holtville. Calexico also has a Dial-A-Ride demand response service which is subsidized by ICT and administered by the City of Calexico. This demand response service is available to seniors and persons with disabilities seven days a week.

In late 2003, the City adopted the City of Calexico Bicycle Master Plan. The network of trails and lanes described in Chapter 6 and all of the Bicycle Master Plan is incorporated by reference as an integral part of the City's Circulation Element. Figure C-3, Proposed Bicycle Network, shows the bicycle and multi-use trail/lane system.

In addition to regular bus service, a shuttle service for workers from Mexico to work places in Imperial County is provided.

3.3 LEVEL OF SERVICE

The Circulation Element has been developed in recognition of the need to relieve existing congestion and to provide a circulation system that can accommodate future anticipated growth. Levels of Service (LOS) standards are used to assess the performance of a street or highway system and the capacity of a roadway. An important goal when planning the transportation system is to maintain acceptable levels of service along the federal and state highways and the local roadway network. To accomplish this, the California Department of Transportation (Caltrans), City of Calexico, County of Imperial, and the other local agencies

adopt minimum levels of service to determine future infrastructure needs.

Traffic analysis uses the Level of Service (LOS) system of categorization to evaluate the project area roadway intersections. Traffic engineers use this LOS system of categorization to describe how well an intersection or roadway is functioning. The LOS measures several factors including operating speeds, freedom to maneuver, traffic interruptions, and average vehicle delay at intersections. The LOS approach uses a ranking system, similar to education, with Level 'A' being best and Level 'F' being worst. Table C-1, Level of Service (LOS) Standards, describes LOS levels in terms the average driver can understand. The LOS is related to the volume-to-capacity ratio (V/C). To determine the V/C ratio, the average daily traffic (ADT) volume on a particular roadway link is divided by the capacity of that same section or roadway.

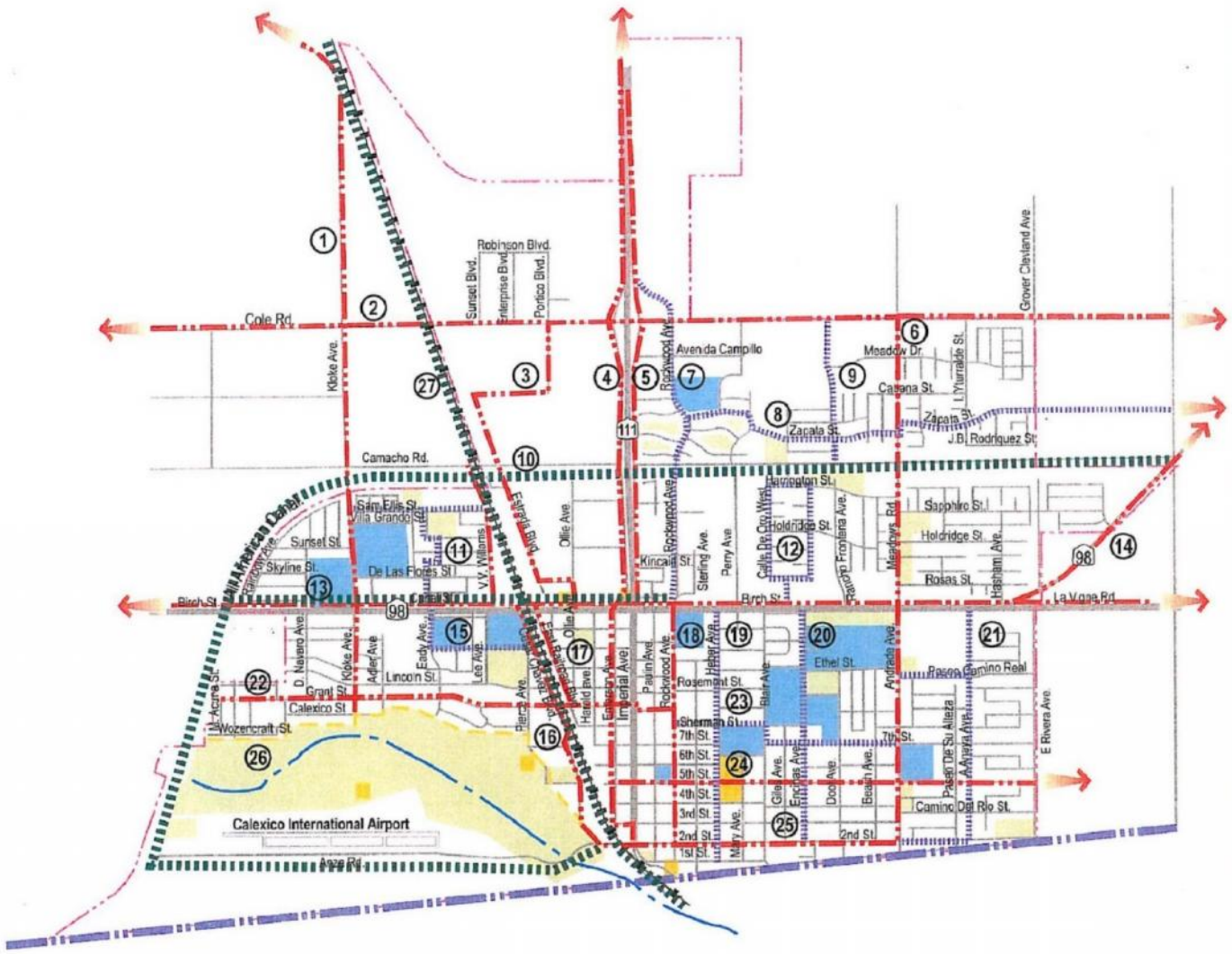
The circulation system of the City of Calexico is primarily composed of a system of arterial and collector roads with two state routes traversing the City. Currently, the majority of vehicle delay occurs at the signalized intersections because vehicles are stopped to allow cross traffic to clear. Each intersection with such congestion problems needs to be continually evaluated in a detailed traffic study at the time that development in the area or roadway improvements are proposed. With the programmatic level of information available in the General Plan, LOS along roadway segments can be evaluated and the roadways sized to accommodate future traffic needs, which is the purpose of the Circulation Element.

Table C-1: LEVEL OF SERVICE (LOS) STANDARDS

Level of Service	Description of Operation	Range of *VIC* Ratios
A	Describes primarily free flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal	0.00-0.60
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome.	0.61-0.70
C	Represents stable operations; however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	0.71-0.80
D	Congestion occurs and a small change in volume; increases delays substantially.	0.81-0.90
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.91-1.00
F	Characterizes arterial flow at extremely low speeds and intersection congestion occurs with high delays and extensive queuing.	>1.00

Source: "Highway Capacity Manual," Highway Research Board Special Report 209, National Research Council, Washington D.C., 2000

G:\2004\04-0046\Gis\Bicycle_network.mxd Map created Sept. 28, 2005



SEGMENT NUMBER

1 Kloke Ave.	8 Zapata St.	15 Eady Ave.	22 Grant St.
2 Cole Rd.	9 Rancho Frontera Ave.	16 Cesar Chavez Blvd.	23 Sherman Ave.
3 Estrada Blvd.	10 All American Canal	17 East Railroad Blvd.	24 5th St.
4 Frontage Rd. West	11 Sam Ellis Street	18 Rockwood Ave.	25 2nd St.
5 Frontage Rd. East	12 Calle De Oro West Loop	19 Heber Ave.	26 New River Greenway
6 Meadows Rd.	13 State Highway 98	20 Encinas Ave.	27 Railroad Multi-use Path
7 Rockwood Ave.	14 State Highway 98 Northeast	21 A. Anaya Ave.	

LEGEND

N

0 0.25 0.5 0.75 1 Mile

- Schools
- Parks / Open Space
- Community Facility
- Southern Pacific Railway
- City Boundary
- International Boundary
- Proposed Imperial County Bicycle Master Plan
- Class I Bicycle Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Mountain Bicycle/ Hiking Trail

Source: City of Calexico Bicycle Master Plan, Wallace, Roberts and Todd, LLC 2002

Figure C-3

Proposed Bicycle Network

City of Calexico General Plan

3.4 TRAFFIC STUDIES

The City of Calexico conducted a traffic study (Appendix E) as part of the 2005 General Plan update. The objectives of the study were to determine the future traffic volumes in the City of Calexico and its Sphere of Influence, to determine whether the City's required level of service standard will be maintained at General Plan buildout year, and if not, what proposed roadway classifications will be necessary to maintain said level of service. The study was conducted in order to make recommendations for the Circulation Element and research available options on alleviating congestion along Imperial Avenue and other primary/major roadways, as well as anticipating and accommodating future growth allowed by the 2005 General Plan.

Due to Calexico's unique proximity to the U.S./Mexico border and the traffic congestion challenges that proximity raises on both local and regional levels, many traffic analyses have been completed over the years. Most recently, IVAG commissioned the Greater Calexico Area Arterial Needs and Circulation Analysis, June 2005. Past studies addressing the border crossing traffic issues include: U.S. GSA Calexico West Border Station Expansion/Renovation Feasibility Study, 2002-2003; the Calexico West Border Station Expansion Circulation Analysis 2003; the Imperial County Arterial Plan, 2000; and Imperial County Transportation Plan Highway Element (Caltrans District 11), 2002. Traffic studies are also required by the City for major development projects and even small projects that pose traffic/congestion issues (see Circulation Element Policies which follow).

3.5 CIRCULATION SYSTEM

3.5.1 Classification of Streets

The circulation system consists of five standard street classification types: highway, primary arterial, major arterial, secondary arterial, and collector and other smaller local roads. Table C-2 presents the City of Calexico Street Classification Rights - of - Way and Pavement. The General Plan Circulation Element plans for the secondary roads, arterials, and highways but does not address the collector and local roads. In addition, the City is bisected by two State Routes that are considered freeways or expressways in some locations. Standard General Plan Street Classifications are identified in Table C-3.

TABLE C-2: STANDARD GENERAL PLAN STREET CLASSIFICATIONS

Classification	Right-of-Way/Paved Width (in feet)
Freeway	210/172
Expressway	210-172
Highway	148-178/120-124
Primary Arterial	100-126/60-80
Major Arterial	80-126/60-80
Secondary Arterial	75/55

Table C 3
Circulation Element Roadways
East-West Roads

E-W Segments	Limits	ROW (ft.)	Recommended Classification	Recommended Lanes
Jasper Rd.	Dogwood Rd. to Bowker Rd.*	210	Highway	6D
Jasper Rd.	Bowker Rd. to Barbara Worth Rd.	100	Major	4U
Cole Rd.	Dogwood Rd. to Meadows Rd.	126	Primary	4D
Cole Rd.	Meadows Rd. to SR-98	126	Major	4U
SR-98	Dogwood Rd. to Bowker Rd.	154	Highway	4D
SR-98	Bowker Rd. to Barbara Worth Rd.*	178	Highway	6D
Grant St.	All-American Canal to Imperial Ave.	75	Secondary	2U
7th St.	Harold St. to E. City Limits	75	Secondary	2U
Anza Rd./2nd St.	W. City Limits to Dogwood Rd.	100	Major	4U
Anza Rd/2nd St.	Dogwood Rd. to Imperial Ave.	100	Primary	4D
Anza Rd/2nd St.	Imperial Ave. to Barbara Worth Rd.	100	Major	40

*Planned 6-Lane realignment of SR-98 along Bowker Rd, Jasper Rd, and Dogwood Rd
D = Divided, U =Undivided

North-South Roads

N-S Segments	Limits	ROW (ft.)	Recommended Classification	Recommended Lanes
Dogwood Rd.	Anza Rd/2nd St to SR-98	126	Primary	4D
Dogwood Rd.	SR-98 to Jasper Rd*	148	Highway	6D
Kloke Rd.	Grant St to All-American Canal	100	Major	2U
Kloke Rd.	All-American Canal to Jasper Rd	100	Major	4U
Cesar Chavez Blvd.	Border to SR-98	126	Primary	4D
Imperial Ave.	Border to SR-98	126	Primary	4D
SR-111	SR-98 to Cole Rd.	178	Highway	6D
SR-111	Cole Rd. to Jasper Rd.	210	Expressway	6D
SR-111	Jasper Rd. to N. City Limits	210	Freeway	6D
Rockwood Ave.	2nd St to Cole Rd.	80	Major	4U
Encinas Ave.	2nd St to SR-98	75	Secondary	2U
E Riviera Ave.	2nd St to SR-98	75	Secondary	2U
Andrade Rd.	lst St to SR-98	100	Major	4U
Meadows Rd.	SR-98 to N. City Limits	100	Primary	40
Bowker Rd.	Anza Rd./2nd St. to LaVigne Rd.	100	Major	4U
Bowker Rd.	LaVigne to SR-98	126	Primary	6D
Bowker Rd.	SR-98 to Cole Rd.	100	Primary	4D
Bowker Rd.	Cole Rd. to Jasper Rd.*	148	Highway	6D
Bowker Rd.	Jasper Rd. to N. City Limits	100	Major	4U

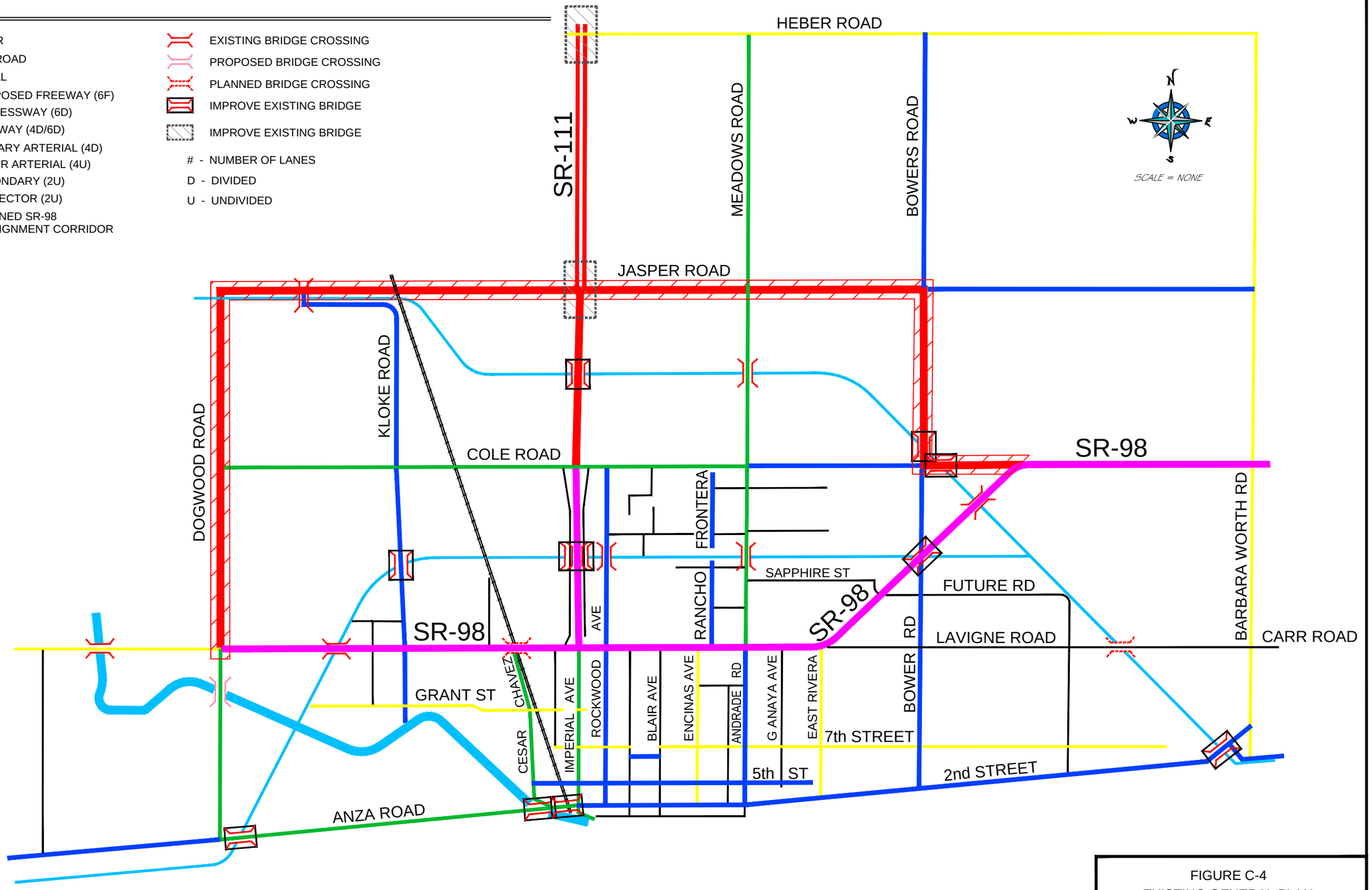
*Planned 6-Lane realignment of SR-98 along Bowker Rd, Jasper Rd, and Dogwood Rd
D =Divided, U =Undivided

LEGEND

- RIVER
- RAILROAD
- CANAL
- PROPOSED FREEWAY (6F)
- EXPRESSWAY (6D)
- HIGHWAY (4D/6D)
- PRIMARY ARTERIAL (4D)
- MAJOR ARTERIAL (4U)
- SECONDARY (2U)
- COLLECTOR (2U)
- PLANNED SR-98 REALIGNMENT CORRIDOR

- EXISTING BRIDGE CROSSING
- PROPOSED BRIDGE CROSSING
- PLANNED BRIDGE CROSSING
- IMPROVE EXISTING BRIDGE
- IMPROVE EXISTING BRIDGE

- NUMBER OF LANES
D - DIVIDED
U - UNDIVIDED



SOURCE:
Darnell & ASSOCIATES, INC.

FIGURE C-4
EXISTING GENERAL PLAN
CIRCULATION ELEMENT

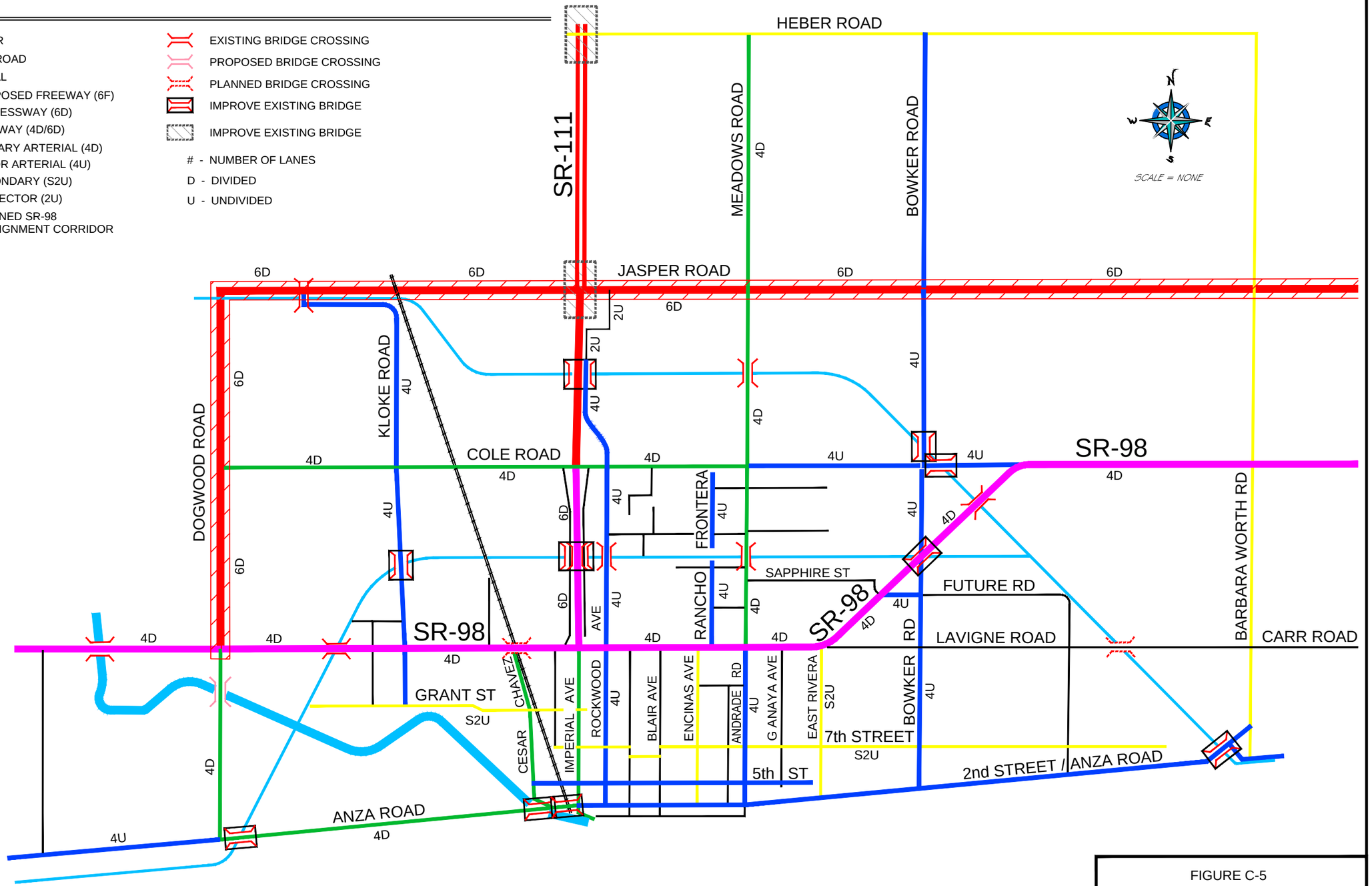
CITY OF CALEXICO, CALIFORNIA

LEGEND

- RIVER
- RAILROAD
- CANAL
- PROPOSED FREEWAY (6F)
- EXPRESSWAY (6D)
- HIGHWAY (4D/6D)
- PRIMARY ARTERIAL (4D)
- MAJOR ARTERIAL (4U)
- SECONDARY (S2U)
- COLLECTOR (2U)
- PLANNED SR-98 REALIGNMENT CORRIDOR

- EXISTING BRIDGE CROSSING
- PROPOSED BRIDGE CROSSING
- PLANNED BRIDGE CROSSING
- IMPROVE EXISTING BRIDGE
- IMPROVE EXISTING BRIDGE

- NUMBER OF LANES
D - DIVIDED
U - UNDIVIDED



SOURCE:
Darnell & ASSOCIATES, INC.

FIGURE C-5
RECOMMENDED GENERAL PLAN
PROPOSED CIRCULATION ELEMENT

CITY OF CALEXICO, CALIFORNIA

The Existing General Plan Circulation Element planned roadway system is illustrated in Figure C-4. The Recommended General Plan Circulation Element is illustrated in Figure C-5.

Any classification of a street can be designated as a divided or undivided roadway. Divided roadways have the ability to incorporate turning lanes to improve the through carrying capacity of the roadway. Further, divided roadways may incorporate raised medians to restrict access from driveways and adjacent roads. These types of roadways are the most efficient since conflicts or intersections are minimized permitting traffic speed to be more constant. Undivided roads are less efficient than divided roadways, though they may incorporate the same number of through lanes as divided roadways. They also require less right-of-way because they have no left-turn lane or raised median.

3.5.2 Truck Routes

Although the opening of the eastern border crossing for commercial traffic has improved the situation somewhat, truck traffic is still a safety and congestion issue within Calexico. To alleviate some of the issues caused by truck traffic on non-industrial secondary, collector and local streets, the Circulation Element establishes truck routes to serve major industrial and commercial areas of the City and to move trucks that do not have designated stops in Calexico to better be directed through the City. Figure C-6 shows the Interim and Ultimate Truck Routes within Calexico. The "interim" routes would be used until SR-98 is realigned to the Bowker, Jasper, Dogwood alternative alignment, then the ultimate truck routes could be established.

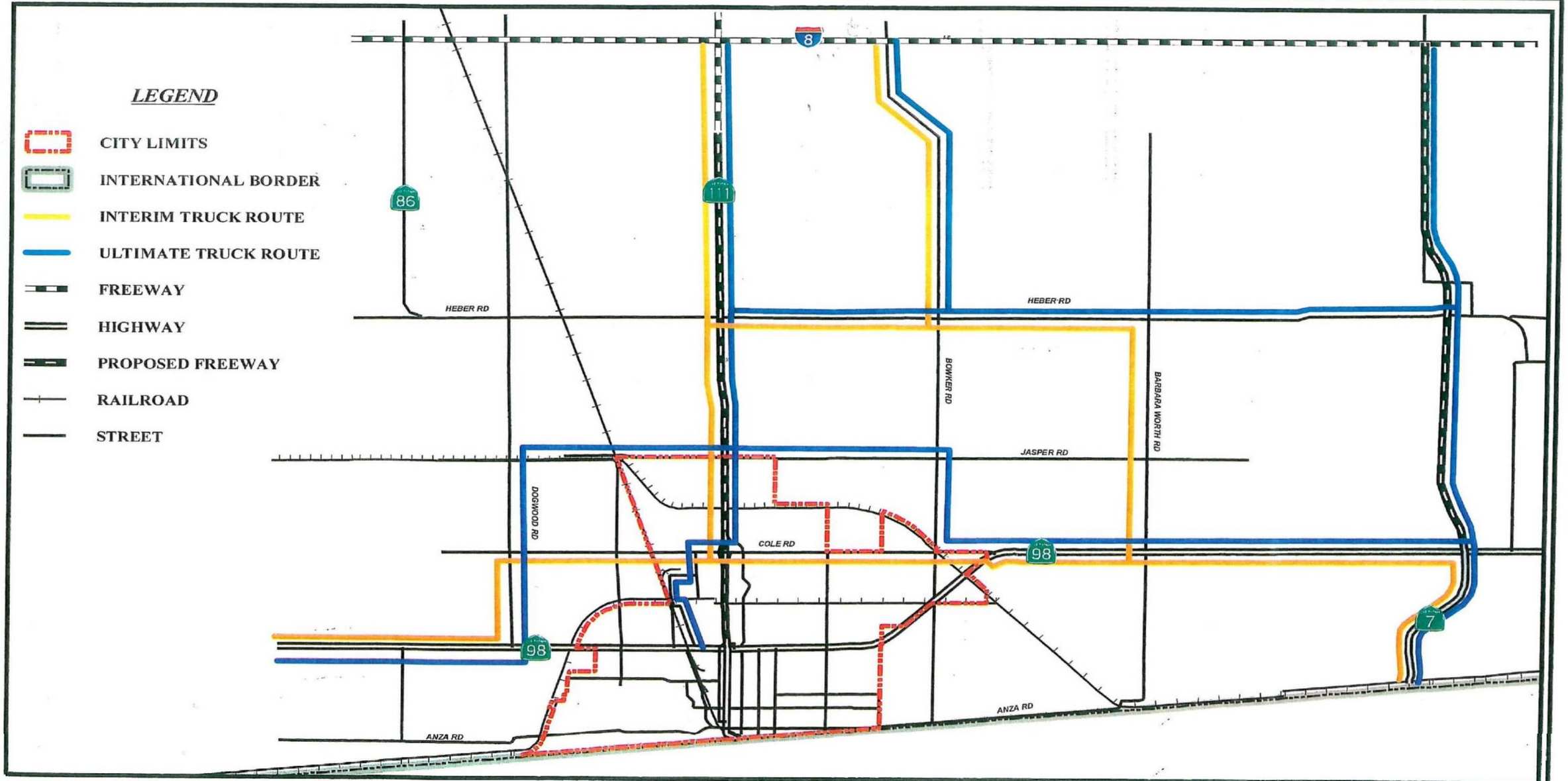
3.5.3 Existing Daily Traffic Volumes

Existing daily traffic volumes were previously presented on Figure C-2. The volumes were obtained from the Mega Park Traffic Study and Caltrans 2014 Traffic Count Data. The traffic volumes presented on C-2 were analyzed and the results are presented on Table C-4. Review of Table C-4 shows the roads analyzed all operate at LOS “C” or better except SR-98 between Kloke Road and Cesar Chavez Boulevard.

Table C-4 - Existing Roadway Segment Traffic and Level of Service							
Roadway	Segment	Classification	Description	Capacity (at LOS E)	Existing ADT		
					Total ADT	V/C	LOS
SR-111	Heber Rd. to Jasper Rd.	Highway	4-Lane Expressway	56,300	32,000	0.568	A
	Jasper Rd. to Cole Rd.	Highway	4-Lane Expressway	56,300,	35,500	0.631	B
	Cole Rd. to SR-98	Highway	4-Lane Divided	56,300,	35,500	0.631	B
	SR-98 to Grant. St/8th St.	Highway	4-Lane Divided	56,300,	32,000	0.568	A
	Grant St./ 8th St. to 7th St.	Primary	4-Lane Divided	37,500	30,500	0.813	D
	7th St. to 5th St.	Primary	4-Lane Divided	37,500	30,500	0.813	D
	5th St. to 2nd St.	Primary	4-Lane Divided	37,500	29,500	0.707	C
	2nd St. to Mexican Border	Primary	4-Lane Divided	37,500,	26,500	0.707	C
Yourman Rd.	North of Jasper	Collector	2-Lane Undivided	16,200	624	0.039	A
	South of Jasper	Collector	2-Lane Undivided	16,200	2,981	0.184	A
	North East Rd.	Collector	2-Lane Undivided	16,200	2,981	0.184	A
	East Rd. to Cole Rd.	Collector	2-Lane Undivided	16,200	12,908	0.797	C
Bowker Rd.	Heber Rd. to Jasper Rd.	Collector	2-Lane Undivided	16,200	2,319	0.143	A
	Jasper Rd. to Cole Rd.	Collector	2-Lane Undivided	16,200	2,396	0.148	A
	Cole Rd. to SR-98	Major	2-Lane Undivided	16,200	3,245	0.200	A
Jasper Rd.	West Of SR-111	Secondary	2-Lane Undivided	17,500	1,173	0.067	A
	SR-111 to Yourman Rd.	Secondary	2-Lane Undivided	17,500	2,937	0.168	A
	Yourman Rd. to Project Access.	Secondary	2-Lane Undivided	17,500	414	0.024	A
	Project Access to Martin Luther King Rd.	Secondary	2-Lane Undivided	17,500	414	0.024	A
	Martin Luther King Rd. to Meadows Rd.	Secondary	2-Lane Undivided	17,500	414	0.024	A
	Meadows Rd. to Bowker Rd.	Secondary	2-Lane Undivided	17,500	401	0.023	A
	Bowker Rd. to Barbara Worth Rd.	Secondary	2-Lane Undivided	17,500	318	0.018	A
Cole Rd.	Kloke Rd. to SR-111	Major	4-Lane w/ Painted Median	25,000	12,530	0.501	A
	SR-111 to Rockwood Rd.	Major	4-Lane Divided	37,500	24,098	0.643	B
	Rockwood Rd. to Meadows Rd.	Major	4-Lane w/ Painted Median	25,000	17,757	0.710	C
	Meadows Rd. to Bowker Rd.	Major	4-Lane w/Painted Median	25,000	6,499	0.260	A
	Bowker Rd. to SR-98	Secondary	2-Lane Undivided	17,500	4,923	0.281	A
SR-98/Birch Rd.	Dogwood Rd. to Kloke Rd.	Secondary	2-Lane Undivided	17,500	8,400	0.480	A
	Kloke Rd. to Cesar Chavez Rd.	Secondary	2-Lane Undivided	17,500	19,400	1.109	F
	Cesar Chavez Rd. to SR-111	Primary	4-Lane Divided	37,500	18,400	0.491	A
	SR-111 to Rockwood Rd.	Primary	4-Lane w/ Painted Median	37,500	23,500	0.627	B
	Rockwood Rd. to Heber Ave.	Primary	4-Lane w/ Painted Median	37,500	24,900	0.664	B
	Heber Ave. to Blair Ave.	Primary	4-Lane w/ Painted Median	37,500	24,400	0.651	B
	Blair Ave. to Encinas Ave.	Primary	4-Lane w/ Painted Median	37,500	22,200	0.592	B
	Encinas Ave. to East Riviera Ave.	Primary	4-Lane w/ Painted Median	37,500	17,700	0.472	A
	East Riviera Ave. to Bowker Rd.	Secondary	2-Lane Undivided	17,500	9,500	0.543	B
	Bowker Rd. to Cole Rd.	Secondary	2-Lane Undivided	17,500	5,000	0.286	A
	Cole Rd. to Barbara Worth Rd.	3-Lane Road	3-Lane Undivided	21,250	9,500	0.447	A
Dogwood Rd.	SR-98 to Cole Rd.	Secondary	2-Lane Undivided	17,500	5,200	0.297	A
	Cole Rd. to Jasper Rd.	Secondary	2-Lane Undivided	17,500	6,800	0.389	A
Cesar Chavez Rd.	2nd St. to Grant St.	Secondary	2-Lane Undivided	17,500	7,200	0.411	A
	Grant St. to SR-98	Secondary	2-Lane Undivided	17,500	6,500	0.371	A

Source; Calexico Mega Park EIR, Section 3.16 Transportation and Traffic , Table 3.16-4 Existing Roadway Segment Traffic and Level of Service and Traffic Study Darnell & Associates, Inc. 2013 and Caltrans 2014 Traffic Volumes.

G:\2004\04-0046\Gis\truck_routes_8x11.mxd Map revised Nov. 20, 2006.



Source: City of Calexico

N
W WEBB GIS E
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Not to Scale

Figure C-6

Interim and Ultimate Truck Routes

City of Calexico General Plan

3.6 DESIGN STANDARDS

3.6.1 Interstate Highways

Interstate highways are intended to carry unimpeded traffic between major traffic generators such as large commercial, industrial, recreational, and residential areas. These highways, in general, are part of the overall regional circulation system. The Calexico area is served by Interstate 8 located about 5 miles north of the City.

3.6.2 Freeways, Expressways and Highways

The freeway, expressway and highway classifications consist of four to eight travel lanes with limited or no vehicular access to the roadway through driveways and streets. The roadway is divided by a raised or striped median with separate left turn lanes. Generally, highways intersect other highways at approximately one-half mile intervals. Intersections with freeways and expressways are spaced further apart and may consist of interchanges. These roadways are expected to carry the majority of the through traffic between adjacent communities and the freeway system. When built to maximum design standards, these roadways are striped for two, three, or four lanes in each direction, with shoulders, painted or raised medians, and left-turn lanes at intersections (highways and expressways only). Table C-5 shows the maximum capacity for all roadway types in Calexico. "Maximum capacity" refers to the physical capacity of the roadway only and does not represent the desired or required LOS on any roadway. Caltrans and the City of Calexico desire a LOS C, which is calculated based on maximum capacity.

3.6.3 Primary Arterial

Primary arterial roadways are designed to have four travel lanes with limited vehicular access from driveways and streets. The roadways usually have a raised or painted median with separate left-turn lanes, and intersect with other primary roadways, major arterials, and secondary arterials at approximately one-eighth mile intervals. Primary roadways carry large volumes of through traffic and collect traffic from limited secondary roadways. Primary roadways are designed for two travel lanes in each direction with raised or painted medians, shoulders where right-of-way permits, and left-turn lanes at intersections. When built to standard, this roadway classification has a maximum capacity of 37,500 vehicles per day (see Table C-5).

3.6.4 Major Arterial

Major arterial roadways are planned as four lane undivided roadways with partial control of access. Major streets move moderate volumes of through traffic and serve as routes for local traffic to connect with highways and primary arterials. They serve as access routes for local residents to reach activity areas in the City, and may also provide direct access to commercial properties. This classification of roadway is striped for two travel lanes in each direction, with on-street curbside parking and left-turn lanes at major intersections. The maximum capacity for Major Highways is 25,000 vehicles per day (see Table C-5).

3.6.5 Secondary Arterial

Secondary arterial roadways are planned as two lane undivided roadways with limited access. These roads serve more local traffic from residential, commercial, and industrial areas and feed into the arterial system. Secondary arterials provide a necessary connection to the major traffic carriers and have a typical maximum capacity of 17,500 vehicles per day (see Table C-5).

Table C-5
Maximum Capacity of Roadway Classifications

Roadway Classification	Roadway Width (Feet)	Section	Right-of-Way (Feet)	LOS E Maximum Capacity*
8-Lane Freeway		SF		140,000
6-Lane Freeway		6F		105,000
6-Lane Expressway		6E		90,000
Highway		4D	80-148	56,300
Highway 111	160	6D	200	60,000
Primary	80	4D	100-126	37,500
Major	60	4U	80-126	25,000
Secondary	50	2U	70-75	17,500
2-Lane Divided	50	2D	70-75	17,500
Collector	40	2U	60	16,200
Local	40	2U	60	12,500

* These roadway capacities are approximate figures only, and are used at the General Plan level. They are affected by such factors as intersections (numbers & configuration), degree of access control, roadway grades, design geometries (horizontal
& vertical alignment standards), sight distance, level of truck and bus traffic, and level of pedestrian and bicycle traffic. Average daily traffic (ADT) is used in this model application as a long range planning tool to assist in determining roadway highway classification (number of thru lanes) needed to meet traffic demand.

Figures C-7.1 and C-7.2 presents the City of Calexico Roadway Classifications and cross sections.

3.6.6 Future Traffic Volumes Analysis

Future 2035 daily traffic for the Recommended Circulation Element presented on Figure C-5 were developed taking into consideration the increased traffic to/from Mexico and development within the City of Calexico and surrounding potential land development within the Sphere of Influence. The 2035 Traffic Forecasts acknowledge traffic data developed by Caltrans for Highway 98 and increased traffic growth following the opening of the realigned Land Port of Entry with Cesar Chavez Boulevard.

Figure C-8 presents the Year 2035 traffic Forecasts. The traffic forecasts were analyzed based on the proposed roadway classifications. Table C-6 presents the results of the analysis.

CROSS SECTIONS ARE WORK IN PROGRESS
TO BE PROVIDED AT A LATER DATE

SOURCE		FIGURE
Darnell & ASSOCIATES, INC.	GENERAL PLAN RECOMMENDED ROADWAY CROSS SECTIONS	C-7.1
	CITY OF CALEXICO, CALIFORNIA	

CROSS SECTIONS ARE WORK IN PROGRESS
TO BE PROVIDED AT A LATER DATE

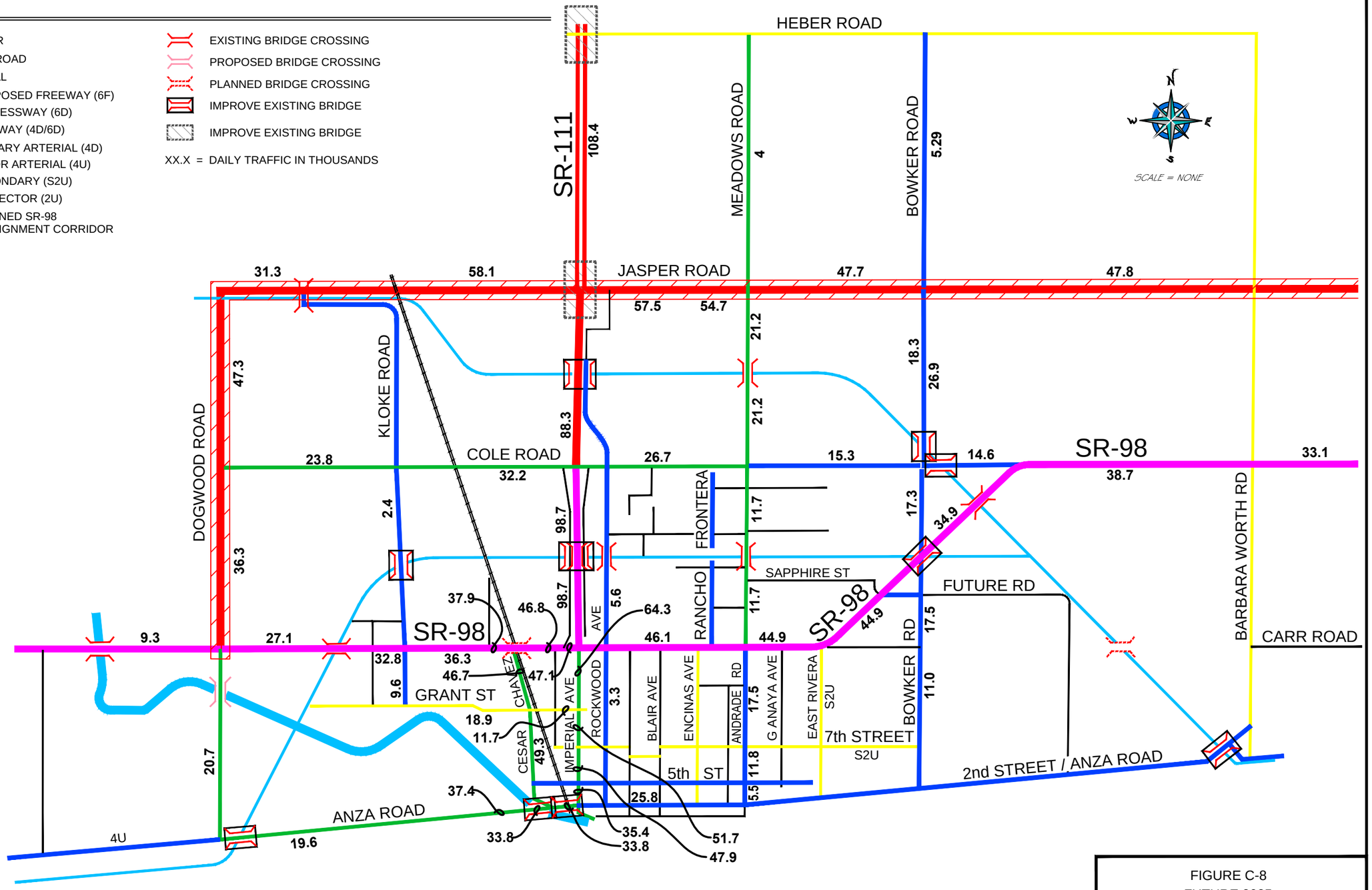
SOURCE		FIGURE
Darnell & ASSOCIATES, INC.	GENERAL PLAN RECOMMENDED ROADWAY CROSS SECTIONS	C-7.2
	CITY OF CALEXICO, CALIFORNIA	

LEGEND

- RIVER
- RAILROAD
- CANAL
- PROPOSED FREEWAY (6F)
- EXPRESSWAY (6D)
- HIGHWAY (4D/6D)
- PRIMARY ARTERIAL (4D)
- MAJOR ARTERIAL (4U)
- SECONDARY (S2U)
- COLLECTOR (2U)
- PLANNED SR-98 REALIGNMENT CORRIDOR

- EXISTING BRIDGE CROSSING
- PROPOSED BRIDGE CROSSING
- PLANNED BRIDGE CROSSING
- IMPROVE EXISTING BRIDGE
- IMPROVE EXISTING BRIDGE

XX.X = DAILY TRAFFIC IN THOUSANDS



SOURCE:
Darnell & ASSOCIATES, INC.

FIGURE C-8
FUTURE 2035
DAILY TRAFFIC VOLUMES

CITY OF CALEXICO, CALIFORNIA

Table C-6 - Year 2035 Roadway Segment Average Daily Traffic (ADT)						
Roadway	Segment	Ultimate Roadway Classification [3]	Capacity	Year 2035 Future Cumulative		
				Total ADT	V/C	LOS
SR-111	Heber Rd. to Jasper Rd.	6D Freeway	140,000	108,400	0.774	C
	Jasper Rd. to Cole Rd.	6D Freeway	190,000	88,300	0.465	A
	Cole Rd. to SR-98	6D Expressway	90,000	78,700	0.874	D
	SR-98 to Grant. St/8th St.	4D Prime Art.	37,500	64,300	1.715	F
	Grant St./ 8th St. to 7th St.	4D Prime Art.	37,500	51,700	1.379	F
	7th St. to 5th St.	4D Prime Art.	37,500	47,900	1.277	F
	5th St. to 2nd St.	4D Prime Art.	37,500	35,400	0.944	E
	2nd St. to Mexican Border	4D Prime Art.	37,500	57,203	1.525	F
Bowker Rd.	Heber Rd. to Jasper Rd.	4D Prime Art.	37,500	35,200	0.939	E
	Jasper Rd. to Cole Rd.	4D Prime Art.	37,500	35,500	0.947	E
	Cole Rd. to SR-98	4D Prime Art.	37,500	35,900	0.957	E
Jasper Rd.	Dogwood Rd. to Kloke Rd.	6D Expressway	90,000	31,300	0.348	A
	Kloke Rd. to SR-111	6D Expressway	90,000	58,100	0.646	B
	SR-111 to Martin Luther King Rd.	6D Expressway	90,000	59,500	0.661	B
	Martin Luther King Rd. to Meadows Rd.	6D Expressway	90,000	54,700	0.608	B
	Meadows Rd. to Bowker Rd.	6D Expressway	90,000	50,000	0.556	B
	Bowker Rd. to Barbara Worth Rd.	6D Expressway	90,000	53,810	0.598	B
Cole Rd.	Dogwood Rd. to Kloke Rd.	4D Prime Art.	37,500	23,800	0.635	C
	Kloke Rd. to SR-111	4D Prime Art.	37,500	33,870	0.903	D
	SR-111 to Rockwood Rd.	4D Prime Art.	37,500	35,000	0.933	E
	Rockwood Rd. to Meadows Rd.	4D Prime Art.	37,500	31,090	0.829	D
	Meadows Rd. to Bowker Rd.	4D Prime Art.	37,500	31,090	0.829	D
	Bowker Rd. to SR-98	6D Expressway	90,000	31,090	0.345	A
SR-98/Birch Rd.	Dogwood Rd. to Kloke Rd.	4D Prime Art.	37,500	38,697	1.032	F
	Kloke Rd. to Cesar Chavez Rd.	4D Prime Art.	37,500	36,300	0.968	E
	Cesar Chavez Rd. to SR-111	4D Prime Art.	37,500	46,800	1.248	F
	SR-111 to HeberRd.	4D Prime Art.	37,500	46,100	1.229	F
	Rockwood Rd. to Heber Ave.	4D Prime Art.	37,500	46,100	1.229	F
	Heber Ave. to Blair Ave.	4D Prime Art.	37,500	46,100	1.229	E
	Blair Ave. to Meadows Rd./Andrade Ave.	4D Prime Art.	37,500	44,900	1.197	E
	Meadows Rd. to Bowker Rd.	4D Prime Art.	37,500	34,409	0.918	E
	Bowker Rd. to Cole Rd.	4D Prime Art.	37,500	34,409	0.918	E
	Cole Rd. to Barbara Worth Rd.	4D Prime Art.	37,500	29,072	0.775	C
Kloke Rd.	South of SR-98	4U	25,000	9,600	0.384	A
	SR-98 to Cole Rd.	4U	25,000	2,400	0.384	A
	Cole Rd. to Jasper Rd.	4U	25,000	2,400	0.096	A
Meadows rd./ Andrade Rd.	South of SR-98	4U	25,000	17,500	0.096	A
	SR-98 to Cole Rd.	4U	25,000	11,700	0.700	C
	Cole Rd. to Jasper Rd.	4U	25,000	21,200	0.468	A
2nd St. /Anza Rd.	Dogwood Rd. to Cesar Chavez Rd.	4U	25,000	19,600	0.848	D
	Cesar Chavez Rd. to SR-111	4D Prime Art.	37,500	33,750	0.523	B
	SR-111 to Andrade Rd.	4U	25,000	25,830	1.350	F
	Andrade Rd to Bowker Rd.	4U	25,000	5,500	0.220	A
Cesar Chavez Rd.	2nd St. to Grant St.	4D Prime Art.	37,500	49,300	1.315	F
	Grant St. to SR-98	4D Prime Art.	37,500	46,700	1.315	F

Review of Table C-6 shows that all the roadways will operate at LOS C or better except the following:

- SR-111 from SR-98 to the Mexican Border (LOS E & F);
- SR-98 from west of Dogwood Road to Cole Road (LOS E & F);
- 2nd Avenue to Andrade Road (LOS F);
- 2nd Avenue from Dogwood Road to Cesar Chavez Road (LOS D); and
- Cesar Chavez Boulevard from 2nd Avenue to SR-98 (LOS F).

3.7 Goal, Objectives, and Policy

3.7.1 Goal

The circulation system should promote the safe, efficient movement of people, goods and vehicles, and protect and enhance the environmental quality of Calexico.

3.7.1.1 Land Use and Circulation

Objective 1

Land use should be planned in conjunction with the circulation so that it does not overburden the City's existing and/or planned circulation system.

Policy 1

a. The City shall establish Level of Service "C" as the minimum acceptable level.

b. Level of Service. No development project shall be approved that will increase the traffic on a planned or existing City street above the street's existing design capacity at Level of Service "C" without adequate mitigation.

c. The City should monitor the impact of development proposals as well as intra- and inter-City land uses on circulation to ensure that the circulation system is not overburdened.

d. The City shall work with Calexico Unified School District and other private or public educational institutions to site schools in such a way as to reduce traffic congestion problems at key drop-off and pick-up hours to benefit both the safety of the students and other local residents.

e. Industrial land uses should be located and site planned to encourage the use of designated truck routes and discourage truck traffic from using non-industrial secondary, collector, and local streets.

f. Commercial, civic uses, schools, and services should be located near enough to residential areas to allow for and encourage pedestrian access.

3.7.1.2 Street Network and Standards

Objective 2

The General Plan shall establish a system of street classifications and set standards for each.

Policy 2

a. The City shall utilize Level of Service (LOS) as a measure of acceptable traffic flow and operational conditions at intersections.

b. The City shall establish intersection LOS "C" as the minimum acceptable LOS.

c. The City shall adopt the street classifications described in Sections 3.4 and 3.5 of the Circulation Element, herein.

d. The City shall require all public rights-of-way to be landscaped and seek funding sources for ongoing maintenance.

3.7.1.3 Access

Objective 3

Access to highways, primary arterials and major arterials shall be limited to maintain capacity, efficiency and the safety of the traffic flow on the City's streets.

Policy 3

a. Collector roads and secondary arterials shall be used for access to highways, and primary and major arterials, such as Imperial Avenue. Other existing access points that do not meet this criteria shall be evaluated to determine if they can either have limited or no access.

b. Access to all highways, primary arterials, and major arterials shall be restricted to approved points of ingress and egress.

c. Where access to a highway, or primary or major arterial is considered necessary, access shall be limited to one point for 300 feet of frontage or one point per parcel, if parcel has less than 300 feet of frontage. Highway access points shall be reviewed and approved by Caltrans, on a case by case basis.

d. Combined access between adjacent properties shall be required prior to the allowance of access to highways, primary arterials, and major arterials to reduce the overall number and frequency of access points.

e. Access points along primary, major and secondary arterials should be located a minimum of 100 feet from the end of the curb return at corners on all City roads.

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

3.6.1.4 Transportation Systems Management

Objective 4

The City should use state-of-the-art transportation system management planning programs to increase the efficiency on all of Calexico's street system, while keeping down capital costs. (See also Section 3.6.1.5, Objective5.)

Policy 4

a. The City shall encourage ride sharing in both the public and private sectors as a means of reducing overall traffic generation.

b. The City should evaluate proposed development plans and existing sites for areas located near good access points along highways and primary arterials to designate needed park and ride facility locations.

c. The City shall work with Caltrans to evaluate and implement a feasible and optimal signal timing plan along Highway 111/Imperial Avenue and Birch Street (RS-98).

d. The City shall discourage diversion of truck traffic to secondary and collector streets by providing maximum capacity and Levels of Service on primary and major arterials.

e. The City shall establish designated Truck Routes as shown on Figure C-6 herein. These routes shall be posted with signs; and enforced by Calexico Police Department.

3.7.1.5 Public Transportation

Objective 5

The City shall develop a transit network capable of satisfying both local and regional travel demand.

Policy 5

a. The City shall work with ICTC and other local and regional transit agencies to develop an adequate public transportation system that best serves the needs of the entire community.

b. The City should develop a short-range transit plan to implement an efficient and useful public transportation system.

c. By continuing its dial-a-ride demand service bus system, the City should pay particular attention to the needs of transit dependents in the community such as senior citizens, the handicapped, and low and moderate income residents when designing the overall transit plan for the City.

d. Encourage maximum utilization of the existing transit system in Calexico through education and provision of bus shelters and benches.

e. The City should require developers of new industrial, residential, or commercial

projects to coordinate with the local transit provider(s) to best incorporate design features that increase the potential for public transit service and provide effective transit use as the City grows.

f. To assist international pedestrians that need or want to reach destinations within Calexico, public transportation should be routed to easily pick up consumers and/or students within walking distance of the border. Destinations should include major retail centers such as Wal-Mart, Las Palmas, and Price Center for those who may want to shop, and private schools where international students attend.

g. Require the design of transit stops to be compatible with adjacent development and provide for adequate seating, signs, and shade.

h. To encourage new development to support transit ridership and reduce vehicle traffic on local and regional roads/highways, and increase funding opportunities for transportation, the City should evaluate the use of "transit village development districts" as defined and regulated by state law (Government Code sections 65460.3 through 65460.10).

i. Support continuation of the existing shuttle service used by workers from Mexico to reach work places in the City of Calexico and within Imperial County.

3.7.1.6 Pedestrian Facilities

Objective 6

Pedestrian facilities shall be developed throughout the City to encourage walking as an alternative to the automobile.

Policy 6

a. All urban standard streets should have improved sidewalks on both sides of the road.

b. Rural streets which lead to schools or bus stops should have improved sidewalks on one side of the road.

3.7.1.7 Bicycle Facilities

Objective 7

Develop a well-designed bicycle network throughout the City that provides for safe and efficient means of transportation and recreation.

Policy 7

a. The City shall implement the Bicycle Master Plan, September 30, 2003, and any amendments thereto, to promote bicycle travel as an alternate mode of transportation.

b. Encourage cycling by planning accordingly and incorporating bike racks when developing new schools, parks, residential communities, and retail/employment

centers.

c. Integrate Master Plan bicycle facilities as part of the design and construction of new roadways and upgrade of existing roadways.

3.7.1.8 Local Streets

Objective 8

Local streets should be designed to discourage non-local traffic.

Policy 8

a. Local streets should not be used to link arterial roads and create "shortcuts."

b. Devices such as, but not limited to, landscaped encroachments, traffic circles, or medians may be used to inhibit or slow general traffic in local areas.

c. 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, the City should require or commission a local traffic study to indicate needed measures to mitigate increased traffic levels.

d. The City should explore the feasibility of closing some of the existing through streets in the developed portion of town to reduce through traffic in residential areas.

e. The eventual paving and furthered development of East Railroad Boulevard as an important north/south arterial for truck traffic shall be encouraged.

f. To help maintain safe speeds on local streets, the City shall discourage long straight streets within residential areas. The City should review all residential tract maps and require one or more traffic slowing/stopping measures on local streets such as, but not limited to: curvilinear streets, all-way stop signs at tee and four-way intersections, items listed in Policy 8a, above, and reduced street lengths.

g. For safety purposes, cul-de-sacs should not exceed in length or turning radius those that meet Fire Department requirements.

3.7.1.9 Financing Improvements

Objective 9

The financing of expansion to the City circulation system made necessary by development shall be borne by the proposal applicants, while the maintenance and improvement of the existing street system shall be borne by the City and its residents.

Policy 9

a. The City shall determine and update, as necessary, the cost of improvements to maintenance of the City circulation system.

b. The City shall adopt and implement appropriate fee ordinances, resolutions, financing districts or other mechanisms that require development proposal applicants to build and/or to pay appropriate "fair share" fees for the improvement of the City circulation system. The City shall also require applicants to include their development projects in financing mechanisms created to address maintenance of circulation system facilities.

c. The City shall adopt and implement appropriate measures to defray the costs of improvements to the exiting street system through the use of assessment district financing, grants and other sources of revenue.

d. Develop 5-year capital improvement plans to develop the roadway system, as necessary for buildout of the General Plan.

3.7.1.10 Landscaping and City Identity

Objective 10

To create streets, highways, and trails that adds to the positive experience of Calexico by drivers, pedestrians and cyclists.

Policy 10

a. The City shall ensure that streetscape design along roadways creates a strong landscaped edge, provides a coherent high-quality appearance along each route, and enhances the image of adjacent development. Coherent design elements can include such things as designated street trees, trails installed pursuant to the Bicycle Master Plan, enhanced paving, lighting, and consistent setbacks.

b. The City shall promote the establishment of entry monument signs as a means of stimulating community, district, and neighborhood identity.

c. The City should coordinate with the railroad to develop and install a landscape plan for the railroad right-of-way in conjunction with the implementation of the trail system identified in the Bicycle Master Plan.

d. To enhance impressions of Calexico at places that serve as entry points, or "gateways", to the City (e.g., international border, Hwy. 111 and Jasper Road, SR 98 at Dogwood Road), landscaping and City identification monument signs should be developed at key locations.

3.7.1.11 Complete Streets

Objective 11

To increase travel options which will reduce congestion and will provide opportunities to create safer, more accessible streets for all users including motorists, transit vehicles, truckers, bicyclists, and pedestrians. This will mean that the streets of Calexico are safe, convenient, and comfortable routes for walking, bicycling, and public transportation which will encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, and improve the public welfare by addressing a wide array of health and

environmental problems.

Policy 11

The City of Calexico will encourage all City departments to participate in developing and implementing appropriate measures to incorporate provisions of the Complete Streets Policy in planning, programs, and policies. The suggested programs should be incorporated into all transit system planning, construction, operation, maintenance and striping projects, road repair, retrofit, signalization and replacement. This will result in the creation of a safe and efficient transportation system. The City recognizes that children, seniors, and persons with disabilities will require special accommodations and special attention will be paid to their needs. These activities will enhance the City for residents and visitors alike.

a. Make Complete Streets practices a routine part of everyday operations and approach every transportation project and program as an opportunity to improve public and private streets and the transportation network for all users.

b. Apply this Complete Streets policy to all roadway projects, including those involving new construction, reconstruction, retrofits, repaving, striping, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

c. Ensure consistency with the General Plan and its adopted elements and with Specific Plans and will incorporate Complete Streets principles into the City's Circulation Element, Housing Element, Economic Development Element, Transportation and Transit Plans, Specific Plans, and other plans, manuals, rules, regulations and programs as appropriate.

d. Actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit in order to link schools, parks and recreation areas, residential, commercial and retail areas, and civic uses.

e. Require new developments to consider interconnected street networks.

f. Incorporate the Complete Streets design principles into all City plans, manuals, rules, regulations and programs as appropriate while remaining flexible to the unique circumstances of different streets. This will include the following:

    - Provide well-designed pedestrianaccommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.

    - Provide well-designed bicycle accommodations along all streets where physical and safety conditions warrant. Bicycle accommodations can take numerous forms, including but not limited to the use of bicycle boulevards, striping, slow streets, low auto volume streets, traffic calming, signs, and pavement markings, among others.

- Where physical conditions warrant, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.

- Plan its streets in harmony with the adjacent land uses and neighborhoods and will design streets with a strong sense of place. Architecture, landscaping, street-scaping, public art, signage, etc. will be used to reflect the community and neighborhood.

- Continue to implement Safe Routes to School Plans which includes a comprehensive, age-appropriate approach to maximizing safety for children walking to and from school. The City will continue to seek funding to spread the Plan to all schools in the City.

- Actively seek sources of appropriate funding to implement Complete Streets.

- Include representatives from the bicycling, youth and elderly community, and other advocacy organizations, as appropriate, in the planning and design of Complete Streets.

- Sponsor and support a comprehensive pedestrian safety campaign. This plan engages local community members, City leaders, and law enforcement to encourage safe walking and biking throughout the City. Campaign messages such as graphic elements, road markings, and signs will support pedestrian safety efforts.

3.8 COMPLETE STREETS RESPONSIBILITY AND JURISDICTION

The Community Development Department, which includes the Engineering, Planning and Building Divisions, and the Public Works Department shall review existing plans, zoning, and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals to ensure consistency with Complete Streets policies.

The Engineering Division shall develop or revise street standards and design manuals, including cross-section templates and design treatment details, to ensure that standards support and do not impede Complete Streets. They will coordinate design guidelines with street classifications and revise them to include Complete Streets infrastructure, such as bicycle lanes, sidewalks, street crossings, and planting strips.

The Building Division and Engineering Division shall ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the Americans with Disabilities Act.

This Complete Streets Policy is intended to cover all development and redevelopment within Calexico. All developers and builders will obtain and comply with the City's standards.

The City will work closely with Imperial County Transportation Commission (ICTC) and the Southern California Association of Governments to promote compliance.

3.9 COMPLETE STREETS EXCEPTIONS

Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

- A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

- The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.

- The Division Directors in the Community Development Department jointly determine the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisitions.

3.10 COMPLETE STREETS PERFORMANCE MEASURES

The City will evaluate this Complete Streets Policy using the following performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation.

2. Total miles of streets with pedestrian accommodation and miles of pedestrian trails.

3. Number of missing or non-compliant curb ramps along City streets.

4. Number of new street trees planted along City streets.

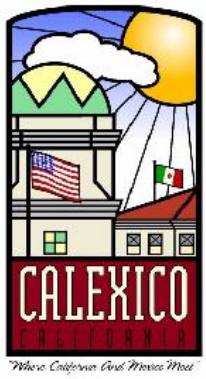
5. Percentage of new street projects that are multi-modal.

6. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes.

7. Number of pedestrian/vehicle and bicycle/vehicle fatalities.

8. Comprehensive Citywide sidewalk inventory.

The City will create a methodology to collect data related to those performance measures.



4.0 PUBLIC FACILITIES/SERVICES ELEMENT

City of Calexico

Draft Public Facilities/Services Element

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4.1 INTRODUCTION

The Public Facilities/Services Element is an optional, not mandatory, element of Calexico's General Plan. The following public facilities and services are discussed in this Element.

- City of Calexico
  - ✓ Sewer/Wastewater Facilities
  - ✓ Water Facilities
  - ✓ Library Facilities
  - ✓ Fire Department Facilities
  - ✓ Police Department Facilities
- Calexico Unified School District
- Health Care Facilities

The public facilities and services are described in much greater detail in the City's *2006 Service Area Plan*, which will be updated in 2016. The Service Area Plan is a plan required by the Imperial County Local Agency Formation Commission (LAFCO). Per LAFCO rules, a Service Area Plan (SAP) is a comprehensive study designed to better inform LAFCO, local agencies, and the community about the provision of municipal services. SAPs provide detailed information of various services produced by a city or special district including, but not limited to: fire protection, police protection, water and sewer, parks and recreation, and library services.

SAPs are done for every city and special district in Imperial County. State law currently requires that SAPs be prepared every 5 years and adopted prior to considering any changes to a city's or special district's Sphere of Influence.

According to the *2006 Service Area Plan*:

> The Purpose of the Service Area Plan is to address how public facilities will be extended to the area outside the City limits and within the Sphere of Influence. It is intended to demonstrate the City's ability and intent to provide adequate services to the Sphere of Influence boundaries at the time of annexation. This Service Area Plan provides an analysis of existing public facilities and services of the City and indicates how the demand created by future developments within the City's service area would be met for each service and facility.

Among the reasons adequate public services and facilities are important to Calexico are the following:

- Sewer/wastewater/water facilities are a pre-requisite for an adequate standard of living
- Library facilities provide information to youth and adults and promote a well-informed public
- Fire and police services protect the health, safety and welfare of residents, visitors and business owners
- Public and private schools address the educational needs of students and prepare them for higher levels of learning
- Health care facilities are essential to addressing quality of life needs

- Adequate facilities and services add to the desirability of the community as a place to attract business investment and home ownership.

4.2 CITY OF CALEXICO FACILITIES

4.2.1 Sewer/Wastewater Facilities

Existing facilities include the Wastewater Treatment Plant (WWTP) and a wastewater collection system consisting of pipelines ranging from 6 to 30 inches in diameter. Lateral and trunk sewer lines discharge into one of two interceptor sewers. The South Interceptor Sewer primarily serves east of the Southern Pacific Railroad and south of Highway 98. Wastewater flows from the north and west portions of the City discharge into the North Interceptor Sewer.

As stated in the *2006 Service Area Plan*, as a result of Calexico's flat topography, most of the sewer lines are constructed at minimum slope and the interceptors are fairly deep, some as much as 20 feet. Also, the flat topography necessitates the construction of many small lift-stations to provide adequate flow. All sewage flows to the activated sludge wastewater treatment plant located north of Calexico International Airport and south of the New River. Treated effluent is deposited into the New River.

The maximum daily flow capacity for the existing sewage treatment facility is 4.30 million gallons per day (mgd). The City operates currently with an average daily flow ("ADF") of 2.7 mgd. Although rain is rare in Calexico, peak wet weather flows ("PWWF") currently exceed plant capacity at 4.9 mgd. That capacity of 4.9 mgd is adequate to address the needs of the current (2015) population of 41,000.

To ensure adequate wastewater treatment and conveyance, the City has established design criteria/performance standards for determining sewer capacity. There is a need to determine future wastewater flow demand based on the General Plan population and land use projections. The determination of future wastewater flow demand will guide the *2016 Service Area Plan* recommendations for treatment and collection facility improvements.

Refer to Exhibit PF-S 1 for location of the wastewater treatment plant.

4.2.2 Water Facilities

4.2.2.1 Potable Water

Existing facilities include the Water Treatment Plant (WTP), water storage facilities (reservoir and tanks), water pump station and pumps, and water distribution pipelines.

The Calexico Water Department purchases its raw water from the Imperial Irrigation District (IID) which acquires its raw water from the Colorado River via the All American Canal. According to the *2006 Service Area Plan*, the raw water from the Canal is pumped through a 42-inch pipe into the City's 25 million gallon reservoir. Three pumps transfer water

via a 36-inch pipe from either the reservoir or the canal to the City's treatment facility and have a maximum daily capacity of 18 mgd.

The existing treatment plant has a capacity of 16 mgd. Treated water is transferred and stored in two above ground tanks that have a combined capacity of 10 million gallons. One of these two tanks is a new six mgd tank which replaced a 3 mgd tank damaged in the 2010 Easter Earthquake.

There are design criteria/performance standards that must be met to ensure that adequate potable water supply and fire flow needs are provided. The design criteria are based on three scenarios, Peak Hour Demand (PHD), Maximum Day Demand (MDD) plus fire flow, and Tank Refill, with the most stringent of the scenarios governing the design.

The *2016 Service Area Plan* will update projected needs and identify improvements and future facilities to maintain an adequate water supply for the existing population, provide for future development, and meet service goals.

Refer to Exhibit PF-S 1 for the location of the water treatment plant.

4.2.2.2 Storm Water

Storm water drainage in the City currently utilizes a combination of storm drain piping to the New River, detention basins, and Imperial Irrigation District main and lateral drains. The City of Calexico is currently divided into 11 drainage areas with varying sizes of tributary area. An additional five drainage areas have been identified to handle primarily future development.

The typical way in which urban storm water runoff is handled in Calexico is by discharging it into IID drainage canals which eventually drain into the Salton Sea. The IID drainage canals, however, were not originally designed to handle urban runoff. To compensate for the insufficiency of the canals, water detention basins are used to limit/regulate flow into the IID system. Storm water is diverted into the detention basins and systematically released into the IID canals over an extended time period. The IID canals were originally designed only to handle agricultural runoff, and, as such, IID limits the amount of storm water that is discharged into them to prevent downstream flooding.

Although less common than the use of detention basins, other portions of Calexico utilize storm drain piping that discharge into the New River.

Adequacy of drainage facilities is based on conformance with the City of Calexico design criteria for storm water runoff and management. The design criteria established for determining storm water runoff and management is based on the City of Calexico Public Works/Engineering Department Design Procedures and Improvement Standards, updated December 1, 2005, and any revisions thereafter. Storm water detention basin design criterion is based on a 50-year storm event, or rainfall max of 3.0 inches.

As future development occurs, storm water drainage systems must be installed to ensure adequate removal of runoff. The design of the future systems will be dependent upon the type and the extent of the development proposed. An increase in the amount of impervious surfaces will result in a greater amount of surface runoff. The exact size and location of future facilities will be determined at the time development is proposed and processed through the City of Calexico. Any future development must continue to comply with Calexico Public

Works/Engineering Department Design Procedures and Improvement Standards to implement IID policies regarding retention of storm water to reduce the impacts to the IID drains.

The *2016 Service Area Plan* will update projected needs and identify improvements and future facilities to maintain an adequate storm drainage system for the existing population, provide for future development, and meet service goals.

4.2.3 Library Facilities

The Camarena Memorial Library provides resources to meet the educational, recreational, informational, and cultural needs of the community to encourage lifelong learning and the pursuit of knowledge. Traditional and innovative library services, including the latest technology, are offered in a friendly, welcoming atmosphere, which reflects the unique border community of Calexico.

The City also has a branch library located at William Moreno Junior High School. The branch library operates with very limited hours.

The Camarena Memorial Library has a collection of more than 70,000 books, periodicals, and other materials housed in 12,000 square feet. This Library has special collections on Imperial Valley history and Caesar Chavez. Other facilities at the library include internet access, word processing equipment, copy machines, and meeting rooms. The Library also offers a variety of bilingual (English and Spanish) community programs and classes including: adult literacy tutoring, summer programs, teen and children services, internet training, Bookflix, eBooks, homework help and Families for Literacy for children under five years of age.

The Library has a current staff of four full-time and four part-time workers. The Library Board of Trustees recognizes the need to expand the main library to 24,000 square feet and eventually build a second branch library.

Some of the space needs has been met by:

- The renovated and retrofitted Carnegie Library that is now the Technology Center Branch which offers computer training
- The Carmen Durazo Cultural Arts Center, which was inaugurated in February 2008, and is home to artistic and cultural events

Additional library facilities available in the City of Calexico are provided by San Diego State University Imperial Valley Campus. The University library serves approximately 900 students.

Refer to Exhibit PF-S 1 for location of the library facilities.

4.2.4 Fire Department Facilities

The two fire stations are located at -

- 430 East 5th Street
- 900 Grant Street

Refer to Exhibit PF-S 1 for the location of Fire Department facilities.

The City is reviewing a nine acre site along Highway 98 in the northeast area of the City for a Public Safety Center that would house both the Police and Fire Departments.

There are a total of 32 professional firefighters employed by the Calexico Fire Department. The Department is also working toward adding reserve firefighters.

The mission of the Calexico Fire Department is to protect the lives and property of the residents, visitors and business owners of Calexico by providing fire protection and suppression services, pre-hospital emergency medical services, fire education and prevention services and hazardous material response services.

The Calexico Fire Department protects the health, safety and welfare of residents, visitors and business owners by responding to fires, vehicle accidents, hazardous materials spills, medical emergencies and other incidents requiring immediate action to prevent or reducing loss of life.

The Department also participates in the Hazardous Emergency Response Team (HEAT) under a joint powers agreement (JPA) with Imperial County.

The Calexico Fire Department provides fire suppression service from the two Fire Stations. Fire Station 1, located at 430 East 5th Street, is in the center part of the City. The Calexico Fire Department houses one frontline Advanced Life Support (ALS) Engine Company and two Advanced Life Support (ALS) Medic Units. In addition to these frontline apparatus, Station 1 houses various utility vehicles, reserve and back-up apparatus and the Fire Chief's command vehicle.

The goal of fire prevention is to decrease the number and severity of fires. The Calexico Fire Department accomplishes this goal through public education programs, regular fire prevention inspections, code enforcement, vegetation management and enforcement. When fires do occur a fire investigation is conducted to determine the origin and cause of the fire.

The fundamental reason for conducting fire inspections is to limit the risk of life and property losses from fire by identifying those conditions, which contribute to the occurrence and spread of fire.

To achieve this goal, the Calexico Fire Department reviews plans for conformance to code requirements. Fire sprinkler plans, as well as other types of built-in fire protection systems are also reviewed. Interaction with other City departments and county agencies is a high priority. Meetings are attended during the design and development stage with architects, fire protection engineers, and contractors to assure code compliance, accelerate the review and approval process, and minimize construction delays.

The Fire Department also provides comprehensive public fire education that includes educational presentations on fire safety and prevention subjects to pre-school and elementary school aged children, informational demonstration booths and annual fire prevention open house, health fairs and school events, station tours and equipment displays; along with fire extinguisher safety classes.

The Fire Department is responsible for providing Emergency Paramedic Services throughout the City limits of Calexico and in some cases, beyond. The current paramedic program uses a

combination of first responder paramedic engine and truck companies operating from two fire stations, and two Advanced Life Support (ALS) Medic Units. This allows for advanced life support to reach the patient as quickly as possible. The ambulance is staffed with a combination of Firefighter Paramedics, and Firefighter Emergency Medical Technicians (EMT) who have been cross-trained in both firefighting and emergency medical techniques for advanced life support (ALS).

4.2.5 Police Department Facilities

Law enforcement services are provided by the Calexico Police Department. The police stations are located at -

- 420 E. 5th Street (main station)
- Nosotros Park (substation)
- International Park (substation)
- Near Meadows Avenue north of SR-98 (substation)

Refer to Exhibit PF-S 1 for location of Police Department facilities.

The mission of the Calexico Police Department is to maintain peace and order through the delivery of responsive, professional and competent law enforcement services to the community. The Department contributes to the safety and security of the community by apprehending those who commit criminal acts; developing community partnerships to prevent, reduce or eliminate neighborhood problems and by providing police services that are fair, unbiased, judicious and respectful of the dignity of the individual.

The Calexico Police Department has the responsibility of preserving the peace, responding to law enforcement service requests and protecting life and property within the City limits. Personnel are available 24 hours-a-day, seven days-a-week to prevent and investigate criminal activity, apprehend suspects and violators, investigate traffic accidents, and provide animal control services. Officers conduct special investigations, crime analysis, training as well as records and evidence management and storage. The Police Department also provides dispatch services to the Calexico Fire Department. Personnel operate the Dispatch Center in the Police Department around the clock, seven days-a-week.

The Police Department is the largest General Fund Department in the City employing 58 sworn and civilian personnel. There are 43 sworn officers working for the Department for a staffing ratio of approximately 1.05 officers per 1,000 residents.

The Calexico Police Department is divided into an Operational Services Division and Administrative Services Division.

The Operations Services Division consists of the following:

- Patrol function
- Investigation function
- Special investigations function
- Traffic function
- School resource officers function

Uniform officers respond to calls for service as well as proactively patrol the City streets, looking for criminal conduct and traffic violations. Detectives conduct criminal investigations and officers assigned to traffic duties perform traffic-related enforcement in the community.

The Special Investigations unit consists of the Police Department's participation in various task forces including NTF, BCU, and BEST. Two School Resource Officers (SRO) assigned to Calexico Unified School District address juvenile crimes within the school district's campuses.

The Administrative Services Division consists of a communications unit of nine full-time public safety dispatchers including one dispatch supervisor and eight dispatchers. The dispatch unit currently works a 12-hour shift. The Records unit is staffed by two full-time records clerks. The unit handles all reports that are generated by officers, in addition to processing numerous requests from other law enforcement agencies, insurance companies, citizen requests and various requests for research. This unit also processes Livescan requests and performs other clerical duties.

Police Department equipment includes:

- 24 marked patrol units
- 2 motorcycle units
- 12 unmarked units
- 2 Cushman (3-wheeled motorcycle for traffic control)
- 1 Mule (4-wheeled motorcycle for traffic control)
- 4 Police Bicycles

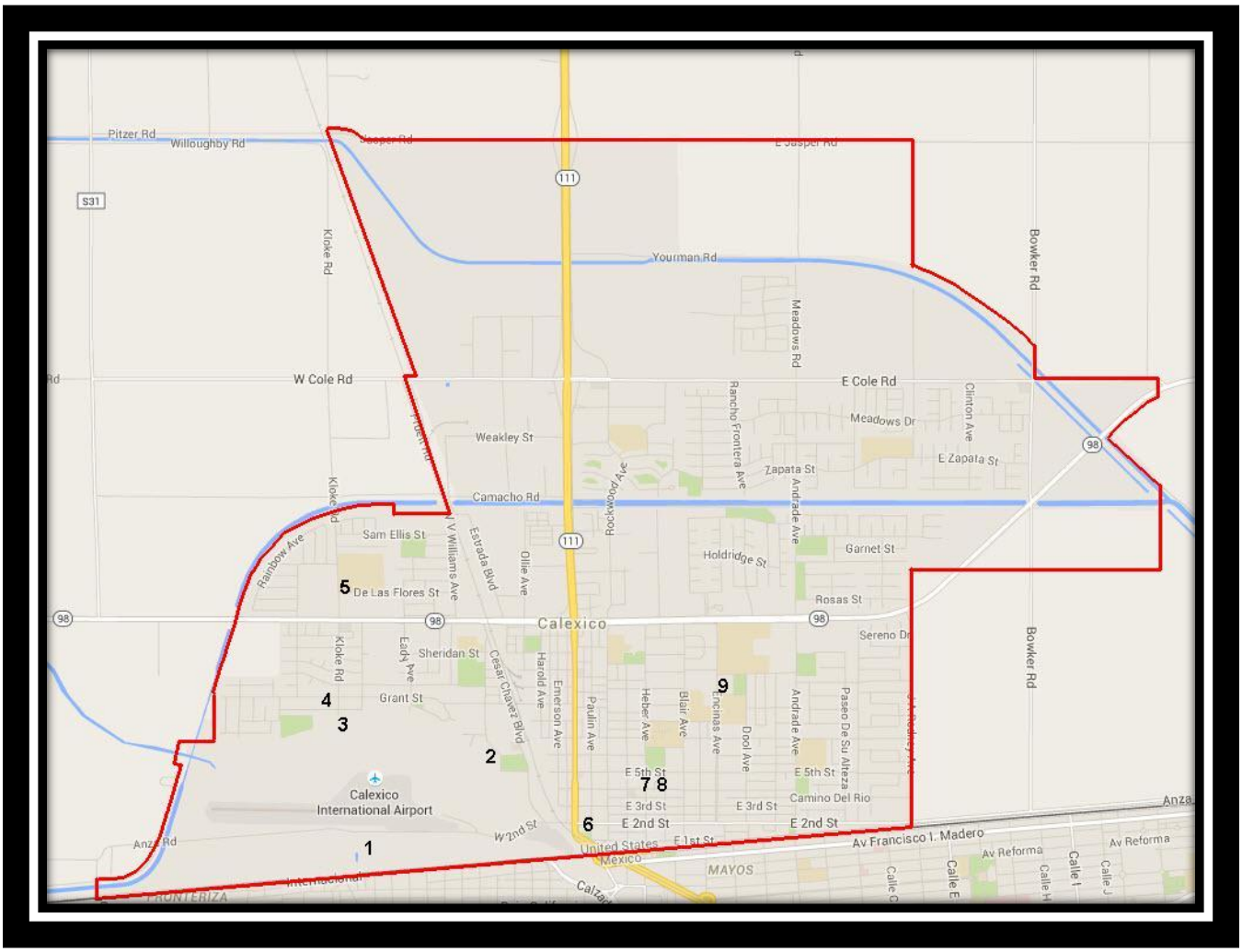
The *2006 Service Area Plan* estimates that the existing police stations will be adequate to accommodate the Department's future growth of personnel through the year 2020. The City is reviewing a nine acre site along Highway 98 in the northeast area of the City for a Public Safety Center that would house both the Police and Fire Departments.

Refer to Exhibit PF-S 1 for location of Police Department facilities.

Table PF-S 1
City Public Facility Locator Numbers

Map Locator Number	Public Facility Name/Type	Addresses
1	Wastewater Treatment Plant	298 E. Anza Road
2	Water Treatment Plant	545 Pierce Avenue
3	Nosotros Police Substation	Nosotros Park
4	Fire Station	900 Grant Street
5	Branch Library	William Moreno Junior High School
6	International Park Police Substation	Friendship Border Park
7	Police Department/Station	420 E. 5th Street
8	Fire Department/Station	430 E. 5th Street
9	Camarena Memorial Library	850 Encinas Avenue

Exhibit PF-S 1
Location of City Public Facilities



4.3 CALEXICO UNIFIED SCHOOL DISTRICT FACILITIES

4.3.1 Existing Facilities

The Calexico Unified School District (CUSD) serves the City of Calexico. Table PF-S 2 shows by grade level the number of schools, enrollment, and full time equivalent teachers. Total enrollment at these schools is 9,216 students. The School District also operates the Robert Morales Adult Basic Educational School. Table PF-S 3 shows enrollment by individual grade level.

Table PF-S 2
Calexico Unified School District Educational Facilities

Level	Number of Schools	Enrollment	Full-Time Equivalent Teachers
Elementary (K-6)	7	4,584	178.5
Junior High (includes 9th Grade Academy) (7-9)	3	2,266	90.9
High School (10-12)	1	2,161	92.5
Continuation High School (9-12)	1	205	9.0
Total	12	9,216	370.9

Source: 2013-2016 Local Educational Agency Plan (LEAP) for CUSD

Table PF-S 3
Calexico Unified School District Enrollment: 2014-2015

Grade Level	Enrollment
K	686
1	597
2	628
3	656
4	711
5	657
6	697
Subtotal	4,632
7	699
8	761
9	736
Subtotal	2,196
10	790
11	868
12	777
Subtotal	2,435
Total	9,263

Source: California Department of Education, Educational Demographics Unit, Enrollment by Grade for 2014-2015

Since adoption of the *2007 Public Facilities/Services Element* public school enrollment has declined by 332 students (from 9,595 to 9,263).

In addition to the schools in the CUSD, there are three private academic institutions within the City. These include Our Lady of Guadalupe School (K-8), Vincent Memorial High School (9-12), and Calexico Adventist Mission School (K-12).

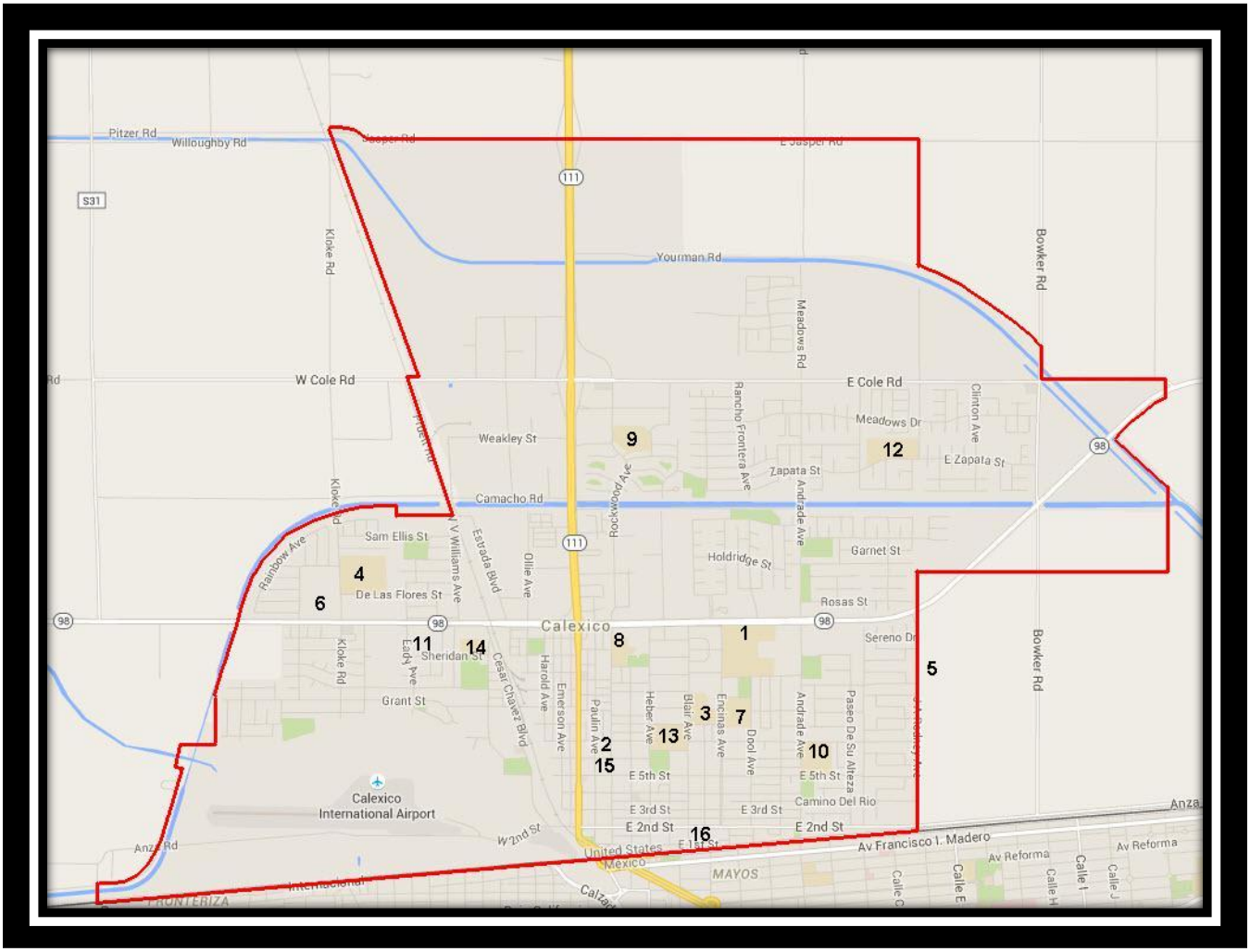
Also located in Calexico is the Imperial Valley branch of San Diego State University. The campus serves over 900 upper-division students, 35% of which are enrolled in graduate studies. The eight-acre campus is located near Calexico City Hall and includes a 110,000 volume library, a computer lab, the John Steppling Art Gallery, and numerous other facility buildings.

Exhibit PF-S 2 shows the locations of the educational facilities.

Table PF-S 4
School Map Locator Numbers

Map Locator Number	School	Address
1	Calexico High School	1030 Encinas Avenue
2	Aurora Continuation High School	641 Rockwood Avenue
3	De Anza 9th Grade Academy	824 Blair Avenue
4	William Moreno Junior High School	1202 Kloke Road
5	Enrique Camarena Junior High School	800 E. Rivera Street
6	Blanche Charles Elementary	1201 Kloke Road.
7	Dool Elementary	800 Encinas Avenue
8	Rockwood Elementary	1000 Rockwood Avenue
9	Kennedy Gardens Elementary	2300 Rockwood Avenue
10	Jefferson Elementary	1120 E. 7th Street
11	Mains Elementary	655 W. Sheridan Avenue
12	Cesar Chavez Elementary	1251 E. Zapata Street
13	San Diego State University	720 Heber Avenue
14	Vincent Memorial Catholic High School	525 Sheridan Street
15	Our Lady of Guadalupe School	535 Rockwood Avenue
16	Calexico Adventist Mission School	601 E. 1st Street

Exhibit PF-S 2 Location of Schools



4.3.2 Projected Enrollment and Facility Needs

Table PF-S 5 shows the factors used to project future enrollment. At build out, the *2015 Land Use Element* projects an increase of approximately 6,500 households. The K-6 student generation rate of .452 per households yields a projected enrollment increase of approximately 2,900 students (.452 X 6,514 = 2,944). Table PF-S 6 shows the projected enrollment increase at build out for the three grade levels.

Table PF-S 5
Calexico Unified School District
Student per Occupied Housing Unit Factors

Grade Level	Students Per Occupied Housing Unit
K-6	.452
7-9	.214
10-12	.237

Source: Table 1 and California Department of Finance (DOF) Household Estimate as of 01/01/2014)

Table PF-S 6
Calexico Unified School District
School Enrollment Projections by Grade Level

Grade Level	Projected School Enrollment
K-6	2,944
7-9	1,394
10-12	1,544

Source: Table PF-2 and City of Calexico General Plan household projections (6,514 or 95% of projected housing units (6,857)

State standards for school sites indicate a school is needed when enrollment levels reach the following:

- Elementary New school when enrollment reaches 750 new students; 14 acres
- Junior High New school when enrollment reaches 900 new students; 21 acres
- High School New school when enrollment reaches 1,800 new students; 44 acres

CUSD follows the State standards.

4.4 HEALTH CARE

The City of Calexico currently (summer 2015) does not have an operational hospital. The Heffernan Memorial Hospital closed in 1997. The City has five privately-operated medical facilities:

- Clinicas de Salud del Pueblo, Inc. (medical and dental services)
- Fresenius Medical Care (dialysis treatment)
- Valley Orthopedic Clinic (orthopedics)
- Calexico Outpatient Center (many medical services including laboratory and radiology)
- Calexico Health Center (healthcare with physician and Urgent Care Center)

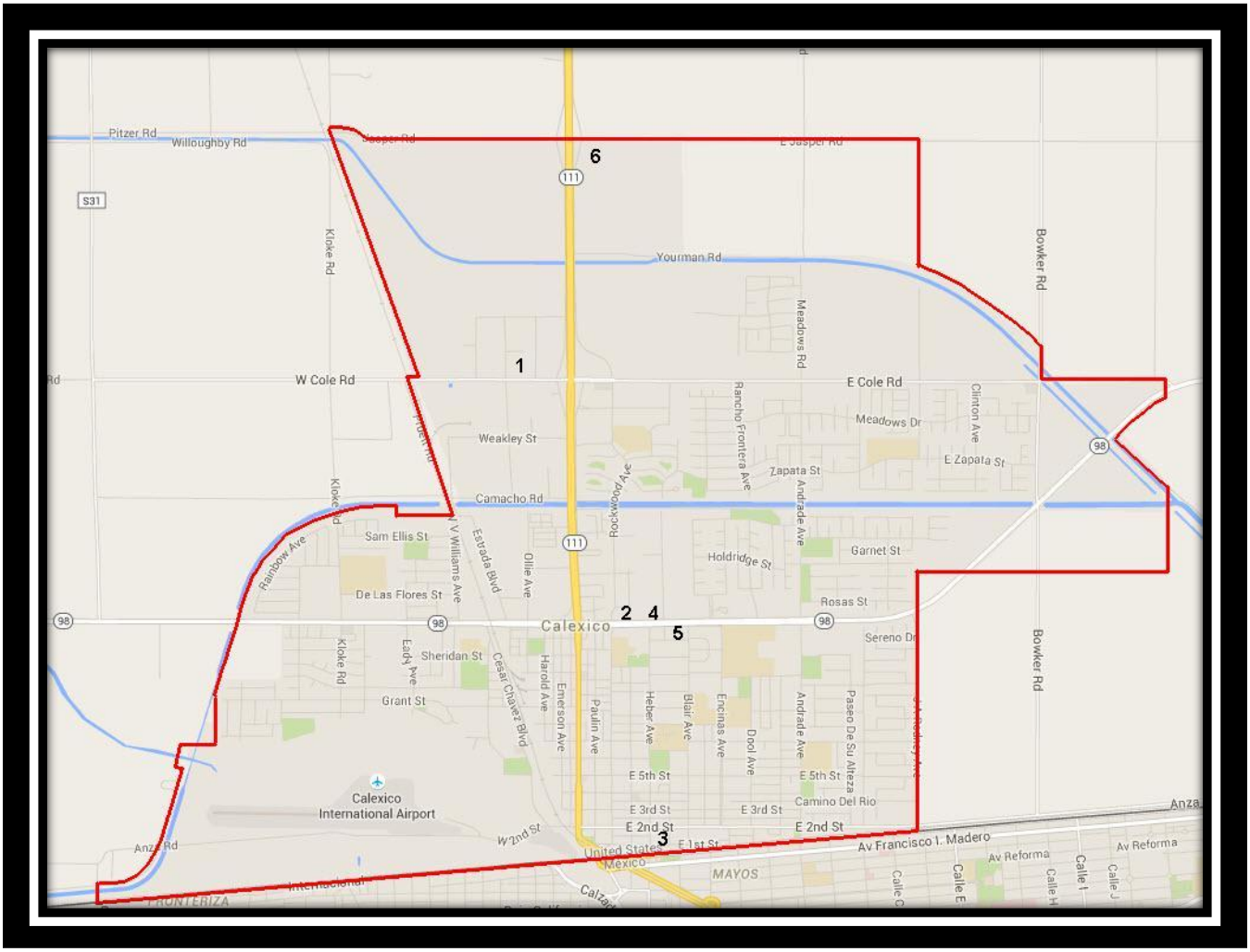
Residents of Calexico use El Centro Regional Medical Center and the Pioneers Health Center in Brawley for hospital services. By way of example, the Regional Medical Center is located 9.5 miles from Highway 111 and Cole Road. The Pioneer Memorial Hospital is located 22 miles from Highway 111 and Cole Road.

The approved Mega Park development (SEC Highway 111/Jasper Road) includes a 166,000 square foot Health Services Center. Potential uses at the Health Services Center will include allowable administrative uses such as professional offices, medical offices and related health services, as well as allowable public and semi-public uses such as recovery facilities (convalescent homes and/or hospitals) or group care facilities.

Table PF-S 7
City of Calexico Health Facilities

Map Location Number	Name of Facility	Location
1	Calexico Medical and Dental Clinic	223 W. Cole Boulevard
2	Fresenius Medical Care	351 E. Birch Street
3	Valley Orthopedic Clinic	352 E. 1st Street
4	Calexico Outpatient Center	495 E. Birch Street
5	Calexico Health Center	450 E. Birch Street
6	Health Services Center	SEC Hwy 111/Jasper Rd

Exhibit PF-S 3 Location of Healthcare Facilities



4.5 GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

This part includes the goals, objectives and policies for the following:

- Sewer System
- Water System
- Storm Drain Facilities
- Library Facilities and Services
- Fire Department Facilities and Services
- Police Department Facilities and Services
- Education Facilities
- Health Care Facilities

Part 4.5.9 describes the Implementation Measures of the Public Facilities/Services Element.

4.5.1 Sewer System

Goal: Provide for a sewer system that continues to serve existing development as well as future City growth.

Objective: A Wastewater Master Plan shall be prepared within the next five years to provide detailed information regarding facility phasing necessary to support new development and annexation of land.

Policies:

- Prior to the recordation of a final map within any area to be annexed to the City, a detailed engineering study shall be prepared and a will serve letter shall be in place to ensure that adequate wastewater facilities will be provided during the PWWF conditions for the wastewater conveyance system being utilized by said annexation area.
- All system improvements shall be designed and constructed in accordance with federal, state, and local regulations.
- Plan and design new sewer facilities to provide adequate capacity to serve new growth, while continuing to provide a high level of service to existing development.
- The City will continue to reevaluate their development impact fees (at least every five years).
- Continue to monitor the existing sewer system to identify any needed improvements to ensure adequate levels of service.
- Ensure that waste water treated at the WWTP fulfills the minimum secondary treatment standards.
- Implement the recommendations of the *2016 Service Area Plan*.

4.5.2 Water System

Goal: Provide for a well maintained water system that continues to serve existing development as well as provides for future City growth.

Objectives:

- Maintain at least five days worth of total storage at average day demand.
- Over the next 20 years work towards having seven days of total storage available at all times.
- Have the ability to meet maximum day demand at 80% of its treatment plant capacity.
- Have the ability to meet peak hour flow rates at 75% of its pumping capacity.

Policies:

- Monitor the existing storm water system to identify any necessary improvements to maintain high quality service.
- Facilities identified in the *2003 Draft Water Master Plan* plans adopted by City staff engineers should be constructed as needed as new development and annexation of land occurs.
- A Potable Water Supply Assessment Report shall be prepared for all annexation projects of 500 units or more.
- Prior to the recordation of a final map within any area annexed to the City, a detailed engineering study shall be prepared and a will serve letter shall be in place to ensure that adequate water facilities will be provided during the Maximum Day Demand MDD.
- Adequate fire flow, subject to the approval of the fire department, shall be provided for all annexation areas.
- All system improvements shall be designed and constructed in accordance with federal, state, and local regulations.
- The City should reevaluate the development impact fees at least every five years.
- Implement the recommendations of the *2016 Service Area Plan*.

4.5.3 Storm Drain Facilities

Goal: Achieve adequate storm drain facilities in the existing community and as new development occurs within the City.

Objective: Ensure the storm drain facilities and system satisfy all local, regional and state standards.

Policies:

- All future development shall be required to construct future storm drain facilities and pay Sub-Regional basin fees, to the extent applicable, in accordance with the design standards of the Public Works/Engineering Department and the IID.
- All future development shall ensure compliance with all state and federal rules and regulations related to the discharge of storm water.
- All development shall provide improvements constructed pursuant to best management practices as referenced in the California Storm Water Best Management Practices Handbook.

- All drainage retention basins shall be constructed with landscaping and an irrigation system in accordance with the City's Park and Recreation design standards and requirements. The requirement of the basin is not a substitute or a combined use of the park and/or fee requirement for parks.
- All new developments will incorporate and/or process a Community Facilities District (CFD) for off-site drainage system requirements as the City is developing a Sub-Regional Retention Basin Concept.
- Work with appropriate agencies to develop adequate arrangements for the discharge of storm water into the New River.

4.5.4 Library Facilities and Services

Goal: Ensure adequate, well located library facilities that are equipped with books, reference materials, and educational devices to serve all Calexico residents and students.

Objective: The City through the Camarena Memorial Library Board of Trustees shall make reasonable efforts to provide and maintain superior library facilities and standards.

Policies:

- Identify appropriate locations, including the west side of town, for future branch libraries, evaluating accessibility and location near major activity centers, such as retail areas.
- Identify additional funding sources to allow for the expansion of the City's library system and services.
- Implement the recommendations of the *2016 Service Area Plan*.

4.5.5 Fire Department Facilities and Services

Goal: Ensure adequate standards of fire protection are met by providing the Fire Department with personnel, equipment, and facilities that assist them in protecting the health, safety, and general welfare of the community.

Objective: Achieve the performance standards recommended in the *2016 Service Area Plan*.

Policies:

- Establish and maintain the optimum fire insurance rating for the community.
- Periodically evaluate the level of fire protection service provided to identify any necessary improvements or changes, as well as additional funding sources.
- Utilize service areas when planning and designing new and expanded fire protection facilities.
- Implement the recommendations of the *2016 Service Area Plan*.

4.5.6 Police Department Facilities and Services

Goal: Ensure the highest standards of law enforcement by providing the Police Department with personnel, equipment, and facilities that assist them in protecting the health, safety, and general welfare of the community.

Objective: To protect the lives, health, and property of all residents, businesses, and visitors to Calexico through adequate levels of law enforcement service.

Policies:

- Periodically evaluate the level of law enforcement service provided to identify any necessary improvements or changes, as well as additional funding sources.
- Utilize service areas when planning and designing new and expanded police facilities.
- Require new development projects to pay fees in proportion to their demand for services.
- Implement the recommendations of the *2016 Service Area Plan*.

4.5.7 Education Facilities

Goal: Support the Calexico Unified School District by working with them to determine the most appropriate location and distribution for school facilities to serve the educational needs of the community.

Objective: Assist the Calexico Unified School District in meeting the site requirements for new schools.

Policies:

- Work with the Calexico Unified School District in evaluating potential locations and funding sources for new schools.
- Provide the Calexico Unified School District with semi-annual reports on building permit activity.
- Implement the joint use of school facilities to provide a range of recreational and educational opportunities for all segments of the community.

4.5.8 Healthcare Facilities

Goal: Improve healthcare services for the City's population.

Objective: Provide adequate hospital and healthcare facilities to meet the demand of existing and future residents.

Policies:

- Support efforts by Heffernan Hospital District to create new medical facilities and/or services in the City, including services such as hospital, urgent care, emergency medical, and clinics.

4.5.9 Implementation Measures

4.5.9.1 2016 Service Area Plan

The *2016 Service Area Plan* will evaluate existing facilities and future needs in greater detail than the *2015 Public Facilities/Services Element*. The SAP will contain recommendations on the following facilities and services:

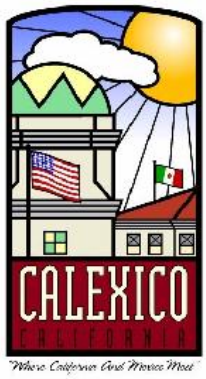
- Administrative Facilities
- Drainage Facilities
- Fire Facilities
- Law Enforcement Facilities
- Library & Cultural Arts Facilities
- Wastewater Facilities
- Water Facilities

Following its approval by the City Council and acceptance by LAFCO, the City will implement the recommendations of the *2016 Service Area Plan*.

4.5.9.2 Facilities Master Plans

In the near future the City will be conducting master planning efforts on several public facilities. As these master plans are completed they will offer assessments of existing services and facilities and incorporate appropriate recommendations. Among these master planning efforts are:

- Urban Water Management Plan – due July 1, 2016
- Master Sewer Plan – no specific due date
- Water Master Plan – no specific due date



5.0 CONSERVATION/OPEN SPACE ELEMENT

City of Calexico

Draft Conservation/Open Space Element

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5.1 INTRODUCTION

California law requires the inclusion of a Conservation Element and an Open Space Element in a City's General Plan. The City has elected to combine these two elements.

Government Code Section 65302 requires the Conservation Element to address the conservation, development, and utilization of natural resources. These resources include, to the extent they are relevant to any given city, the following:

- Water and Water Quality
- Soils
- Rivers and other waters
- Wildlife
- Minerals
- Other natural resources
- *Forests*
- *Harbors*
- *Fisheries*

The italicized resources are not relevant to Calexico.

Open space includes:

- Open space for the preservation of natural resources
- Open space for the managed production of resources
- Open space for outdoor recreation
- Open space for public health and safety

Government Code 65563 states that the Open Space element is the plan for "the comprehensive and long-range preservation and conservation of open-space land".

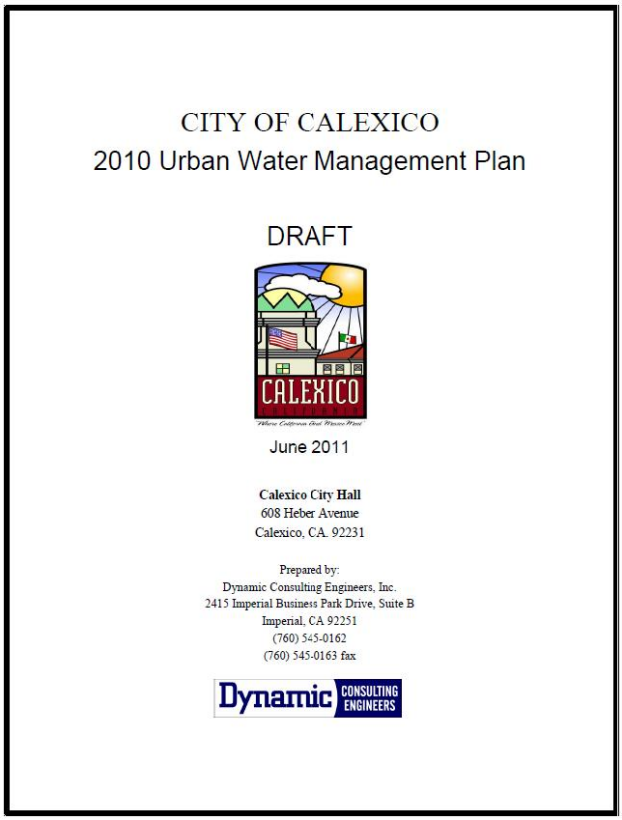
The conservation of natural resources and the preservation and management of open space will allow for the balanced growth and development of the City while protecting the fundamental resources that represent the essence of the City and also enhance the quality of life for its residents. The Conservation/Open Space Element is responsive to community needs as follows:

- Protects resources for future generations
- Conserves the area's natural resources
- Allows the City to retain its character and heritage
- Enhances the overall quality of the City and therefore increases the City's desirability as a place to invest, possibly strengthening the local economy
- Ensures that development is conducted in an orderly manner that recognizes the intrinsic value of natural resources and open spaces
- Preserved open spaces become a source of community pride
- Contributes to the overall balance of land uses within the community
- Demonstrates the City's commitment towards preserving its resources

5.2 CONSERVATION RESOURCE ASSESSMENT

5.2.1 Water Supply and Quality

The City of Calexico, according to the *2010 Urban Water Management Plan*, receives raw water from the Imperial Irrigation District (IID). Approximately three percent of the Imperial Irrigation District's untreated water is ultimately used for urban purposes and is provided indirectly to consumers through a variety of public and private treatment agencies.


CITY OF CALEXICO
2010 Urban Water Management Plan

DRAFT

June 2011

Calexico City Hall
608 Heber Avenue
Calexico, CA. 92231

Prepared by:
Dynamic Consulting Engineers, Inc.
2415 Imperial Business Park Drive, Suite B
Imperial, CA 92251
(760) 545-0162
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Dynamic CONSULTING ENGINEERS

The Imperial Irrigation District's total service area, lying entirely within Imperial Valley, is divided into four units: Imperial, West Mesa, East Mesa, and Pilot Knob, with a gross acreage of 1,061,637 acres.

The City of Calexico's Sphere of Influence is located within the Imperial Unit of the IID service area. The 699,092 acre Imperial Unit serves the Imperial Valley including the urban areas of the cities of Brawley, Calexico, El Centro and Imperial and approximately a quarter of Imperial County's unincorporated area. In total, IID delivers water to an area of just over 520,000 acres, including cities, cemeteries, schools, parks, golf courses, etc. in addition to the irrigated land.

Approximately 97% of the water demand in the Imperial Region is for irrigation. Agriculture is successful in this region for two reasons: 1) rich soils which have accumulated on the valley floor over thousands of years; and 2) the large quantity of water that is transported 80 miles from the Colorado River via the All- American Canal and distributed to farmlands by a complex system of smaller canals.

Water conservation is one of several priorities supported by the City and conservation programs such as school education, public information, and landscape design and water use standards are being implemented.

The City provides potable water to homes and businesses by treating Colorado River water imported by IID. The imported water is a surface water source. Its treatment must comply with the Surface Water Rule of the Federal and State Safe Drinking Water Act. The California Department of Public Health (CDPH) granted a permit to the City to supply water for domestic purposes to Calexico. The treatment facility currently meets all applicable United States Environmental Protection Agency domestic water quality standards.

The City of Calexico takes its water from the All American Canal. Water is pumped from the canal to a 25 MG raw water pond using three 2500 gpm pumps. Water from the pond is pumped

to the treatment plant by three 2100 gpm high/low speed pumps to the treatment plant's flow splitter box. The treatment plant is designed to treat 14 MGD and currently uses 9.0 MGD on a maximum day.

The City samples daily for raw water turbidity and weekly for total and fecal coliforms. The raw water in the raw water ponds ranges from 0.2 to 15.2 NTU (nephelometric turbidity units). At certain times of the year, total and fecal coliforms are highly variable and above the minimum treatment threshold. Total trihalomethanes (TTHM) ranged from 54 ppb to 73 ppb. The City does not exceed the MCL (maximum contaminant levels) of 80 ppb, probably because chloramines are used for disinfection instead of free chlorine.

Despite extensive efforts in the U.S. and Mexico, water quality in the New River remains out of compliance with many U.S. water quality standards. Water pollution levels pose health and quality of life concerns in Calexico and the Imperial Valley, as well as being sources of pollution to the Salton Sea. Based on the most recent data available, the water quality impairments of the New River in the U.S. include: low dissolved oxygen, toxicity, pathogens, trash, selenium, sediment/silt, chlordane, DDT, dieldrin, toxaphene, PCBs, HCB, nutrients, mercury, chlorpyrifos, diazinon, copper and zinc7.

5.2.2 Soils

Texture refers to the size of the particles that make up the soil. The terms *sand*, *silt*, and *clay* refer to relative sizes of the soil particles. Sand, being the larger size of particles, feels gritty. Silt, being moderate in size, has a smooth or floury texture. Clay, being the smaller size of particles, feels sticky.

The ***Soil Texture Triangle*** gives names associated with various combinations of sand, silt and clay. A *coarse-textured* or *sandy* soil is one comprised primarily of medium to coarse size sand particles. A *fine-textured* or *clayey* soil is one dominated by tiny clay particles. Due to the strong physical properties of clay, a soil with only 20% clay particles behaves as sticky, gummy clayey soil. The term *loam* refers to a soil with a combination of sand, silt, and clay sized particles. For example, a soil with 30% clay, 50% sand, and 20% silt is called a *sandy clay loam*. [Figure C-OS 1]

Soils which are located in and around the City of Calexico range from very fine sands to silty clays. These soils are deep and enriched in calcium, were typically formed from deep lakebed sediments, and range from moderately well-drained to well-drained. A perched water table is common due to long-term agricultural irrigation. Some soils in the area have high shrink-swell potential, low strength, and are excessively wet; consequently, these soils have construction limitations. Some soils contain high percentages of fine sands and silts. These loose, unconsolidated sediments along with water close to the surface create the potential for liquefaction during earthquakes.

Most irrigated agriculture occurs on soils that occupied the ancient lakebed floor between the Mexican border and the Salton Sea, and the adjacent East and West Mesas. The soils associated with the lakebed are nearly level and fine-textured, ranging from loams to clays.

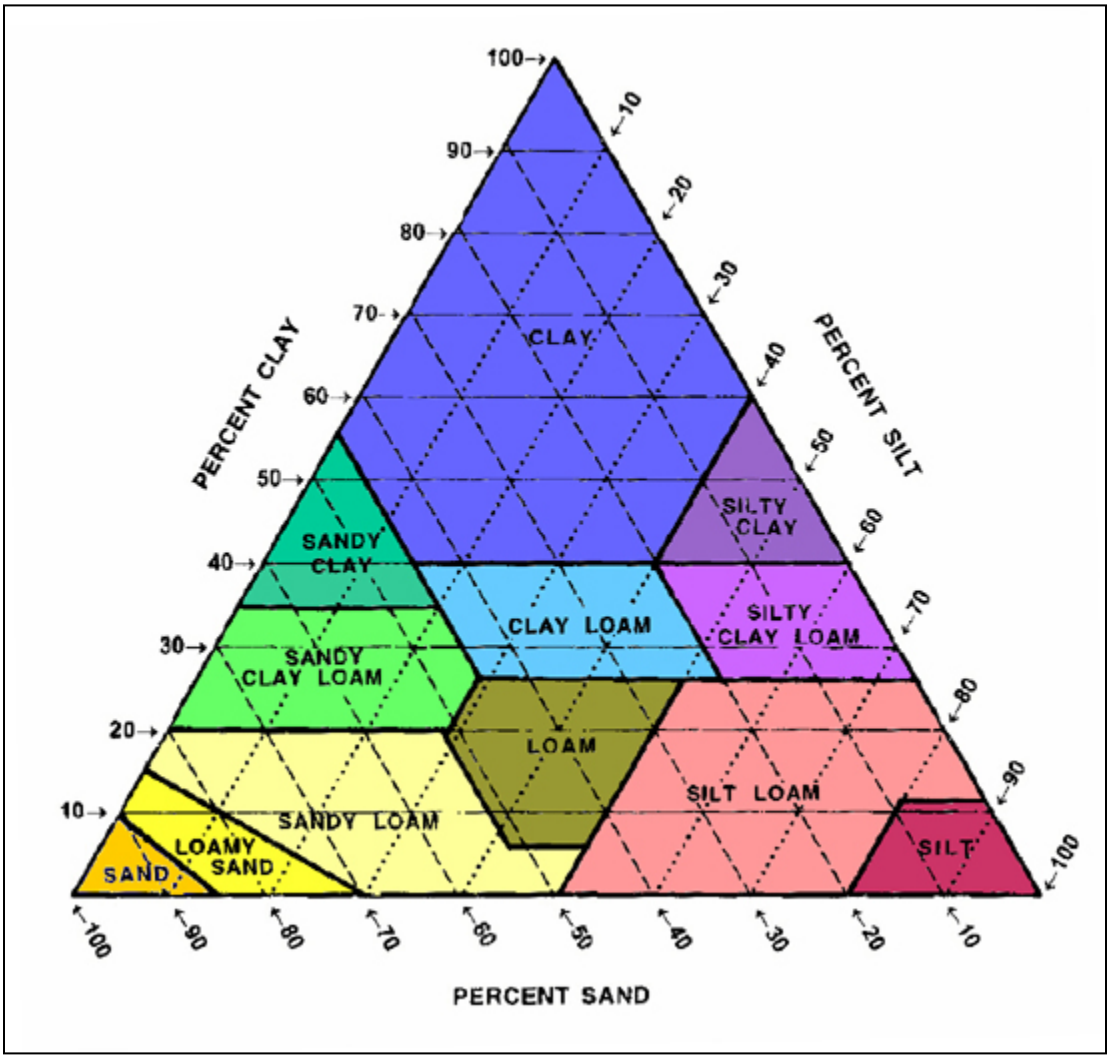
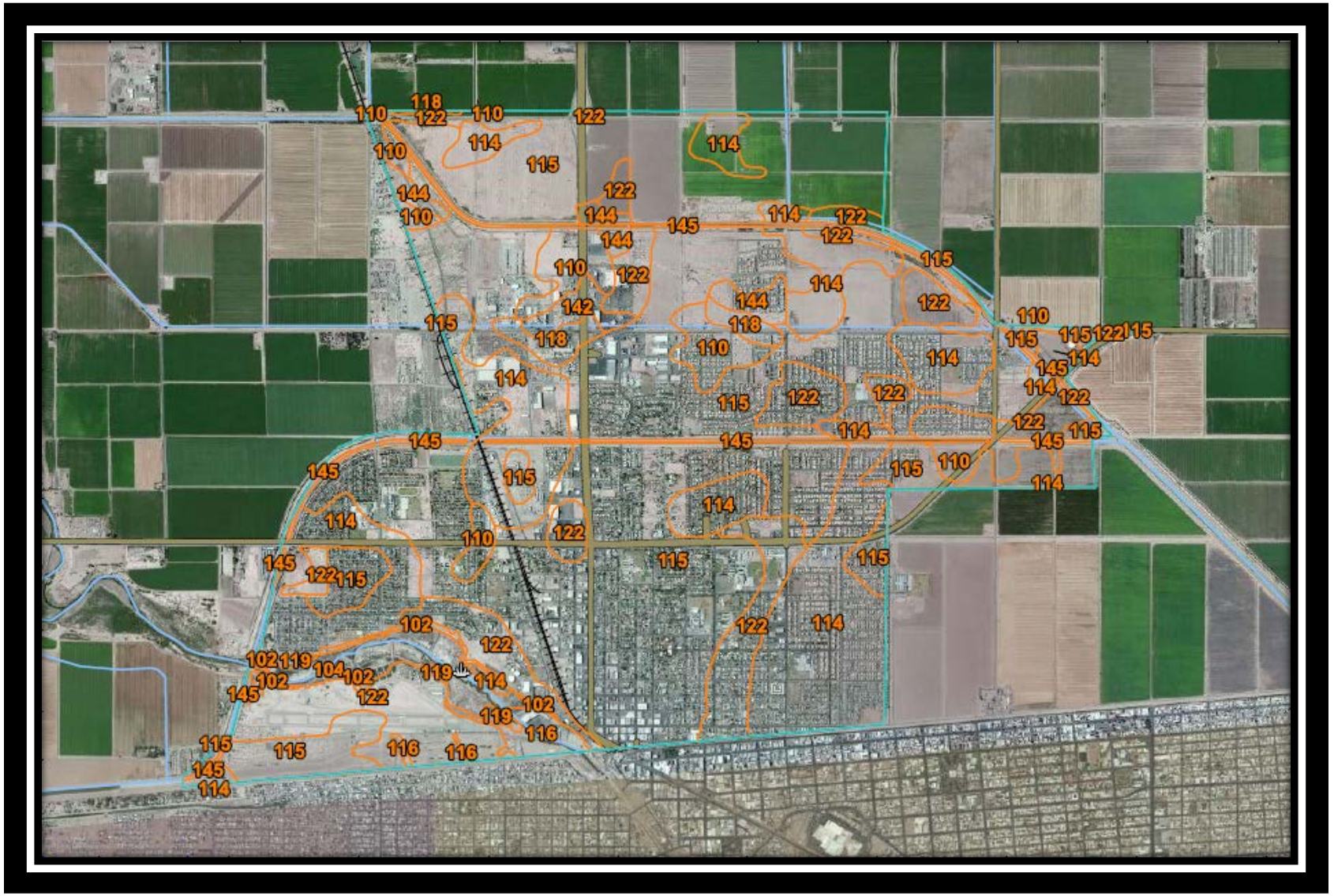


Figure C-OS 1
Soil Texture Triangle

Exhibit C-OS 1 shows the soil map for Calexico, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Table C-OS 1 lists the individual soils, acreage per soil, and each soil's percentage of total acres.

Exhibit C-OS 1
Soils Map



MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Imperial County, California, Imperial Valley Area
Survey Area Data: Version 7, Sep 9, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 29, 2011—Jul 27, 2012

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table C-OS 1
Map Unit Legend
City of Calexico, California (CA683)

City of Calexico, California (CA683)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
102	Badland	21.7	0.40%
104	Fluvaquents, saline	125	2.20%
110	Holtville silty clay, wet	241.7	4.30%
114	Imperial silty clay, wet	1,163.50	20.50%
115	Imperial-Glenbar silty clay loams, wet, 0 to 2 percent slopes	3,005.80	53.00%
116	Imperial-Glenbar silty clay loams, 2 to 5 percent slopes	53.1	0.90%
118	Indio loam, wet	66	1.20%
119	Indio-Vint complex	15.7	0.30%
122	Meloland very fine sandy loam, wet	779	13.70%
142	Vint loamy very fine sand, wet	41.6	0.70%
144	Vint and Indio very fine sandy loams, wet	73	1.30%
145	Water	85.5	1.50%
Totals for Area of Interest		5,671.70	100.00%

Source: United States Department of Agriculture, Natural Resources Conservation Services, Custom Soils Report for Calexico, CA, 29 pages, August 6, 2015

5.2.3 New River

The New River is a sub-watershed of the larger Salton Sea Watershed. The New River starts in Mexicali, Mexico, approximately 15 miles south of the International Border and flows north into the U.S. through Calexico, passes through the Imperial Valley and drains into the Salton Sea, some 66 miles north of the International Boundary. The sub-watershed covers approximately 750 square miles, with 63% of that in Mexico and 37% in the U.S.

The "New" River was formed by occasional flows from the Colorado River flowing into the Salton Sink. These flows created a basic shallow desert wash that would have been typical of other desert washes in the region. When the entire flow of the Colorado River went into the Salton Sea (1905-1907), its water poured into the Sea with such force that it eroded the New River channel to form the deep river canyon that it is today. Runoff from all of the washes in the Basin drained to the Salton Sink, pooled there and infiltrated into the ground or evaporated over time.

The New River would have reverted to being a dry desert wash too, but agriculture in the Imperial and Mexicali Valleys continued and expanded after the flood and agricultural runoff became the river's main source of "water." The New River channel that was created is approximately 60 miles in length and up to two-thirds of a mile in width within the United States. Within Mexico this natural channel way is discernible for about 13 miles.

The United States communities around the New River are connected by Highways 86 and 111 and include Calexico, El Centro, Seeley, Heber, Westmorland, Imperial and Brawley. The City of

Calexico, the unincorporated community of Seeley, the El Centro Navy Air Station and the City of Brawley are the closest to the New River.

Conservation efforts have been proposed as part of the New River Parkway Development Program; for example, improving New River habitat efforts, such as native vegetation and restored or artificial wetlands, developed in cooperation with fish and wildlife agencies, to mitigate adverse impacts of constructing improvements.

5.2.4 Wildlife

Sonny Bono Salton Sea National Wildlife Refuge is located approximately 42 miles from Calexico and offers environmental education, trails through the refuge, and waterfowl hunting during the appropriate season. Two trails within the refuge weave through upland vegetation, freshwater ponds and agricultural fields. Over 400 species of birds have been reported at the Sonny Bono Salton Sea National Wildlife Refuge, including a variety of waterfowl and shorebirds. In addition, the Refuge provides a home for several endangered species including the Yuma clapper rail and the California brown pelican.

Imperial National Wildlife Refuge is approximately 98 miles from Calexico and protects wildlife habitat along 30 miles of the lower Colorado River in Arizona and California, including the last unchannelized section before the river enters Mexico. The refuge contains more than 15,000 acres of federally designated wilderness and is home to a diversity of wildlife species including desert bighorn sheep, mule deer, ducks, geese, and shorebirds. The refuge offers a variety of recreation activities including hiking, fishing, and hunting.

Plant species of special status include those classified as endangered or threatened, proposed for listing as endangered or threatened, candidates species for listing by a federal (U.S. Fish and Wildlife Service) or state (California Department of Fish and Game) resource agency, or considered federal Species of Concern. In addition, plants included on Lists 1, 2, 3, or 4 of the California Native Plant Society (CNPS) Inventory are also considered special-status. The CNPS is a state-wide non-profit organization of amateur and professional persons with a special interest in the state's native plants. Although CNPS recognizes those plant species that are state and federally-listed by CDFG and USFWS, it also designates additional plants with its own rating system.

Special-status or sensitive wildlife species include those that are state or federally listed as threatened or endangered, are proposed for listing as threatened or endangered, have been designated as state or federal candidates for listing, state or federal species of concern, or California Fully Protected.

The California Natural Diversity Database (CNDDB) is a program within the California Department of Fish and Games Habitat Conservation Division. The CNDDB includes in its inventory all federally and state listed plants and animals, all species of special concern, and

those species that are considered "sensitive" by government agencies and the conservation community.

A search of the database was conducted for the General Plan area and surrounding USGS Quads (Calexico, Heber, Mount Signal, Seeley, El Centro, and Holtville West). Sensitive plants documented within the vicinity include Abrams's spurge, chaparral sand-verbena, sand food, rock nettle, brown turbans and hairy stickleaf. Sensitive wildlife species documented within the vicinity include burrowing owl, yellow warbler, ferruginous hawk, Yuma Clapper Rail, Colorado River toad, and flat-tailed homed lizard. These species, their federal and state status, and habitat types are included in Table C-OS 2 on the next page.

To a large extent the Calexico General Plan area has been disturbed by human activity and does not provide habitats that would support sensitive plant and wildlife species. Within the City of Calexico land has been primarily converted to urbanized land use. Lands surrounding the developed area of Calexico have been primarily converted to agricultural uses. Within developed areas of Calexico, the New River and undeveloped land adjacent to the river, as well as the agricultural/irrigation ditches and canals provide some habitat for sensitive species. Lands used for agriculture provide habitat for the burrowing owl and foraging and roosting habitat for migratory birds that winter in the area.

The occurrence potential for most sensitive plant species in the General Plan area is generally considered low due to the high amount of soil disturbance from long-standing agriculture activit1es, resulting in unsuitable habitat present for these species. The occurrence potential for sensitive wildlife species is generally considered low as well due to the lack of habitat from development and long-standing agricultural activities.

The New River is severely polluted by discharges of wastes from domestic, agricultural and industrial sources in Mexico and the Imperial Valley. New River pollution threatens public health, prevents supporting healthy ecosystems for wildlife and other biological resources in the New River and contributes to the water quality problems of the Salton Sea.

Both the California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service have regulations to protect wildlife resources and both have been active in the efforts to clean-up the pollution in the New River.

Table C-OS 2
City of Calexico
Sensitive Species Known to Occur or with the Potential to Occur

Common Name *Scientific Name*	Status[1]	Habitat	Potential Habitat Location in Calexico	Occurrence Potential in General Plan Area
Plants				
Sand Food *Pholisma sonorae*	CNPS 1B	Desert sand dunes	None	Very Low
Chaparral sand-verbena *Ambronia villoso var. aurita*	CNPS 1B	Sandy areas in Chaparral and coastal scrub communities	Undeveloped areas with native desert scrub habitat	Low
Abrams's spurge *Chamaesyce abramsiana*	CNPS 2	Sandy areas in Mojavean and Sonoran desert scrub communities	Undeveloped areas with native desert scrub habitat	Low
Rock nettle *Eucnide rupestris*	CNPS 2	Sonoran Desert scrub	Undeveloped areas with native desert scrub habitat	Low
Hairy stickleaf *Mentzelia hirsutissima*	CNPS 2	Sonoran Desert scrub, in washes, fans and slopes with coarse rubble and talus slopes and rocky sites	Undeveloped areas with native desert scrub habitat	Low
Brown turbans *Malperia tenuis*	CNPS 2	Sonoran Desert scrub in sandy places and rocky slopes	Undeveloped areas with native desert scrub habitat	Low
Birds				
Yellow Warbler *Dendroica petechia brewsteria*	CSC	Nests in riparian habitats, preferring willows, cottonwoods, aspens, sycamores and alders for nesting and foraging	Riparian habitat along New River and in or adjacent to agricultural ditches	Low to Moderate
Burrowing Owl *Athene cunicularia*	CSC	Open, dry annual or perennial grasslands, scrublands, and deserts with low-lying vegetation. Depends on burrowing mammals for burrow sites	Agricultural fields and undeveloped areas	Moderate to High
Ferruginous hawk *Buteo regalis*	FSC, CSC	Winters in open grasslands, sagebrush flats, desert scrub, low foothills and fringes of Pinyon-Juniper forest habitats	Undeveloped areas with native desert scrub habitat	Low

Table C-OS 2 continued
City of Calexico
Sensitive Species Known to Occur or with the Potential to Occur

Common Name *Scientific Name*	Status[1]	Habitat	Potential Habitat Location in Calexico	Occurrence Potential in General Plan Area
Birds Continued				
Yuma Clapper Rail *Rallus longirostris yumanensis*	FE, CT, CFP	Nests in fresh-water marshes along the Colorado River and along south and east ends of Salton Sea. Prefers stands of cattails and tules dissected by narrow channels of flowing water	Riparian/marsh vegetation along New River and potentially in some agricultural ditches	Low
Mountain Plover *Charadrius montanus*	CSC Proposed FT 1999	Wintering – uses nearly barren or very sparse native grassland, alkali playas, burned or heavily grazed sites, and plowed or disced agricultural lands for foraging and roosting	Agricultural fields	Low to Moderate
Reptiles				
Flat-tailed horned lizard *Phrynosoma mcalli*	CSC	Desert washes and desert flats with fine sand and vegetation cover	New River and undeveloped areas with native desert scrub habitat	Low to Moderate
Amphibians				
Colorado River toad *Bufo alvarius*	CSC	Breeds in temporary pools and irrigation ditches along the Colorado River and southern Imperial Valley	New River and agricultural ditches	Low

Key:

CNPS 1B	California Native Plant Society List 1B (rare, threatened, or endangered in California and elsewhere)
CNSP 2	California Native Plant Society List 2 (rare, threatened, or endangered in California but more common elsewhere)
FT, FE	Federally Threatened, Federal Endangered
FSC	Federal Species of Concern (not formally protected under law)
CT, CE	California Threatened, California Endangered
CFP	California Fully Protected
CSC	California Species of Concern (not formally protected under law)

5.2.5 Minerals

Mineral resources found throughout Imperial County include gold, gypsum, sand, gravel, lime, clay, and stone. In addition, industrial materials found throughout the county include kyanite, mineral fillers (clay, limestone, sericite, mica, and tuff), salt, potash, calcium chloride, manganese, and sand. The managed use of the valuable mineral deposits is important for regional economic stability. It is also important to ensure that adequate deposits remain for future generations.

The Surface Mining and Reclamation Act of 1975 (SMARA) mandated the initiation by the State Geologist of mineral land classification in order to help identify and protect mineral resources in areas within the State subject to urban expansion or other irreversible land uses which would preclude mineral extraction. Through information gathered by the SMARA Land Classification Project, the California Department of Conservation identifies areas of known and likely mineral deposits, and classifies these areas into Mineral Resource Zones (MRZ). As of March 2013, Imperial County is one of 14 California counties within which no SMARA classification has occurred.

In 2000, however, the State Department of Conservation mapped seven principal mineral-producing localities in the County of Imperial that included sand, gravel, gypsum, clay and gold. Two locations, where clay, sand and gravel are mined, are located in proximity to, but not within, Calexico.

5.3 OPEN SPACE ASSESSMENT

5.3.1 Open Space for the Preservation of Natural Resources

Natural resources are discussed in 5.2.4. The Land Use Element Open Space (OS) designation delineates areas that shall remain protected as open space but are not accessible to the public for recreational purposes. The OS designation also includes large ponds or retention areas not open to the public, irrigation and drainage canals, or natural areas that may warrant preservation.

5.3.2 Open Space for the Managed Production of Resources - Agricultural Lands

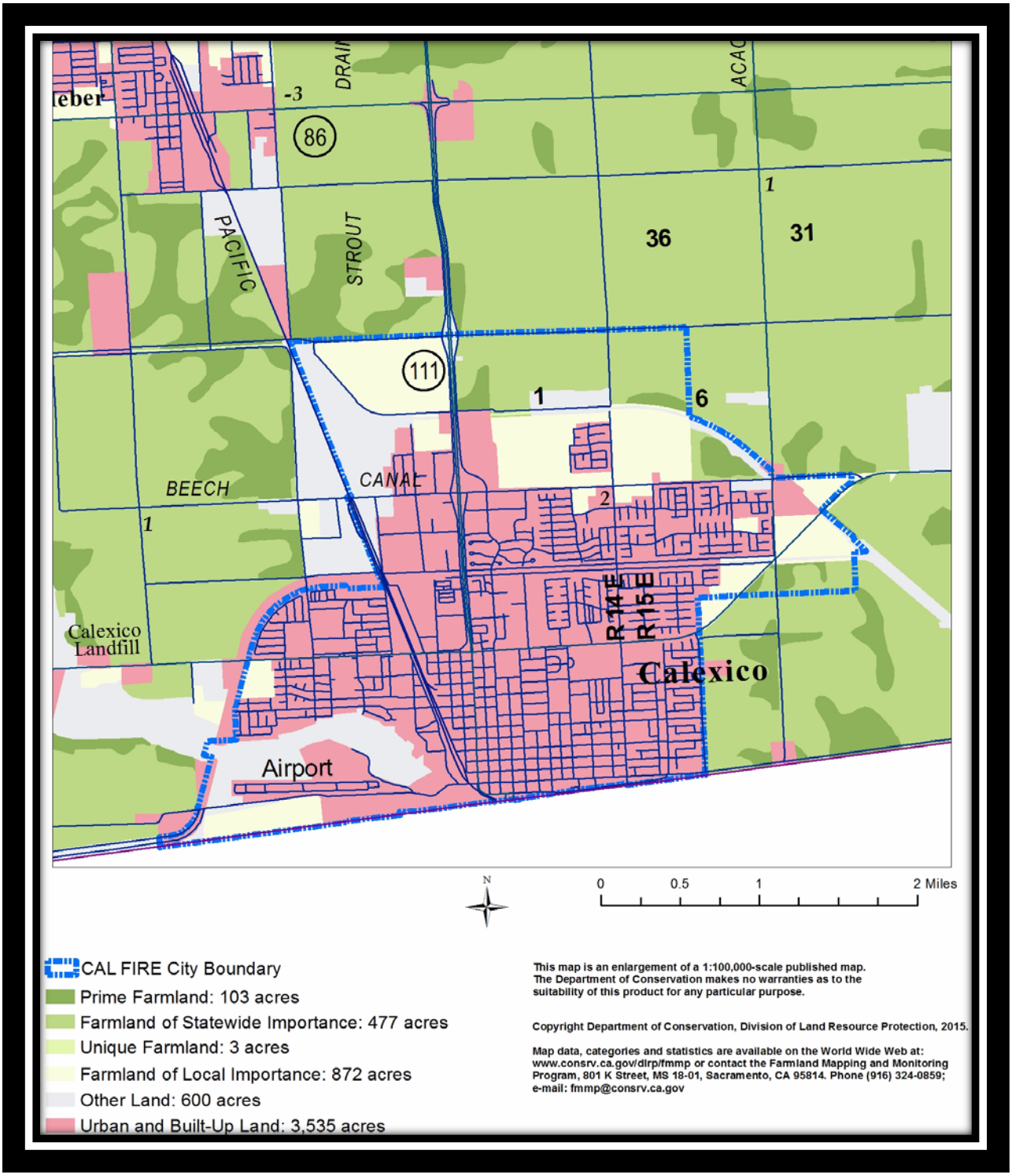
Within the Calexico city limits there are an estimated 1,455 acres designated in one of the following four farmland categories:

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Locally Important Farmland

Exhibit C-OS 2 shows the important farmland located in the City and Sphere of Influence. Attachment A in the Agricultural Element contains definitions of these four categories and other farmland terms.

Outside the City limits but within the Calexico Sphere of Influence there are almost 3,200 acres of farmland. More than 500 acres fall into the Prime Farmland category while almost 2,600 acres are of statewide importance.

Exhibit C-OS 2
City of Calexico Important Farmland by Category-2012



According to the 2013 Imperial County Agricultural and Livestock Report gross production for 2013 was valued at $2,158,517,000, a new record for Imperial County. This is an increase of $212,758,000 (10.93%) compared to the 2012 gross value of $1,945,759,000. About 26% of agricultural production in 2013 came from feeder cattle (beef) ($552 million). This was driven by demand from National Beef that operated a processing facility in Brawley. In April 2014 National Beef ceased operations and moved out of California. The closure resulted in the complete elimination of beef-livestock production and over 1,300 direct jobs (approximately $40 million annually in direct wages).

Additional and more detailed information on agricultural lands is found in Section 10.0 - Agricultural Element.

5.2.3 Open Space for Outdoor Recreation

One of the most striking and inextricable features that defines the context of the City of Calexico is the vast agricultural lands that surround it. Vistas of expansive, flat, contiguous, irrigated cropland set against distant mountains give the City an attractive and decidedly rural feel. These aesthetic resources should be preserved in order for Calexico to retain a significant portion of its character and sense of place.

The City's existing parks and fields and joint use facilities with Calexico Unified School District (CUSD) have a combined total of 128.55 acres:

- Existing parks 60.30
- Existing fields 24.73
- Joint use facilities 43.52

128.55

Based on Calexico's current (01/01/2015) population of 41,033 and 3-acre per 1,000 population standard, the City should have 123 acres of park and recreation land. As listed above, the City's existing parks and fields and joint use facilities with CUSD have a combined total of 128.55 acres. By counting the joint use facilities, park supply exceeds demand by 5.55 acres.

By 2035, the City's population is projected to reach 62,800 or approximately 21,800 more persons than in January 2015. Thus, there will be a need for an additional 60+/- acres of park and recreation land. [21,800/1,000 = 21.8 x 3 = 65.4 – 5.55]

Almost one-half of the need for additional acreage will be met by the Heber Park expansion and parks located within several planned communities.

Additional and more detailed information on local parks is found in Section 6.0 – Parks and Recreation Element.

5.2.4 Open Space for Public Health and Safety - the New River

In the 1940s, the New River was widely recognized for its significant water pollution problems, primarily because of the odor of raw sewage. Since then, continuing growth of urban areas, industry and agriculture on both sides of the border, have further degraded the quality of water in the river. Pollution sources have included untreated municipal sewage, primarily from Mexicali, trash, treated and untreated, industrial discharges, treated effluent from municipal

wastewater treatment plants, urban storm drainage and a variety of agricultural irrigation runoff on both sides of the border.

By the 1970s and 1980s, the New River had already acquired the dubious reputation of being one of the most polluted in the U.S., with many of the pollutants posing serious human health hazards to local populations, particularly those in Calexico and Mexicali.

Since the 1990s, significant efforts have been made on both sides of the border to improve water quality conditions in the New River and its watershed. These improvements have included, among other improvements:

- Non-structural and structural controls to upgrade wastewater treatment in Mexicali; and improvements to wastewater treatment facilities in the U.S.
- Regulatory and voluntary pollution control and source reduction programs, especially in the Imperial Valley farming sector
- Structural projects within the Imperial Irrigation District
- Wetlands demonstration projects along the New River (and neighboring Alamo River)

Despite these extensive efforts in the U.S. and Mexico, water quality in the New River remains out of compliance with many U.S. water quality standards. Water pollution levels pose health and quality of life concerns in Calexico and the Imperial Valley, as well as being sources of pollution to the Salton Sea.

Based on the most recent data available, the water quality impairments of the New River in the U.S. include: low dissolved oxygen, toxicity, pathogens, trash, selenium, sediment/silt, chlordane, DDT, dieldrin, toxaphene, PCBs, HCB, nutrients, mercury, chlorpyrifos, diazinon, copper and zinc7.

The Land Use Element OS designation is used for areas such as publicly-owned land along the New River where currently public access is prohibited due to the contamination of the river.

5.4 GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

This part includes the goals, objectives and policies for the following:

- Water Conservation
- Soils Management
- Open Space for the Preservation of Natural Resources
- Open Space for Outdoor Recreation

- Open Space for Public Health and Safety

Open Space for Outdoor Recreation also is discussed in Section 6.0 – Parks and Recreation Element.

Open Space for the Managed Production of Resources is discussed in 10.0 – Agriculture Element.

Part 5.4.6 describes the Implementation Measures of the Conservation/Open Space Element.

5.4.1 Water Conservation

Goal: Conserve water to the maximum degree possible.

Objective: Achieve the water conservation objectives of the *2010 and 2015 Urban Water Management Plans* and the City's *Plan to Reduce Greenhouse Gas Emissions*.

Policies:

- Implement the demand management measures included in *the 2010 and 2015 Urban Water Management Plans*.

- Meet the water conservation targets promulgated by the State Water Resources Control Board.

5.4.2 Soils Management

Goal: Properly manage soils as development is proposed and evaluated in the future.

Objective: Continue using soil management techniques that minimize soil related problems, including erosion, shrink-swell behavior, and septic tank failure.

Policies:

- To reduce or eliminate soil erosion and pollution, ensure that construction activity is in compliance with the State's General Permit for Construction Activities administered by the California Regional Water Quality Control Board, located in Palm Desert (Region 7). One condition of this permit is the development and implementation of a site-specific Storm Water Pollution Prevention Plan ("SWPPP") that identifies Best Management Practices ("BMPs") to reduce/eliminate erosion and sedimentation associated with construction.
- Require of all new development requiring discretionary approval a geotechnical investigation by a registered geotechnical engineer that discusses, at least, liquefaction, subsidence, shrink/swell potential, soil strength, landslide potential, distance to known fault rupture zones. All geotechnical studies shall be submitted to the City of Calexico Building and Safety Department for review and approval.
- Soils with moderate or high permeability capacity should be left in undeveloped (perhaps used as open space where appropriate) to reduce runoff and facilitate groundwater recharge.

- Agricultural areas should not be disturbed to the extent that erosion will occur without the initiation of proper soil management measures.

5.4.3 Open Space for the Preservation of Natural Resources

Goal: Preserve and restore natural resources.

Objective: Identify, protect, and improve significant ecological and biological resources in and around the City of Calexico.

Policies:

- Support regional and sub-regional efforts to conserve ecological and biological resources in the City and surrounding areas.
- Support efforts to integrate natural wetlands treatment systems as part of the New River Improvement Project.
- Projects of one acre or more involving alteration or development of undisturbed land shall be required to submit a biological survey conducted by a qualified biologist to the City of Calexico. A focused biological study may be required if habitat that could potentially support a listed or threatened species exists on the site.

5.4.4 Open Space for Outdoor Recreation

Goal: Provide for recreational opportunities through the New River Parkway.

Objective: Develop the New River Parkway to include a walking path, bike path, sports field, native vegetation and other amenities.

Policies:

- Continue to seek funding from Federal, State and Regional agencies.
- Support the efforts of the New River Committee to secure funding to implement the programs and projects included in the New River Improvement Project.

5.4.5 Open Space for Public Health and Safety

Goal: Remediate and enhance the New River's water quality to protect human health.

Objective: Provide administrative support to the New River Committee so the City is in the position to direct attention to both immediate and long term projects that will contribute to implementation of the *New River Improvement Project Strategic Plan*.

Policies:

- Support and participate in any bi-National, State, local, or federal program that will preserve the successes already made toward the reduction of pollution in the New River.
- Identify funding sources for specific projects and make matching funds available for pollution reduction and open space enhancement programs.

- Assign a member of City staff to develop newsletters, web-site information, public service announcements, press releases, and other public information about the programs at the New River on a regular basis.
- Ensure that areas within close proximity of the New River within the City of Calexico are zoned for permanent Open Space to discourage development and ensure sufficient area to develop future recreational areas.

5.4.6 Implementation Measures

5.4.6.1 Urban Water Management Plans

UWMPs provide a framework for long term water planning and a vehicle that informs the public how agencies are carrying out their long-term resource planning responsibilities to ensure adequate water supplies are available to meet existing and future demands.

The State Department of Water Resources (DWR) has worked to update the UWMP Guidebook for the 2015 round of UWMPs. The release of the update to the 2015 Guidebook is targeted for September 2015. The 2015 Guidebook Outline requires a discussion of the service area climate and optional discussions of climate change. The City's *2015 Urban Water Management Plan* is due by July 1, 2016.

Demand management measure (DMM) refer to practices, procedures and methods to reduce water demands, including but not limited to behavior change, installing high-efficiency water fixtures, and financial incentives or penalties to encourage wise water use and discourage water waste.

The demand management measure section of an UWMP specifies that water suppliers must describe the implementation or plans for implementation for each of the following 14 DMMs:

- Water survey programs for single-family residential and multi-family residential customers
- Residential plumbing retrofit
- System water audits, leak detection, and repair
- Metering with commodity rates for all new connections and retrofit of existing customers
- Large landscape conservation programs and incentives
- High-efficiency washing machine rebate programs
- Public information programs
- School education programs
- Conservation programs for commercial, industrial, and institutional accounts
- Wholesale assistance programs
- Conservation pricing
- Water conservation coordinator
- Water waste prohibition
- Residential high efficiency toilet (HET) replacement programs

5.4.6.2 New River Improvement Project Strategic Plan

The *Strategic Plan* was approved in May 2012. Attachment A describes the programs and projects for the New River and discusses those specific to Calexico. The City will continue to

support implementation of the *Strategic Plan* and the efforts of the Calexico New River Committee.

5.4.6.3 Agricultural Element

The Agricultural Element (Section 10.0) describes implementation measures to preserve and protect agricultural lands within the City limits as well as the Sphere of Influence.

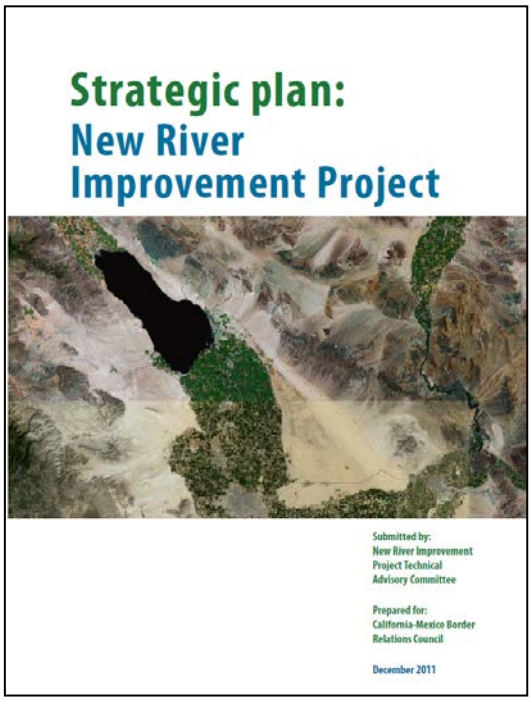
5.4.6.4 Parks & Recreation Element

The Parks & Recreation Element (Section 6.0) describes implementation measures to meet outdoor recreation needs. The Element includes as a high priority the development of the New River Parkway and Bike Path as a key recreational asset to the Calexico community.

ATTACHMENT A
NEW RIVER IMPROVEMENT PROJECT
TEXT AND GRAPHICS ARE FROM THE
NEW RIVER IMPROVEMENT PROJECT STRATEGIC PLAN
DECEMBER 2011

A. BACKGROUND

Assembly Bill 1079 (Pub. Resources Code, § 71103.5, added by Stats. 2009, ch. 382, § 1), authored by Assemblyman Victor M. Perez, requires the California-Mexico Border Relations Council to create a strategic plan to study, monitor, remediate and enhance the New River's *water quality* to protect human health and develop a *river parkway* suitable for public use and enjoyment. Creation of a river parkway in Calexico is also specified in Federal legislation, as part of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU Public Law 109-59). Specifically, the strategic plan is required to:



- Quantify water quality impairments and their threat to public health
- Identify and prioritize actions to protect public health, meet water quality objectives and other environmental goals
- Identify funding sources
- Identify public agency roles and responsibilities for implementation.

Pursuant to provisions in Assembly Bill 1079, the Chair of the Council appointed the New River Technical Advisory Committee (TAC) to oversee the development of the Plan and ensure community involvement. The TAC began work in the summer of 2010 and continued with multiple internal and stakeholder interactions through fall of 2011. The TAC organized its technical work into four Work Groups:

- Vision
- Impairments
- Remediation
- Funding and Legal

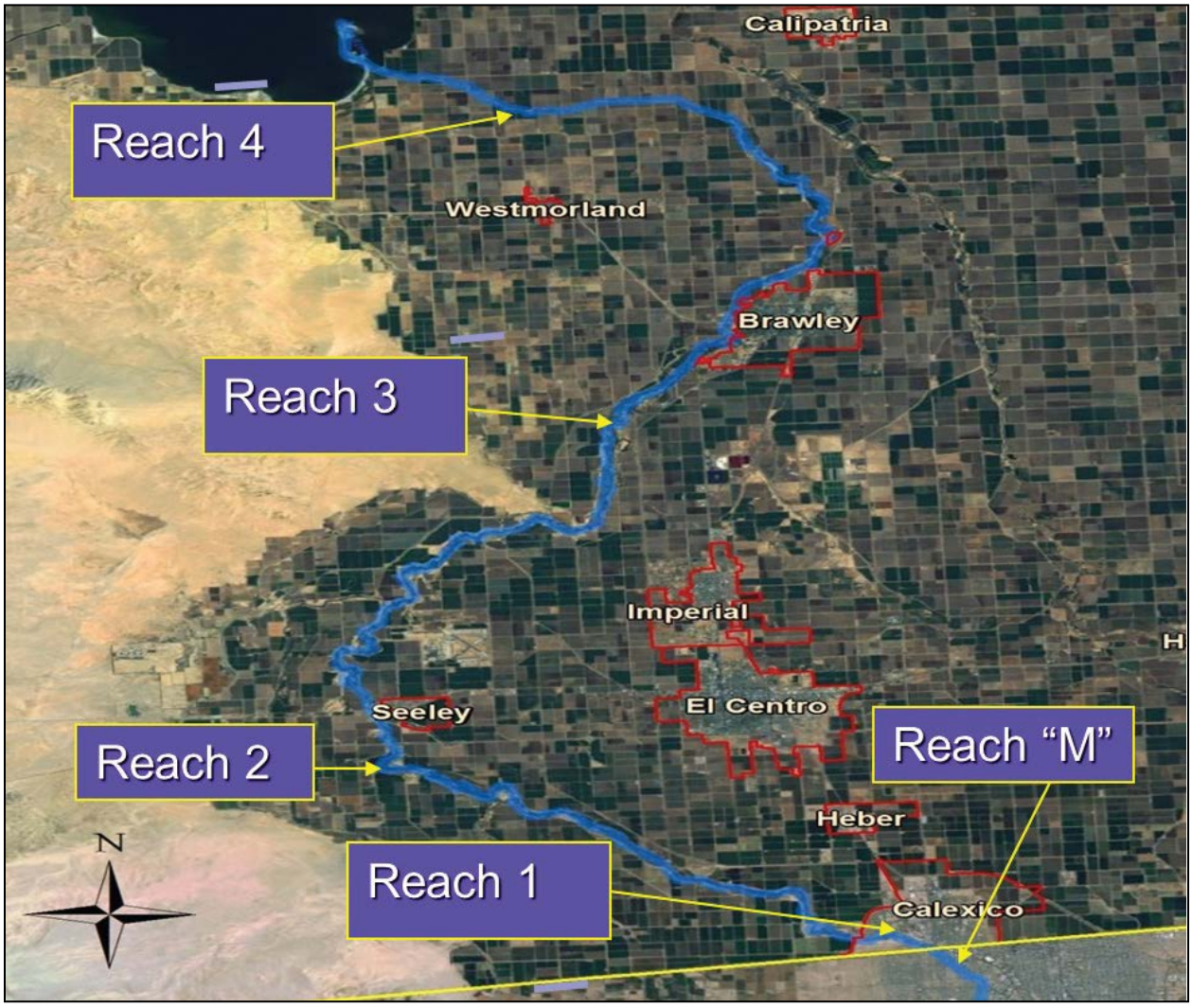
The *New River Improvement Project Strategic Plan* was completed in December 2011. The Plan was adopted by the California-Mexico Border Relations Council in May 2012.

B. RECOMMENDED PROGRAMS AND PROJECTS

To identify tailored solutions to specific problems, the TAC divided the river in five reaches:

"M" Mexicali Reach: from the Mexicali Valley to the International Boundary
1. Calexico Reach: from the International Boundary to Highway 98
2. Seeley Reach: from Highway 98 to Evan Hughes Highway at Seeley

3. Brawley Reach: from Evan Huges Highway to New River Drop 2 by Brawley
4. Salton Sea Reach: from New River Drop 2 to its outlet to the Salton Sea



This approach also provides for understanding opportunities and constraints for parkway development in the Calexico area and for meaningful water quality remediation for the entire river, as required by AB 1079. The solutions recommended in this plan are based on the following:

1. Continue to clean up the river, building on the regulatory approaches, structural facilities and source control programs that have been working well already.
2. Where existing methods and programs are not suited to specific problems, identify additional program and/or project solutions that most effectively and appropriately address remaining problems.

The recommended solutions in Strategic Plan are the actions that had the highest priority among all of the many alternatives considered, based on the opportunities, constraints and goals for the system as a whole.


Recommended Programs and Projects
SALTON SEA
Aquaculture Ponds on Dry Playas
REACH 4: SALTON SEA
NEW RIVER
ALAMO RIVER
Habitat Restoration
Continue Imperial Valley Farm Bureau Voluntary TMDL Compliance Program
BRAWLEY
REACH 3: BRAWLEY
Continue TMDL Programs
• Silt
• Pathogens
• Trash
• Dissolved Oxygen
Continue Imperial Irrigation District Drain Improvement Program
IMPERIAL
SEELEY
EL CENTRO
REACH 2: SEELEY
Aeration Structures at Key Locations
CALEXICO
Return Flow Options
Calexico River Parkway Development
REACH 1: CALEXICO
Disinfection Facility
Trash Screen on Mexico Border Crossing
USA
MEXICO
ALL AMERICAN CANAL
Develop Watershed Management Approach
• Solid Waste
• Enforcement / Monitoring
• Education / Outreach
• Technical Assistance
not to scale
Continue to Improve Municipal Wastewater Treatment
REACH M: MEXICALI
River Parkway
Disinfection Facility
Trash Screens
Priority Treatment Wetland Site Options
Aeration Devices (Generalized locations)
Existing Wastewater Treatment Facilities

C. CALEXICO REACH

The Calexico Reach of the New River starts at the U.S./Mexico International Boundary, passes by the west side of Calexico and ends where the river crosses Highway 98, a total of nearly four miles. Many residents have formed an idea for what they want to see in Calexico based on development in Mexicali, where the New River has been buried underground through the center of the city. Mexicali has begun to develop an urban civic corridor with a wide boulevard through the middle of the river's floodplain. This has not improved the ecological health of the river, but it has provided an urban amenity and economic development for the local community that has catalyzed revitalization in the areas surrounding that corridor.

On the U.S. side of the International Boundary, the City of Calexico desires improved civic and urban amenities as well. Fundamental improvements to the quality of the New River can convert a liability into an asset to provide recreational space and attract investment in order to improve the quality of life in Calexico.

The Strategic Plan's vision calls for a healthy river corridor that is an asset to people and communities. Calexico is the most populated stretch of the river on the American side of the International Boundary. The community wants to access the floodplain as a recreational amenity that also supports economic development and community improvement opportunities for the area. This is articulated by this plan's goal for public health and for the economy. The creation of a River Parkway in the floodplain here implements the vision and goals of this plan. However, there are many design challenges because pollution coming from Mexicali is the most concentrated in Calexico (including high levels of pathogens that affect REC I and II water quality requirements for recreation) and because of the close proximity of the urban area and lack of space that creates for remediation projects.

It would be both difficult and undesirable to enclose or bury the New River through Calexico, as Mexicali has done, because of a variety of regulatory, environmental and water quality constraints. Such a project would not resolve water quality impairment concerns in the river or the Salton Sea, which is also a goal of this plan. In addition, funding programs strongly favor comprehensive environmental restoration of rivers over underground channelization. For these reasons, the TAC unanimously rejected the idea of simply piping the river from the International Boundary to Highway 98, as originally envisioned by many Calexico and Imperial Valley residents. Instead, the TAC favored a comprehensive, approach that identifies a series of solutions that respond to specific opportunities and constraints throughout this reach and the river corridor as a whole.

In the Calexico reach, water quality improvements must focus on supporting the implementation of a river parkway to leverage the social and economic opportunities in this area. Integrating these functions in this strategic plan results in multiple benefits such as recreation, economic development, transportation, goods movement, urban design, national security and historic preservation. This kind of interrelated project design and integration makes these projects more competitive for funding because it makes a larger range of funding sources available and demonstrates a greater degree of cost sharing among the combined efforts. Funders often favor projects that can leverage their investments and achieve additional overall benefit.

Specific objectives of the Strategic Plan for the Calexico Reach include:

- Urban revitalization in Calexico and increased public recreational and habitat amenities
- Removal of potential or perceived health hazards as a result of exposure to polluted New River water
- Remediation of pathogens, low dissolved oxygen, trash, toxicity and selenium
- Creation of the New River Parkway as an attractive amenity and recreational and open space resource for Calexico.

The Strategic Plan recommendations specific to the Calexico Reach include:

- The U.S. Government should: either (a) construct, operate and maintain **trash screens** for the New River immediately downstream from the International Boundary in the U.S., or (b) assist Mexico so that Mexico constructs, operates and maintains trash screens for the New River immediately upstream from the International Boundary in Mexico; and

- Construct, operate and maintain a conveyance and ozonation **disinfection treatment facility** near the Calexico Wastewater Treatment Plant to address pathogens and other contaminants.

- The U.S. Government and the State should continue to assist the City of Calexico to design and build the **Calexico River Parkway** to provide recreational, aesthetic and health benefits to the citizens of Calexico.

- The State and Regional Water Boards should continue to implement **the National Pollution Discharge Elimination System** (NPDES) Program for the Calexico Treatment Plant and the NPDES storm water program for the City.

D. RECOMMENDED SOLUTIONS

The following recommendations are likely to be implemented by various agencies in partnerships. For example, the structural solutions such as trash screens or a disinfection facility might involve the Army Corps of Engineers and General Services Administration designing and constructing facilities in consultation with the Regional Water Board and U.S. EPA. The facilities might be managed by a joint powers authority, one or several agencies (like the IBWC), or a new regional agency with broader New River responsibility. It is also important to point out that the numbering of these recommendations does not imply any sort of priority or preference. It is simply used for listing purposes.

1. Structural

Solution C.1: Trash Screen at the International Border in Mexico
Design and implement "Climber Screens" on the Mexicali side of the International Boundary. This project is designed to pre-treat the entire river for trash and coarse solids and would include a bar rack, an automated mechanical rake, trash conveyor and disposal system. Mexican officials have indicated a preliminary willingness to include this feature provided it is funded by U.S. sources.

Estimated Cost: $2.6 million

Solution C.1a: Trash Screens at the International Boundary in the U.S.
This is the same alterative as above, but if constructed in the U.S. it will be more costly to construct and maintain.

Estimated Cost: $4.2 million

Solution C.2: Conveyance and Disinfection Treatment Facility
A pump station and conveyance system would send flows to a disinfection facility. This facility would provide in-stream disinfection for normal flows of up to 140 cfs through the use of ozonation. Although other locations are possible, co-location of this facility with the Calexico wastewater treatment plant seems to be the most logical site. Flows above 140 cfs would remain in the river channel passing through Calexico via an overflow spillway near the International Boundary.

Estimated Cost: $71-86 million Estimated Cost of Conveyance: $17 million

Solution C.3: Disinfection Treatment Plant Return Flows
This would allow the treated water to return to the river channel to provide potential benefit to the future parkway, in-stream beneficial environmental uses and compliment restoration efforts in the downstream reaches and Salton Sea. There are a variety of approaches to return the treated water back to the river channel. Additional analysis is needed to evaluate the best option.

Back to the International Boundary: Treated water would be piped back to the New River channel near the International Boundary to create running water through the entire Calexico River Parkway.
Adjacent To the Treatment Plant: Water could be discharged back to the New River at a point closest to the treatment facility, thereby reducing conveyance costs. This would provide water for part of the Calexico River Parkway.
After The Parkway: The return flow pipe could connect with the New River north of the Calexico Parkway to by-pass Calexico altogether.
Diversion To Industrial Or Agricultural Use: The return flow could be diverted for an economically viable use such as cooling or use in a geothermal energy facility. This could result in private investment in the project. The project design and cost would depend on the proposed use.

Solution C.4: Aeration
Aeration would help remediate the problem of low dissolved oxygen and is relatively easy to implement. The various aeration methods include low cost solutions like boulders or rip rap, or higher cost features like drop structures, cascading aeration structures, mechanical surface aerators and circulators. These can be located anywhere where head and water velocity is sufficient, so long as it does not cause water to back up into drainage channels.

Estimated Cost: Varies widely depending on the design, quantity and placement.

Solution C.5: Calexico River Parkway
As specified by AB 1079 and federal transportation funding legislation, an open space and recreational parkway has been proposed and initial funding has been provided by Caltrans and a match from California Proposition 84. This project would provide great benefit to the community of Calexico and surrounding communities in terms of economic development,

aesthetics, recreation and public health and safety. It is key to leveraging environmental improvements to realize the social and economic goals for the region articulated in this plan.
While the detailed design parameters of the parkway are just now being developed, it is certain that water quality clean-up, soil and river bed analysis and clean-up need to be pursued simultaneously with parkway planning. It is likely that the City of Calexico will continue to take the lead on planning and design of the parkway in partnership with Caltrans and close coordination with the State and Regional Water Boards, Resources Agency and other agencies who might be involved in water quality projects like the U.S. Army Corps of Engineers.

Estimated Cost: To be determined based on the final configuration of the parkway, clean-up issues, decisions on what land uses are to be in the parkway and similar issues.

2. Non-Structural

Solution C.6: Monitoring and Reporting Program
Currently, there is not a comprehensive monitoring and reporting program set up along the New River, but there are many individual monitoring and reporting activities as a result of TMDLs, the Farm Bureau program, IID's program and others. Integrating the various efforts together could reduce costs and improve information for adaptive management purposes in the future. The Regional Water Board would be an appropriate agency to coordinate and implement this program.

Estimated Cost: $1.5 million/year

Solution C.7: NPDES Programs, TMDLs
The Regional Water Board should continue to implement and enforce its NPDES Program to control the effluent discharged from the City of Calexico WWTP into the New River in this reach. It should also continue to implement the General NPDES Permit for Small MS4s to manage urban storm water runoff from Calexico. It should also continue to enforce its pathogen, DO and trash TMDLs.

Estimated Cost: Variable

E. CALEXICO RIVER PARKWAY FUNDING

Several years ago, $3.2 million was awarded to the City of Calexico through the Federal 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-59, 119 Stat. 1144). These funds were designated for a "High Priority Project" (HPP), specifically to "develop bicycle paths and public park space adjacent to the New River, Calexico." The appropriation stayed in bureaucratic limbo until 2009 because of an inability to secure the required 20% match of non-federal funds.

In 2009, a suitable California non-General Fund match – river parkways funding – was identified for the federal $3.2 million. The State Budget Conference Committee agreed to an $800,000 appropriation from the California River Parkways Program administered by the California Natural Resources Agency to be used as matching funds. The budget language stated the funds were to be used "for various planning needs necessary to develop a river parkway plan and river improvement project for the New River." The expenditure is guided by the Agency's Proposition 84 Program Guidelines.

F. AB 965

AB 965, which was introduced by Assemblyman Eduardo Garcia in February 2015, would direct the California-Mexico Border Relations Council to work with other agencies to fund and implement the *Strategic Plan* and make restoration projects and the River Parkway and Bike Path eligible to compete for funding from various state programs. AB 965:

- Clarifies, under findings and declarations, that priorities and projects of the council shall be funded by the California Border Environmental and Public Health Protection Fund.

- Clarifies that the California Border Environmental and Public Health Protection Fund may receive proceeds of Proposition 1 bonds.

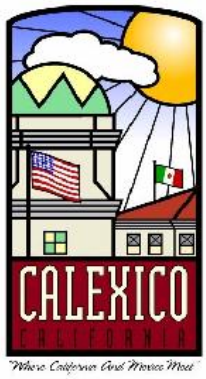
- Requires the council to establish the New River Water Quality, Public Health, and River Parkway Development Program to coordinate funding for, and the implementation of, recommendations from the strategic plan, and requires any entity of state government that funds the program to make efforts to integrate and align its financial requirements to meet the goals of the program.

- Updates the Urban Streams Restoration Program's definition of urban creek protection, restoration, and enhancement to include "the reduction of water quality impairments and nonpoint source water pollution, the establishment of parkways for public use that benefit flood control and water quality."

- Requires the Department of Water Resources, when administering funds for urban creek protection, restoration, and enhancement, to consult with the council to establish criteria to fund projects that improve conditions for cross-border urban creeks.

- Requires the Department of Fish and Wildlife, when administering funds for watershed restoration projects, to consult with the council to establish criteria to fund projects that improve conditions for cross-border urban creeks and watersheds.

The Bill has not yet been enacted.



6.0 PARKS AND RECREATION ELEMENT

City of Calexico

Draft Parks and Recreation Element

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6.1 INTRODUCTION

The Parks and Recreation Element is an optional general plan element. Public park and recreation facilities contribute to the quality of life in Calexico. The Calexico Recreation Department makes a fundamental point that ***PARKS MAKE LIFE BETTER!***

The City's vision is ***ENRICHING LIVES THROUGH PEOPLE, PARKS AND PROGRAMS.***

Because parks and recreation play an important role in planning for ***a healthy city***, it is important to inventory existing facilities, identify gaps and efficiencies, and establish policies to guide future actions.

6.2 EXISTING CONDITIONS

6.2.1 Park Types

The National Recreation and Park Association recommend "ideal" standards for park types. These standards, though, do not account for the historical development of parks within a given community. Calexico has several park types which differ primarily based on size, amenities and facilities.

Small Parks: The *2007 Parks and Recreation Element* refers to parks less than two acres in size as "pocket parks." Cortez Park, Rio Vista Park, Border/Friendship Park and Kennedy Gardens #3 are very small parks: 0.45, 0.58, 0.91 and 1.22 acres in size.

Because of their small size, these parks are "passive" in that they do not have the space to accommodate facilities for "active" play. Cortez Park is an exception because it does have a basketball court.

These parks offer a place to sit and rest and children to play. Shade structures offer a refuge from the hot sun. Cortez Park and Rio Vista Park have picnic tables and benches and Border/Friendship Park has benches. Kennedy Gardens #3 is an undeveloped park at this time (June 2015).

Neighborhood Serving Parks: Eight parks - ranging in size from 2.33 to 5.31 acres - are in effect neighborhood serving parks because they are located within or adjacent to residential neighborhoods. Since these parks are larger than the small or "pocket" parks they can accommodate more amenities or facilities and hence more people. The neighborhood serving parks typically have picnic tables and benches, children's playground equipment, swings, shade structures and some have baseball and soccer fields.

Neighborhood serving parks include: Heber Park, Kennedy Gardens Small, Kennedy Gardens Large, Meadows Park, Rockwood Plaza Park, Crummett Park, Rancho Frontera Park and Las Casitas Park. Meadows Park has a field and could enhance its neighborhood serving role with additional amenities and/or facilities.

Community Center/Lioness Park*:* These facilities are located adjacent to one another. Lioness Park has four covered picnic tables and benches. The Community Center has a capacity of 320 persons and 21 on-site parking spaces.

Parks/Fields*:* Two locations have a large park and field adjacent to one another:

- Rodriquez Park (4.19 acres).and Field (4.85 acres)
- Nosotros Park (4.75 acres) and Field (2.08 acres)

Rodriquez Park has eight picnic tables, benches, basketball courts, and swings. Rodriquez Field has two picnic tables, benches, baseball field, and playground equipment. Rodriquez Field also has 45 parking spaces.

Nosotros Park has nine picnic tables, benches, basketball courts, playground equipment, and 20 parking spaces. Nosotros Field has a baseball field, soccer field, and walk/run trail.

Fields*:* The City has five additional fields: Rancho Elegante, Alex Rivera, American Legion, Daniel Gutierrez and Joel Riesen.

Adrian C. Cordova Park*:* This 15.1 acre park is Calexico's largest park. It has play structures, a soccer field, walk/run trail, and 40 parking spaces. Approximately 10 acres of the park is undeveloped. The City Council on February 3, 2015 approved a park concept plan that contains three baseball fields, three basketball courts, a soccer field, water play structure, indoor basketball court, concession stand, play area, picnic area, parking lot, and restroom.

The Calexico Recreation Department also offers exciting recreation choices for the community's youth, adults and seniors. These choices, for example, include youth karate, dodge ball and basketball; adult basketball and volleyball, and senior activities such as aerobics, health and wellness and nutrition classes.

6.2.2 Existing Parkland

The City's existing parks and fields and joint use facilities with Calexico Unified School District have a combined total of 128.55 acres:

- Existing parks 60.30
- Existing fields 24.73
- Joint use facilities 43.52

128.55

The following tables and exhibits describe the existing parkland:

- Table PR 6 shows the number of acres in each existing park
- Table PR 2 shows the number of acres in each existing field
- Exhibit PR 1 is the Park and Field Location Map
- Exhibit PR 2 City of Calexico Park Photographs
- Exhibit PR 3 Cordova Park Concept Plan
- Table PR 3 identifies the approximate size of the City of Calexico-Calexico Unified School District Joint Use Facilities
- Table PR 4 lists the Calexico Unified School District Facilities/Fields/Courts

Table PR 1
City of Calexico Existing Parks

Park	Acres
Cortez Park	0.45
Rio Vista Park	0.58
Border/Friendship Park	0.91
Kennedy Gardens #3	1.22
Heber Park	2.33
Kennedy Gardens Small	2.58
Community Center/Lioness Park	2.96
Meadows Park	3.23
Rockwood Plaza Park	3.40
Kennedy Gardens Large	3.95
Rodriguez Park	4.19
Crummett Park	4.39
Nosotros Park	4.75
Rancho Frontera Park	4.95
Las Casitas Park	5.31
Adrian C. Cordova Park	15.10
Total	60.30

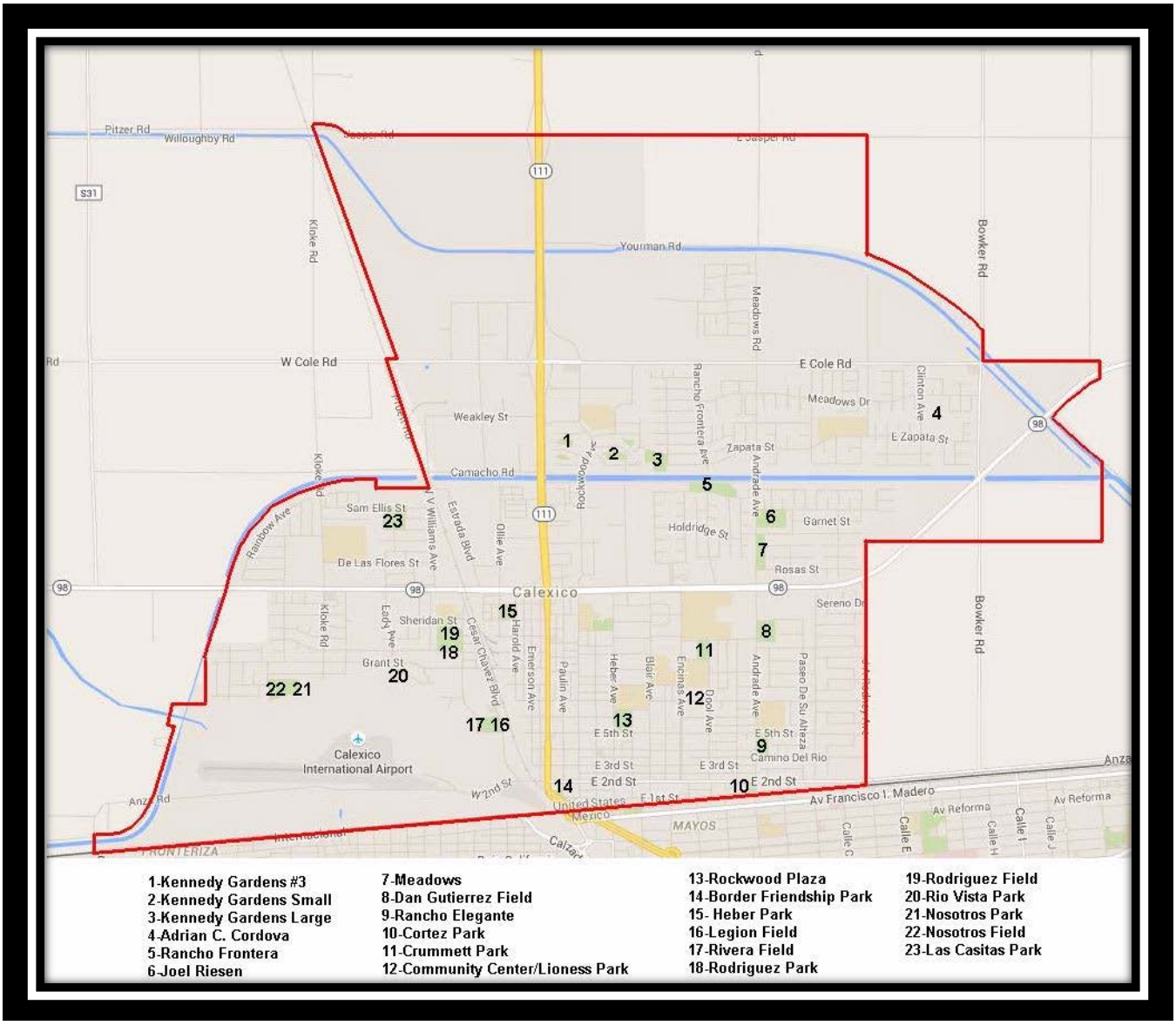
Source: Acres based on Google Earth Pro. Boundaries of each park were drawn on Google Earth Pro using the cursor and the program calculates the perimeter as well as the area.

Table PR 2
City of Calexico Existing Fields

Field	Acres
Rancho Elegante Field	3.02
Alex Rivera Field	1.72
American Legion Field	2.11
Nosotros Field	2.08
Daniel Gutierrez Field	4.60
Rodriguez Field	4.85
Joel Riesen Field	6.35
Total	24.73

Source: Acres based on Google Earth Pro. Boundaries of each field were drawn on Google Earth Pro using the cursor and the program calculates the perimeter as well as the area.

Exhibit PR1
City of Calexico Park and Field Location Map



1-Kennedy Gardens #3
2-Kennedy Gardens Small
3-Kennedy Gardens Large
4-Adrian C. Cordova
5-Rancho Frontera
6-Joel Riesen
7-Meadows
8-Dan Gutierrez Field
9-Rancho Elegante
10-Cortez Park
11-Crummett Park
12-Community Center/Lioness Park
13-Rockwood Plaza
14-Border Friendship Park
15- Heber Park
16-Legion Field
17-Rivera Field
18-Rodriguez Park
19-Rodriguez Field
20-Rio Vista Park
21-Nosotros Park
22-Nosotros Field
23-Las Casitas Park

Exhibit PR 2
City of Calexico
Park Photographs

Exhibit PR 3
Cordova Park Concept Plan

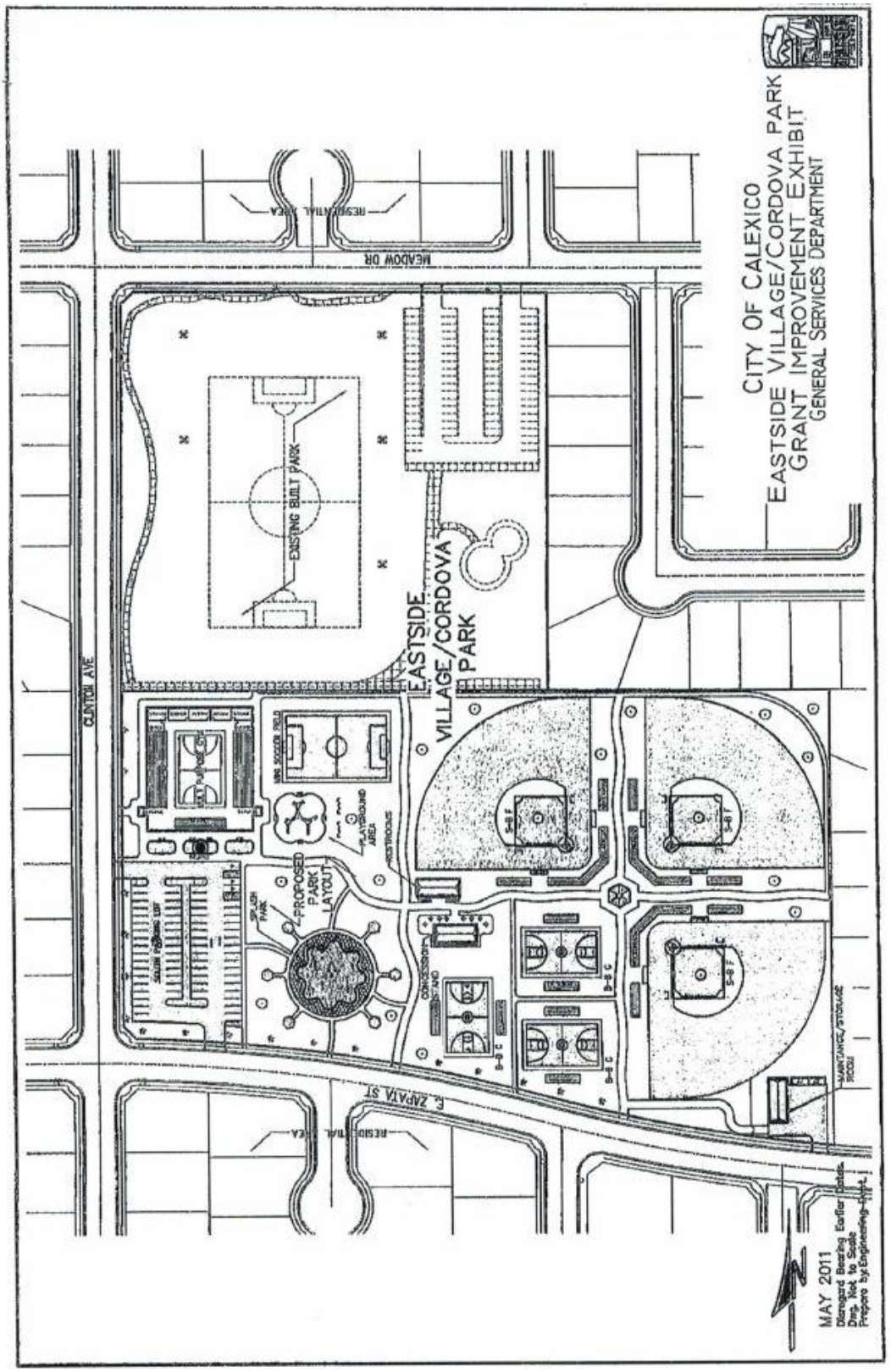


Table PR 3
City of Calexico-Calexico Unified School District
Joint Use Facilities

Joint Use Facility	Acres
Emerson Field	1.39
Blanche Charles Elementary School	3.78
Cesar Chavez Elementary School	3.06
Dool Elementary School	2.22
Jefferson Elementary School	2.66
Kennedy Gardens Elementary School	2.48
Mains Elementary School	2.41
Rockwood Elementary School	2.88
Enrique Camarena Junior High School	2.99
De Anza Junior High School	3.66
William Moreno Junior High School	4.88
Calexico High School	11.11
Total	43.52

[1]The exact square footage or acreage for each school facility is unknown. Therefore, 25% of school sites are credited to park acreage. This a rule of thumb of used by other cities.

Table PR 4
Calexico Unified School District Facilities/Fields/Courts

School	Gymnasium	Fields	Outdoor Courts	Tennis Courts	Swimming Pool
Blanche Charles Elementary School		X	X		
Calexico High School	X	X	X	X	X
Cesar Chavez		X	X		
De Anza Jr. High		X	X		
Dool Elementary School		X	X		
Emerson Softball Field		X			
Enrique Camarena Jr. High		X	X		
Jefferson Elementary School		X	X		
Mains Elementary School		X	X		
Rockwood Elementary School		X	X		
William Moreno Jr. High	X	X	X		

Source: Joint Use Agreement Between City of Calexico and Calexico Unified School District for Cooperative Facilities, Construction Maintenance, and Operation, Exhibit A – Calexico Unified School District Facilities/Fields/Courts

Table PR 5 is the Park and Recreation Facility Inventory. The park numbers in this table correspond to those in Exhibit PR 1. The inventory contains the following information:

- Park Name
- Size
- Characteristics (e.g., detention basin, grass/landscaping)
- Amenities (e.g., on-site parking, picnic tables, water fountains, restrooms)
- Facilities (e.g., baseball field, basketball courts)

A summary of the inventory is given below:

- 7 of the 23 parks and/or fields are located in detention basins
- 9 of the 23 parks and/or fields have on-site parking (233 total spaces)
- 16 of the 23 facilities have on-site grass/landscaping
- 13 of the 23 facilities have picnic tables (49 total tables)
- 13 of the 23 parks and/or fields have water fountains
- 10 of the 23 facilities have restrooms
- 11 of the 23 facilities have play structures

Table PR 5
City of Calexico
Park and Recreation Facility Inventory – April 2015

			Characteristics										Amenities						Facilities						
Park #	Park Name	Size Ac.	Retention Basin	Approximate Percentage Retention Basin	Grass/Landscaping	Drought Tolerant	Irrigation	Fencing	# of Parking Spaces	Parking Lighted	Sidewalks	Access/ADA Compliant	Picnic Tables/Covered	Water Fountains	Restrooms	Lighting	Trees/Shading	Vending Machines/Concessions	Baseball/Softball	Basketball	Football/Soccer Fields	Play Structures/Covered	Swing Sets/Covered	Track	Tennis
1	Kennedy Gardens #3	1.22	N	0%	N	N	N	CL	S	S	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
2	Kennedy Gardens Small	2.58	N	0%	Y	N	Y	CL	12	Y	Y	N	4/4	Y	N	Y	Y	N	Y	Y	N	2/2	1/0	N	N
3	Kennedy Gardens Large	3.95	Y	100%	P	N	N	CL	S	S	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
4	Adrian C Cordova	15.10	N	0%	Y	N	Y	W	40	N	Y	Y	N	N	N	Y	Y	N	N	N	Y	2/0	N	N	N
5	Rancho Frontera	4.95	Y	90%	P	N	Y	CL/W	S	S	Y	Y	N	N	N	Y	P	N	N	N	N	3/3	1/0	N	N
6	Joel Riesen	6.35	Y	90%	P	N	Y	W	S	S	Y	Y	N	N	N	Y	Y	N	Y	N	N	1/0	N	N	N
7	Meadows Park-North	1.00	Y	90%	P	N	Y	B	S	S	P	Y	N	N	N	N	P	N	N	N	Y	N	N	N	N
	Meadows Park-South	2.23	Y	90%	P	N	Y	B	S	S	P	Y	N	N	N	N	P	N	N	N	N	N	N	N	N

Table PR 5-continued
City of Calexico
Park and Recreation Facility Inventory – April 2015

			Characteristics										Amenities						Facilities						
Park #	Park Name	Size Ac.	Retention Basin	Approximate Percentage Retention Basin	Grass/Landscaping	Drought Tolerant	Irrigation	Fencing	# of Parking Spaces	Parking Lighted	Sidewalks	Access/ADA Compliant	Picnic Tables/Covered	Water Fountains	Restrooms	Lighting	Trees/Shading	Vending Machines/Concessions	Baseball/Softball	Basketball	Football/Soccer Fields	Play Structures/Covered	Swing Sets/Covered	Track	Tennis
8	Daniel Gutierrez Filed	4.60	Y	90%	P	N	Y	W	S	S	P	Y	2/2	Y	Y	Y	Y	N	N	N	Y	N	N	N	N
9	Rancho Elegante Field	3.02	Y	90%	Y	N	Y	W	S	S	P	Y	N	N	N	Y	P	N	Y	N	Y	N	N	N	N
10	Cortez Park	0.45	N	0%	N	N	N	CL	5	N	Y	Y	2/2	Y	Y	Y	Y	N	N	Y	N	1/1	1/1	N	N
11	Crummett Park[1]	4.39	N	0%	Y	N	Y	CL	S	S	Y	Y	6/6	Y	Y	Y	Y	N	N	N	N	N	N	N	N
12	Community Center Lioness Park	2.96	N	0%	Y	N	Y	CL	42	Y	Y	Y	4/4	N	?	N	Y	Unk.	N	N	N	N	N	N	N
13	Rockwood Plaza	3.40	N	0%	Y	N	Y	N	22	S	Y	Y	6/6	Y	Y	Y	Y	N	N	N	N	1/1	1/1	N	N
14	Border Friendship Park	0.91	N	0%	Y	N	Y	B/WI	S	S	Y	Y	N	N	Y	Y	Y	N	N	N	N	N	N	N	N

Table PR 5-continued
City of Calexico
Park and Recreation Facility Inventory – April 2015

			Characteristics										Amenities						Facilities						
Park #	Park Name	Size Ac.	Retention Basin	Approximate Percentage Retention Basin	Grass/Landscaping	Drought Tolerant	Irrigation	Fencing	# of Parking Spaces	Parking Lighted	Sidewalks	Access/ADA Compliant	Picnic Tables/Covered	Water Fountains	Restrooms	Lighting	Trees/Shading	Vending Machines/Concessions	Baseball/Softball	Basketball	Football/Soccer Fields	Play Structures/Covered	Swing Sets/Covered	Track	Tennis
15	Heber Park	2.33	N	0%	Y	N	Y	N	S	S	P	Y	1/1	Y	Y	Y	Y	N	N	N	N	1/1	1/0	N	N
16	Legion Field	2.11	N	0%	Y	N	Y	CL	40	Y	N	Y	N	Y	N	Y	N	C	Y	N	N	N	N	N	N
17	Rivera Field	1.72	N	0%	Y	N	Y	CL	28	N	N	Y	2/2	Y	N	Y	Y	C	Y	N	N	N	N	N	N
18	Rodriguez Park	4.19	N	0%	Y	N	Y	N	S	S	P	Y	8/8	N	Y	Y	Y	N	N	Y	N	N	1/0	N	N
19[A]	Rodriguez Field	4.85	N	0%	Y	N	Y	CL	45	S	Y	Y	2/2	Y	Y	Y	Y	N	Y	N	N	1/1	N	N	N
20	Rio Vista	0.58	N	0%	Y	N	Y	CL/W/B	S	S	P	N	1/1	Y	N	N	Y	N	N	N	N	1/1	1/0	N	N
21[B]	Nosotros Park[2]	4.75	N	0%	Y	N	Y	CL	20	Y	Y	Y	9/9	Y	Y	Y	Y	N	N	Y	N	2/2	N	N	N
22	Nosotros Field	2.08	N	0%	Y	N	Y	CL/B	S	S	N	Y	N	Y	Y	Y	Y	C	Y	N	Y	N	N	Y	N
23	Las Casitas	5.31	Y	90%	Y	N	Y	N	S	S	P	Y	2/2	Y	N	Y	P	N	Y	N	Y	2/0	N	N	N

Notes:
[1]This park has a performance stage
[2]The covered structures have just the structure and no covering
[A]This field has a potential for expansion at the eastern side. Three existing older SFDs
[B]This park could be expanded to the east as there is an adjacent existing vacant parcel

Key:

Grass/Landscaping: Y=Yes; N=No, P=Perimeter Only
Fencing: CL=Chain Link; W=Wood; B=Block Wall; WI=Wrought Iron
# of Parking Spaces: #=Number of Spaces; S=Street Only Parking
Parking Lighted: S=Street Lighting Only
Sidewalks: P=Perimeter Only Trees/Shading: P=Perimeter Only

6.3 PARK DEMAND AND NEED

6.3.1 Existing Demand/Need Compared to Parkland Supply

Table PR 6 compares Calexico's parkland standards to those of Brawley, El Centro and Imperial. The City's 3-acres per 1,000 population standard is the same as El Centro's but less than the cities of Brawley and Imperial.

Based on Calexico's current (01/01/2015) population of 41,033 and 3-acre per 1,000 population standard, the City should have 123 acres of park and recreation land. As previously stated, the City's existing parks and fields and joint use facilities with Calexico Unified School District have a combined total of 128.55 acres. By counting the joint use facilities, park supply exceeds demand by 5.55 acres.

6.3.2 Future Demand/Need within the City Limits

By 2035, the City's population is projected to reach 63,800 or approximately 22,800 more persons than in January 2015. Thus, there will be a need for an additional 63+/- acres of park and recreation land. [22,800/1,000 = 22.8 x 3 = 68.4 – 5.55 = 62.85]

Table PR 7 shows that almost one-half of the need for additional acreage will be met by the Heber Park expansion (Exhibit PR 4) and parks located within several planned communities.

The Riverview Condominiums and Remington Condominiums will construct 624 condominiums and house a projected 2,184 persons. Both developments will provide private recreational facilities such as open space, children's play area, swimming pools and tennis courts. The *2007 Parks and Recreation Element* established a policy that allows the use of private parks and recreational facilities to satisfy parkland requirements.

The Riverview Condominiums and Remington Condominiums are near the following:

- Mains Elementary School and Blanche Charles Elementary School
- William L. Moreno Junior High School
- Nosotros Park/Field
- Rodriguez Park/Field
- Legion Field
- Rivera Field
- Rio Vista Park
- Las Casitas Park

Table PR 6
Parks and Recreation Element
Summary of Imperial County Park Classifications and Standards

City Standard	Park Type	Size (Acres)	Service Population	Service Radius	Standard
Brawley					
5-acres developed per 1,000 population	Mini-Park	=/< 2 acres	--	< ¼ mile	.25-.5 acres per 1,000 population
	Neighborhood Park	2-15 acres	5,000	<1 mile	1-1.5 acres per 1,000 population
	Community Park	15+ acres	---	1-2 miles	5 acres per 1,000 population
Calexico					
3-acres developed per 1,000 population	Pocket Park	<2 acres	---	---	---
	Neighborhood Park	5-10 acres (5 acres if next to a school)	---	½ to 1 mile	Depends on facility (soccer, basketball)
	Community Park	20-50 acres	20,000	2 miles	20 acres per 20,000 population
El Centro					
3-acres developed per 1,000 population	Neighborhood Park	5+ acres 3 acres minimum	---	¼ to ½ mile	
	Community Park	20-40 acres	Communitywide Several neighborhoods	---	---
Imperial					
5-acres Per 1,000 Population	Neighborhood Park	5 acres	2,500	½ mile	2 acres per 1,000 population
	Community Park	20 acres	10,000	2 miles	2 acres per 1,000 population
	District Park	100 acres	50,000	3 miles	2 acres per 1,000 population

Source: City of Brawley General Plan Update, *Open Space/Recreation Element*, September 2008, page OSRE-17
City of Calexico General Plan, *Parks and Recreation Element*, 2007, page 6-6
City of Calexico, Service Area Plan, Parks and Recreation Facilities, 2006, page 9-1
City of El Centro, *Parks & Recreation Facilities Master Plan*, September 18, 2008, pages 25 and 26
City of Imperial General Plan, *Parks and Recreation Element*, 1988, pages 222-223 and 230

Exhibit PR 4
Heber Park Expansion

Table PR 7
City of Calexico: Inventory of Future Parks – May 2015

Location	Acres	Park Type	Planned Uses
Heber Park Expansion	2.07	Neighborhood	Expansion existing park
Riverview Condominiums	---	Private	Open space, swimming pool, tennis courts
Remington Condominiums	---	Private	Swimming pool, tennis court, children's play area
Las Palmas Mobile Home Park	---	Private	Not determined
Hearthstone Specific Plan	1.20	Park	Swimming pool, spa, tennis court, recreational building, playground and active recreational area
Estrella Subdivision	6.05	Neighborhood	Not determined
Palazzo Planned Community	17.35	Community Park	Neighborhood recreation center, landscaped park areas, athletic fields, picnic areas, pools and other uses
Palazzo Planned Community	1.96	Park space	Park space
Total	28.63+		

Source: Adopted specific plans and project approvals and City Council Resolution Confirming the City's Intent to Retain Heber Park Expansion Property per the Amended Long-Range Property Management Plan

The Las Palmas Mobile Home Community is projected to have 466 mobile homes and house 1,550 persons. This development is located on a triangular shaped property bounded by Cole Road, Bowker Road and Central Main Canal. The planned community includes a future private park.

The Hearthstone planned development is located immediately below the Central Main Canal and west of Meadows Road. The project is approved for 204 housing units and at build out will house a projected population of 678 persons. The Hearthstone Specific Plan includes a 1.2 acre park.

The Estrella Subdivision is situated between Jasper Road and the Central Main Canal just east of the approved MegaPark development. At build out it will have 771 housing units and a projected population of 2,565 persons. A 6.05 acre park will be located within the boundaries of the planned community.

The Palazzo Planned Community will have 1,207 housing units at build out and be home to a projected 4,000 persons. Two parks with a combined total of 19.31 acres are located within the boundaries of the planned community.

The residential developments discussed in the preceding paragraphs will have a projected combined total of nearly 11,000 persons.

Other vacant residential sites will provide housing for an additional 10,800 to 11,800 persons. A population this large will generate a need for 32.4+/- acres of park land. Table PR 8 shows that the vast majority of this population will be generated in a few large developments.

In the future, additional recreational opportunities will be provided by the development of the New River Parkway and Bike Path, implementation of the Bicycle Master Plan and completion

of the Calexico Pool Facilities Project which is planned to consist of a new competition swimming pool, new recreation and wading pool, new shower and locker building and a multi-purpose recreation building.

Table PR 8
City of Calexico – Large Residential Sites

General Location	Acres	Housing Units
Kloke Road/William L. Moreno Junior High/State Highway 98	9.85	236
Venezia – State Highway 98/ All American Canal/Central Main Canal	40.01	249
Cole Road/Bowker Road/All American Canal/Central Main Canal	87.75	546
Previous El Portal Project	156.38	766
Below Central Canal/ immediately west of Highway 111	33.09	794

Source: City of Calexico, *2013-2021 Housing Element*, adopted by the City Council on January 21, 2014

6.4 GOALS, OBJECTIVES, POLICIES, AND IMPLEMENTATION MEASURES

This part discusses goals, objectives and policies for the following:

- Existing Parks and Fields
- New Parks and Fields

Part 6.4.3 describes Implementation Measures.

6.4.1 Existing Parks and Fields

Goal: Improve existing parks.

Objective: Complete park improvements and park expansions.

Policies:

- Upgrade and improve existing parks and fields with restrooms shade, trees, drinking fountains, ADA access, paved parking and additional infrastructure, as needed and funding permits.
- Complete the planned improvements (e.g., baseball diamonds, basketball courts) to Adrian C. Cordova Park.
- Complete the Heber Park expansion and improvements including the skate park.
- Explore opportunities to expand existing parks.
- Create walking and biking links to parks and fields.
- Evaluate the potential to redesign existing detention basins to provide more useable parkland while maintaining their function.

- Provide park and recreational programs to promote and support a healthy life style.
- Use drought-tolerant plant materials in future landscaping of existing parks.
- Evaluate recreational programming, parks and facilities on an on-going basis to ensure that the City's programs and facilities meet the needs of residents.
- Make existing parks as usable as possible by persons with disabilities.
- Establish cleanliness, landscape maintenance and safety standards for parks managed by City or private entities.
- Continue the Adopt-A-Park Program, a program that makes use of volunteer groups and organizations to help maintain parks.
- Increase staff maintenance of existing parks and fields.

Goal: Maintain joint use agreements.

Objective: Retain the availability of school facilities by residents.

Policies:

- Annually work with the Calexico Unified School District to analyze, plan and implement mutually beneficial joint use agreements.
- Annually review the agreement to ensure proper availability of facilities.

6.4.2 New Parks and Fields

Goal: Develop new parks and recreational facilities to keep pace with population growth.

Objective: Three acres of parkland for every 1,000 residents.

Policies:

- Retain as a very high priority the development of the New River Parkway and Bike Path as a fundamental recreational asset for the Calexico community.
- Require new development to dedicate land or pay in-lieu fees to achieve park standards.
- Continue to require in the RC – Residential Condominium Zone, RA Residential Apartment Zone and R-2 Zone the following recreation facilities:

  - ✓ Landscaped park-like quiet area;
  - ✓ Children's play area;
  - ✓ Family picnic area; and
  - ✓ Swimming pool with cabana or patio cover

- No more than 50% of the total parkland requirements for new parks shall be met by land used for detention basins.
- Explore creating a Calexico Community Garden Park which would offer children and families the opportunity to grow healthy vegetables, fruits and plants in a park setting and to learn gardening and sustainable practices.
- Allow the use of private parks and recreational facilities to satisfy parkland requirements.
- Locate parks wherever feasible adjacent to school sites in order to provide the maximum level of useable park acreage and efficient use of recreational facilities.

- Evaluate park locations and sizes when large residential developments submit development plans, parcel maps, or tentative tract maps.
- Encourage infill developments to provide, where feasible, private "mini" or "pocket" parks no less than ½ acre in size.
- Offer density bonuses to encourage small parks in infill developments.
- Review City and other publicly-owned properties to identify underutilized properties that could be used to provide additional park and recreational areas.
- Provide park and recreational programs that support a healthy lifestyle.

6.4.3 Implementation Measures

To achieve the goals, objectives and policies, the following implementation measures will be undertaken by the City.

6.4.3.1 New River Improvement Project Strategic Plan

The Strategic Plan makes the development of the New River Parkway and Bike Path a very high priority. The City will continue to seeking funding for the Parkway and Bike Path as well as support the efforts of the New River Committee.

6.4.3.2 Quimby Act

The City will continue the implementation of the Quimby Act (Government Code 66477, City Ordinance 953) which requires the dedication of land (3 acres of park area for each 1,000 subdivision residents) or cash in-lieu fees or a combination of both as a condition of approval of a final map or parcel map.

6.4.3.3 Parkland Funding

The City will aggressively pursue all forms of federal, state, county, corporate, private foundation and endowment support to creatively obtain funding for the acquisition, maintenance, programming, and operation of park and recreational facilities.

The City will consider allocating Community Development Block Grant (CDBG) funds to renovate, acquire and/or develop new parks (when it reaches a population of 50,000 and is eligible to receive such funding).

6.4.3.4 Parks and Recreation Element Progress Report

The Planning Division will prepare and transmit a *Parks and Recreation Element Progress Report* to the Planning Commission and City Council for review and discussion. This Report will be included as a key part of the General Plan Annual Progress Report.

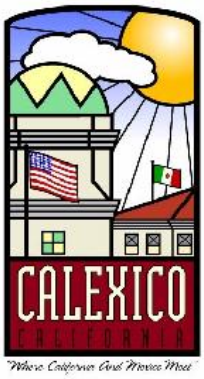
6.4.3.5 Commercial Recreation

The City will add a Commercial Recreation (CR) land use designation to the Zoning Ordinance which then will allow the development of private recreational facilities that are opened to community residents for a fee. The CR designation will be considered as a component of the comprehensive Zoning Ordinance Update.

6.4.3.6 Healthy Parks and Healthy Lives

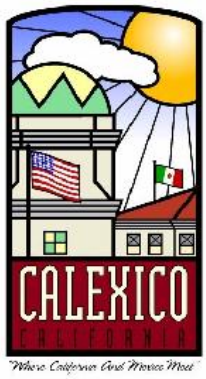
The Public Works Department in partnership with the Imperial County Public Health Department will conduct a review of park and recreational activities to identify ways they could be utilized to promote healthy life styles and activities for all populations, including diet, exercise and mental well-being.

The Public Health Department has expressed interest in partnering with the City to create a Calexico Community Garden Park which would offer children and families the opportunity to grow healthy vegetables, fruits, and plants in a park setting and to learn gardening and sustainable practices.



7.0 NOISE ELEMENT

To Be Added
Noise Contours are being Updated
Based on Revised Traffic Volumes



8.0 SAFETY ELEMENT

City of Calexico

Draft Safety Element

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8.1 INTRODUCTION

The primary purpose of the Safety Element is to identify and assess natural and human-made safety hazards and then minimize their danger to life and property. These hazards have a direct impact on the quality of life and the well-being of residents of Calexico. This element examines the following public health and safety concerns:

- Seismic Hazards - including earthquakes and their secondary hazards
- Flooding
- Wild Land and Urban Fires
- Evacuation Routes/Emergency Access
- Peak Load Water Supply
- Hazardous Materials
- The New River

Achieving safety in the City of Calexico will ensure one of the most fundamental expectations—that lives and property will be protected from human-made and natural hazards to the extent feasible. The Safety Element is responsive to this fundamental expectation because it:

- Provides a sense of security and well-being to residents.
- Identifies facilities and services that support safety functions that are essential to the future development of the City.
- Offers some measure of assurance to those who would invest in the City that their investment will be protected to the extent possible and feasible.
- Demonstrates a commitment to this important aspect of community development by the City.
- Adds to the desirability of the community as a place to attract business investment.

8.2 EXISTING CONDITIONS/HAZARD ASSESSMENT

8.2.1 Geologic

The City of Calexico is particularly susceptible to geologic hazards such as earthquakes and the secondary hazards associated therewith. The primary hazard from earthquakes is significant because of the proximity of major faults and the soil composition of the Imperial Valley. The secondary impacts caused by earthquakes include fires, ground displacement, soil liquefaction, and environmental contamination.

Earthquake is a term used to describe both sudden slip on a fault and the resulting ground shaking and radiated seismic energy caused by the slip, or by volcanic or magmatic activity, or other sudden stress changes in the earth.

Earthquakes are caused by the sudden release of energy stored in the earth's core. Essentially, rigid plates form a "shell" around the fluidic layer below it. As these plates shift and grind against one another, energy is released which is known as plate tectonics. It is the areas near the boundaries or separations (faults) in the plates that the majority of energy is released.

The Imperial Valley is located in what is known as the Salton Trough, bordered on the east by the San Andreas and Imperial Faults, and to the west by the San Jacinto-Coyote Creek and

Elsinore-Laguna Salada Faults. The Salton Trough is one of the most seismically active areas in the United States.

The major faults surrounding the Calexico include the Imperial and Brawley Faults to the east, the Superstition Hills and Coyote Creek Faults to the north, and the Laguna Salada Fault to the west. California Public Resources Code has created special zones for areas close to active faults called Alquist-Priolo Earthquake Fault Zoning which enforces special building requirements for structures in these areas. The City of Calexico is not located within an Alquist-Priolo Earthquake Fault Zone.

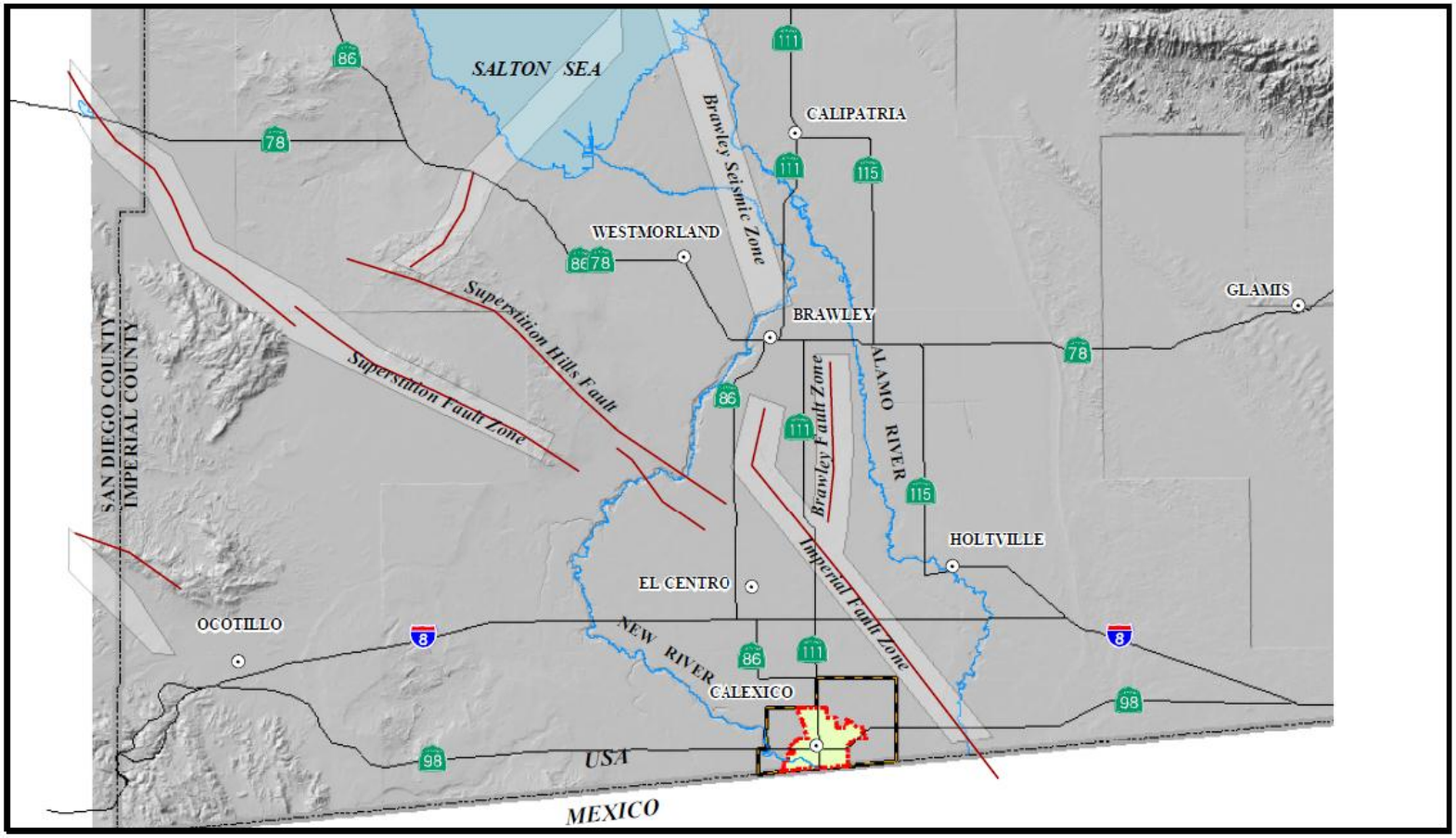
Table S-1 below shows the distance of the regional faults closest to Calexico. Exhibit S-1 shows the faults.

Table S 1
City of Calexico
Closest Regional Faults to Highway 111/Jasper Road

Fault Name	Distance from Hwy. 111 and Jasper Rd. (Miles)	Direction from Hwy. 111 and Jasper Rd.
Imperial Valley Faults		
Imperial	5.4	NE
Brawley	8.6	N
Cerro Prieto	14	SSE
Brawley Seismic Zone	17	N
San Jacinto Fault System		
Superstition Hills	10	NW
Superstition Mountain	17	NW
Elsinore Fault System		
Laguna Salada	17	WSW

Source: Calexico Mega Park EIR, April 29, 2013, Page 3.7-3

Exhibit S 1
Fault and Seismic Zones



Source: California Depart. of Conservation
Division of Mines and Geology
Geologic Data Map No. 6, 1994

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Not to Scale

LEGEND

- ACTIVE FAULTS
- ACTIVE SEISMIC ZONES
- CALEXICO CITY LIMITS
- LONG-TERM SPHERE OF INFLUENCE
- HIGHWAYS

The most recent earthquake impacting Calexico happened on April 4, 2010, Easter Sunday; an earthquake of 7.2 magnitude with aftershocks as strong as 5.4 magnitude. This particular earthquake is known by several names: the 2010 Baja California earthquake, 2010 Easter earthquake, 2010 Sierra El Mayor Earthquake, or 2010 El Mayor – Cucapah earthquake. It started 26 kilometers (16 mi) south of Guadalupe Victoria, Baja California Mexico, at a depth of 10 km (6.2 mi). It occurred at 3:40:41 pm Pacific Daylight Time (PDT) (22:40:41 UTC). It is said to have lasted about a minute and a half. Most of the damage in this earthquake occurred in the cities of Mexicali and Calexico.

The quake was believed to have occurred on the Laguna Salada Fault, which is about 60 kilometers (37 mi) to 80 km (50 mi) long and straddles the California–Baja California border. By the distribution of aftershocks and using radar interferometry, the main shock rupture was found to have occurred on a previously unmapped fault in the Cucapah Mountains and beneath the Colorado River Delta. This fault line was named the Indiviso Fault, after the nearby town of El Indiviso. A liquefaction zone bounded by the Cerro Prieto Fault and the Laguna Salada Fault was observed.

In Calexico, nine businesses and 43 homes were destroyed and 55 businesses and 53 homes were damaged. A reported total of 117 persons were displaced. Calexico Downtown was extensively damaged. The California Department of Emergency Services (DES) safety inspectors were immediately sent to determine whether or not buildings were safe for re-entry. The inspectors tagged 63 buildings with red tags (danger), 78 with yellow (caution), and 290 with green (safe) tags to indicate the status of the building. A week after the earthquake, nine blocks of downtown Calexico remained closed to the public due to damages. The overall damage included leaning and collapsed parapets, cracking of stores' front walls and columns, broken windows, fallen soffits, and partial failure of unreinforced masonry (URM) walls.

Response and recovery activities for this incident were extensive. In addition to local agencies including the Fire Department, Police department and Public Works, many state and federal agencies responded in support of local government. Several private and non-governmental organizations also responded.

8.2.1.1 Surface Ruptures

Surface rupture is a seismic hazard that occurs when there is breakage of the ground surface along the trace of a fault line caused by an earthquake. However, they may occur anywhere within a fault zone. The likelihood of surface ruptures are directly proportional to the magnitude of the earthquake and are caused by the upward fault displacement thrust from the epicenter. Surface ruptures can cause tremendous damage to anything located along its path.

The City is not located on a known fault line that could produce a surface rupture during an earthquake event.

8.2.1.2 Ground Shaking

As energy is released along a fault during an earthquake, a shockwave is created that moves through the soil and rock away from the epicenter. This release of energy causes the ground to shake. The severity of the shaking depends on the strength of the earthquake, the distance from where the shaking is felt relative to the epicenter, and the soil composition between the epicenter and the receptor site. Calexico is most susceptible to earthquake damage from ground shaking and, in fact, the City of Calexico's water treatment plant was heavily damaged by oscillating water whose damaging energy was generated by the ground shaking of the 2010 Easter Earthquake. Following the earthquake, the plant's capacity was reduced from 10 million gallons per day (mgd) to 5 mgd.

8.2.1.3 Ground Failure

Ground failure occurs from the shock of an earthquake and is almost exclusively manifest in the form of a landslide. Landslides are caused by the combination of gravity, poor geologic conditions, along with the seismic event. Due to its flat topography, Calexico is not susceptible to landslides.

8.2.1.4 Liquefaction

Liquefaction is the loss of stability or strength in certain soil types as a result of a seismic event. Typically liquefaction occurs in granular, unconsolidated, saturated soils like those deposited in the Imperial Valley by the Colorado River. The soil composition of the Valley adds to the potential seismic risk. Because the Valley's soil is a result of a deep layer of silt, and it is irrigated for agricultural purposes, it is particularly susceptible to liquefaction.

The City of Calexico and the surrounding area is particularly susceptible to liquefaction because of crop irrigation and the geologically young and unconsolidated sediment soil. Damage caused by liquefaction is the result of the ground becoming liquefied and thus flowing or lurching. The ground may also act like quicksand and cause structures to sink or tilt. Although liquefaction represents a risk to structures, it doesn't necessarily preclude development as there are mitigation measures available to reduce the risk.

8.2.1.5 Subsidence

Land subsidence is the lowering of the land-surface elevation from activities occurring underground. Typically it is caused by the pumping of water, oil, or gas from subterranean reservoirs or from peat oxidation (shrinkage of buried organic matter) or hydro compaction (initial wetting of soils that causes the soil to compact under their own weight), and earthquakes. Subsidence could be a problem in the Imperial Valley because of the irrigation and drainage systems. These systems utilize gravity-fed systems, and even minor alterations in elevation could disrupt these and cause localized flooding. Another source of potential subsidence in Calexico and the surrounding areas are geothermal plants, whose rate and volume of extraction/injection are key variables that could lead to subsidence.

8.2.1.6 Structure Hazard

The City of Calexico has adopted all the Uniform Building Codes (UBC) and uses the UBC seismic design standards for all buildings developed in the City. The original UBC were formulated in 1943 and are updated on an on-going basis. The City acts to adopt new Codes as they are published. Recent industry experience has shown that adherence to the aforementioned codes greatly increases the chance that a structure will endure an earthquake with little or no significant damage.

8.2.1.7 Earthquake Risk Assessment

The *Imperial County Multi-Jurisdictional Hazard Mitigation Plan Update* found that Calexico's has a "very high" risk probability of being affected by an earthquake. Very high means almost certainty that an earthquake event will occur. The City also had a "high severity" rating meaning that there would be severe impact from the earthquake event. The risk assessment of the *Hazard Mitigation Plan* concluded:

> The City of Calexico is particularly susceptible to geologic hazards such as earthquakes and the secondary hazards associated therewith. The primary hazard from earthquakes is significant because of the proximity of major faults and the soil composition of the Imperial Valley. The secondary impacts are related to the extensive irrigation and drainage as well as other consequences caused by earthquakes such as fires, ground displacement, soil liquefaction, and environmental contamination. Calexico has adopted an Earthquake Hazard Reduction in Existing Buildings Code to address safety issues associated with earthquakes directly.

Risk assessment is the process of comparing the cost to avoid a risk with potential cost of the damage produced by the hazard. The purpose of evaluating seismic risk is to reduce the risk to an acceptable level based on structure use because it is not possible or practical to eliminate all risk to life and property. While basing planning decisions on risk is difficult, risk reduction measures can be implemented. We cannot reduce the chance of an earthquake occurring, but we can develop plans to help minimize its impact.
Acceptable risk is defined by the Council of Intergovernmental Relations as -

> *The level of risk below which no specific action by government is deemed to be necessary other than making the risk known.*

When establishing acceptable risk levels, consideration is given to the importance of the facility after the seismic event for the preservation of public health, and safety, the number of people likely to be in the building, whether its use is voluntary or involuntary, and the cost of eliminating the risk. Certain facilities are very important and must remain usable after a seismic event, such as fire and police stations, schools, public utility facilities, and hospitals and other medical facilities.

Table S - 2 shows the allowable risk levels per land use and the estimated cost to achieve the accepted level of risk.

Occupancy levels must be a consideration in determining acceptable risk.

Structures with high occupancy levels such as theaters, schools, churches, meeting halls, office buildings, apartment buildings, and shopping centers should have a low level of acceptable risk.

Conversely, higher levels of risk may be acceptable in low-occupancy uses such as single-family houses and warehouses.

Another factor to be considered when evaluating risk is whether the inhabitants of the structure have a choice as to whether they would otherwise subject themselves to a certain level of risk. Involuntary risk occurs at facilities such as hospitals, schools, and convalescent homes. Persons using these facilities may be restrained or incapable of leaving these during a seismic event, thus only a low level of risk is acceptable.

Perhaps the most significant variable in risk reduction is the cost of doing so. Risk reduction must be balanced against the cost thereof. Costs can be either direct, such as the case with extra reinforcement of a building, or indirect, as in zoning land with a high seismic risk as open space. Three common examples of seismic risk mitigation are:

- Rehabilitation or demolition of nonconforming structures
- Requiring extraordinary design and construction techniques
- Limiting or prohibiting development in dangerous areas

Table S 2
Scale of Acceptable Risks

Level of Acceptable Risk – see Notes, below	Types of Structures	Additional Project Cost to Achieve an Acceptable Level of Risk
1. Extremely Low[1]	Structures whose continued use is critical or failure catastrophic: nuclear reactors, large dams, manufacturing plants that store toxic or explosive materials.	No set percentage; whatever is necessary to attain maximum safety.
2. Slightly higher than Level 1[1]	Structures whose continued use after a seismic event is important to public health, safety and welfare: hospitals, police and fire stations, utility centers, bridges and overpasses, smaller dams.	5% – 25% of project cost[2]
3. Lowest possible risk to occupants of structure[3]	High occupancy structures whose continued use after a seismic even would be beneficial: schools, churches, theaters, large hotels, high-rise buildings with high-occupancy, and other structures that commonly attract large numbers of people: civic buildings, large shopping centers, roads.	5% to 15% of project cost[4]
"Ordinary" level of risk to the occupants of structure[5]	Most structures: most commercial and industrial buildings, small hotels and apartment buildings, and single family residences.	1% to 2% of project cost

[1] Failure of a single structure could affect large populations.
[2] Percentage assumption based on structure otherwise being built in accordance with standard California practice. The estimated additional cost assumes that the structure will remain useful after an event.
[3] Failure of a single structure would affect only the occupants.
[4] Percentage assumption based on the structure otherwise being built in accordance with standard California practice. The estimated additional cost assumes that the structure will give reasonable assurance of preventing injury or loss of life but not necessarily remaining useful after an event.
[5] Resists minor earthquakes without damage; resists moderate earthquakes without structural damage but with some non-structural damage; resists minor earthquakes with the intensity of the strongest experienced in California without collapse but with some structural and non-structural damage. In most structures, it is expected that structural damage, even from major earthquakes, could be limited to repairable damage (Structural Engineers Association of California)

8.2.3 Flooding

A flood is defined as an overflowing of water onto an area of land that is normally dry. Flooding is a natural hazard present in Imperial County due to the County's geography, geology and climate. Floods that affect Imperial County can be attributed to three different types of storm events, namely:

- A general winter storm that combines high-intensity rainfall
- A tropical storm out of the southern Pacific Ocean
- A summer thunderstorm, particularly in the desert areas

There are three principal types of flood hazards that may affect Imperial County, namely:

- Stream flooding (including bridge scour and stream erosion)
- Flash flooding (including debris and mud flows)
- Sheetflow flooding (including alluvial fan flooding)

Attachment A shows the Flood Zones located in Calexico. Special Flood Hazard Areas (SFHAs) are subject to inundation by the 1% annual chance flood. The only area in a flood zone is along the New River and it is AE: The floodway is a channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

Conditions upstream in Mexico do affect the New River. As the Mexicali area becomes more urbanized, and very little has been done to control urban runoff there, the potential for flooding could increase in downstream areas such as Calexico. Flooding could also result from seismic damage to the All American Canal and the Central Main Canal.

The *Hazard Mitigation Plan* indicates that Calexico has a “medium probability” of being affected by flooding. Medium in this case means a “50% chance the event could occur.” Flooding would have “medium severity” of impact, meaning there would be a “large impact, but plans are in place to handle.”

8.2.4 Fire Hazards

The City of Calexico has a fire hazard rating of 5/5x from the ISO (Insurance Service Office) Commercial Risk Services, Inc. The designation 5/5x indicates there are mixed rating depending on the location of the hydrants and fire stations. The rating is based on a 1 to 10 scale with 10 being the greatest risk. In order to have a “5” rating, structures must be within 1,000 feet of a fire hydrant and within five (5) miles of a fire station. A flow test review was conducted by the City water department and there were no significant issues for fire hydrant flow.

Even though some of the older structures in Downtown Calexico were demolished during the 2010 earthquake there are still some have not been retrofitted for seismic activity and do not contain sprinkler systems. The hydrants in the older part of the City met original fire codes but now some of them are further apart than current codes allow.

The City currently has two fire stations; one at 430 East 5th Street, and the other at 900 Grant Street. Of note, is that the fire stations are located on either side of the Union Pacific railroad tracks which provides for full-service response. Negotiations are under way to acquire a nine

acre site to develop a new Public Safety Center on Birch Street along State Route 98. The new Center will include a new fire station, fire administration and City Police Department.

Currently, the Calexico Fire Department has one (1) chief, six (6) fire captains, six (6) engineers, eighteen (18) paid firefighters, one (1) fire inspector and an administrative staff. Current staffing levels are considered inadequate according to the performance standards of the adopted *2006 Service Area Plan*. The adopted standard ratio is 1.5 firefighters per 1,000 residents. The City's population estimate as of January 1, 2015 is 41,033. A population this large should be served by 61 firefighters.

The City's emergency services providers, such as fire and police, are currently cooperating with IVECA and RCS for the coordinated efforts Valley-wide to integrate communication within the Valley and between Imperial Valley and San Diego County. The Calexico Fire Department is a member of the Imperial Valley Firefighters Strike Force which is responsible to respond to fire emergencies throughout California. The Department is also a member of the Imperial Valley Hazardous Materials Response Team and is available to respond to hazardous materials emergencies throughout Imperial County. The Department also has a Fire Prevention Bureau headed by the inspector and administers inspections, occupancy permits, and various safety programs throughout the city.

The City has a low risk of damage from wildfires. The undeveloped areas around and outside of the City are either irrigated farm land or sparsely vegetated desert land. Therefore, there is little risk from wildfires due to lack of fuel.

8.2.5 Evacuation Routes/Emergency Access

Evacuations and the need for emergency access can become necessary on a localized or City-wide basis depending on the type of emergency situation. Local evacuations and the need for emergency access occur, for example, when a building is on fire. A larger area may need to be evacuated for more catastrophic events such as an earthquake that causes major damage and/or flooding. Should an event occur that would necessitate the mass evacuation or dispersal of people from the City, the surrounding agricultural land is favorable because it is uninhabited and open. The major evacuation routes are Highways 111 and 98, and Interstate 8. All primary local streets in the City connect to the county road system outside of the City.

Localized emergency access relates to things such as adequate roadway widths and turning radii, spaces around buildings, and distances to fire hydrants. The City of Calexico Zoning Ordinance establishes setbacks which provide for safe access around buildings associated with all types of land uses. The *Circulation Element*, Section 3.0, includes policies addressing local street design and appropriate access on major streets. The *Circulation Element's* plan for streets is based on providing adequate cross sections of streets to accommodate through traffic. All new development is subject to these policies and standards. In older areas of the City where such requirements are substandard, the City is working to correct and improve less than ideal access.

8.2.6 Peak Load Water Supply

Calexico receives all of its potable water supply from the Calexico Water Department (CWD). The CWD receives the water from Imperial Irrigation District (IID) which is brought from the Colorado River. Currently, about 2**%** of IID water is divided among nine Imperial Valley communities.

The City of Calexico's current daily maximum water output is 10 million gallons of potable water. The peak demand of the City of Calexico is 10,481 gallons per minute (gpm) and can be handled by the existing electric pumps which have a capacity of 12,200 gpm. The CWD also has an additional 5,000 gpm fire flow suppression delivered by two natural gas driven pumps.

CWD has purchased property and is in the process of designing a six million gallon (mg) tank near Cole Road and Highway 98 to stabilize and loop the existing water system and serve future development to the east of the City's existing boundaries. The City has the necessary capacity to supply enough water in the event of a disaster. However, a severe earthquake or other natural disaster could destroy portions of the water transmission system, thus causing a short-term water shortage. The Imperial County Office of Emergency Services requires a 10-day storage holding capacity for cities, so interruptions in transmission can be managed.

8.2.7 Hazardous Materials

Hazardous materials consist of substances that by their nature, lack of containment, and reactivity, have the capability for inflicting harm. Hazardous materials poses a threat to health and the environment when improperly managed and can be toxic, corrosive, flammable, explosive, reactive, an irritant, or a strong sensitizer. Hazardous materials substances also include certain infectious agents, radiological materials, oxiders, oil, used oil, petroleum products, and industrial solid waste substances. Hazardous materials can pose a threat where they are manufactured, stored, transported or used. They are used in almost every manufacturing operation and by retailers, service industries, and homeowners.

A hazardous material accident could occur in Imperial County due to the agricultural economy, proliferation of fuel tanks and transmission facilities, intricate canal system, and the confluence of major surface arteries and rail systems. Although a hazardous material accident can occur almost anywhere, particular regions are more vulnerable. The potential for an accident is increased in regions near roadways that are frequently used for transporting hazardous material, and in regions with agricultural or industrial facilities that use, store, handle, or dispose of hazardous material.

A potential source of hazardous material release is from some of the operations associated with agriculture, such as chemical handling and storage facilities and crop dusting companies. The County Health Services Department, pursuant to California Health and Safety Code Section 25500, maintains a list of hazardous material handlers and/or vendors as well as an inventory of materials that is available to city fire departments.

Hazardous material incidents are one of the most common threats to public health and the environment. Incidents may occur as the result of natural disasters, human error, and/or accident. Hazardous materials incidents typically take three forms:

- Fixed facility incidents
- o It is reasonably possible to identify and prepare for a fixed site incident, because laws require those facilities to notify state and local authorities about what is being used or produced there.
- Transportation incidents
- Transportation incidents are more difficult to prepare for because it is impossible to know what material(s) could be involved until an accident actually happens.
- Pipeline incidents

- Pipelines carry natural gas and petroleum. Breakages in pipelines carry differing amounts of danger, depending on where and how the break occurs, and what is in the pipe.

Hazardous materials are used in the City of Calexico for a variety of purposes including manufacturing, service industries, small businesses, agriculture, medical clinics, schools, and households. Hazardous materials pass through the City of Calexico en route to other destinations via the Interstate/State Highway system, rail, and surface street system. Calexico is linked to other cities in Imperial Valley and to other parts of California by a freeway and a number of highways. Interstate 8 provides for east-west travel which is approximately three miles to the north of the City. Local highways include: State Highway 111, a north-south route from the Mexican border to Brawley, Calipatria and Niland; State Highway 98 runs east-west from Coyote Wells (west of Calexico) to Bonds Corner (east of Calexico) connecting to Interstate 8 at both ends.

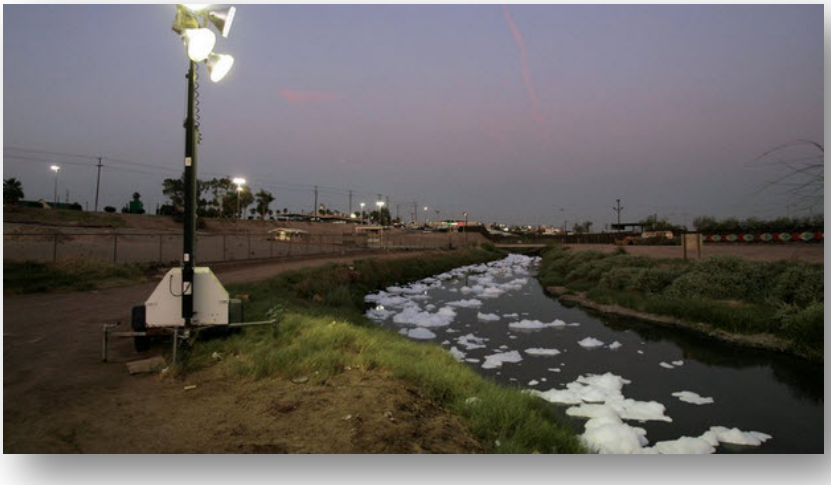
One railway line serves the City of Calexico - the Southern Pacific Railroad. This major line connects to the main line in Niland. The main line primarily serves the Los Angeles area. This line is used extensively for agricultural shipments. While train derailment can occur at any time, it is during an earthquake that a derailment and hazardous materials would pose the greatest risk to people and the environment in Calexico.

On July 21, 2015, the City Council adopted the *Imperial County Multi-Jurisdictional Hazard Mitigation Plan Update*. The Disaster Mitigation Act of 2000 requires all jurisdictions to be covered by a Pre-Disaster All Hazards Mitigation Plan to be eligible for Federal Emergency Management Agency (FEMA) pre- and post-disaster mitigation funds. Hazards mitigation focuses not only on disaster response and recovery but also on preparedness and hazard mitigation, which enhances economic sustainability, environmental stability and social well-being.

The *Hazard Mitigation Plan* indicates that Calexico has a “high probability” of being affected by a hazardous materials incident. High in this case refers to “80% chance the event will occur.” The impact severity would be “high,” meaning “severe impact”.

8.2.8 The New River

In many cities, the presence of a river can be a source of valuable open space, recreational opportunities, or development potential. The New River, however, is a threat to public health and safety.



Despite extensive efforts in the U.S. and Mexico, water quality in the New River remains out of compliance with many U.S. water quality standards. Water pollution levels pose health and quality

of life concerns in Calexico and the Imperial Valley, as well as being sources of pollution to the Salton Sea. Based on the most recent data available, the water quality impairments of the New River in the U.S. include: low dissolved oxygen, toxicity, pathogens, trash, selenium, sediment/silt, chlordane, DDT, dieldrin, toxaphene, PCBs, HCB, nutrients, mercury, chlorpyrifos, diazinon, copper and zinc[7].

Health risks created New River pollution include human contact with or the ingestion of the water, unpleasant odors, blowing foam, the consumption of fish and wildlife living in the river. There also is the possibility that the mosquitoes (*Culex trsalis*) that live in the New River are vectors for encephalitis. In addition, the blight associated with the New River represents a missed opportunity to gain needed recreational lands in the City.

8.3 RELATED PLANS AND PROGRAMS

There are other agencies with plans and programs related to the purpose of the Safety Element. These plans have been developed and adopted by various levels of government and are administered by agencies with powers to enforce state and local laws. Attachment B describes the related plans and programs.

8.4 GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

Goals, objectives and policies are established for the following:

- Levels of Risk
- Seismic Hazards
- Flooding
- Fire
- Emergency Preparedness
- Hazardous Materials
- The New River

Part 8.4.8 describes Implementation Measures that will promote and achieve a safe environment in Calexico.

8.4.1 Levels of Risk

Goal: To identify and minimize, to the extent possible or feasible, the risks to persons and property caused by natural and human-induced hazards.

Objective: Maintain acceptable risk levels when conducting land use planning.

Policies:

- The Scale of Acceptable Risk for New Structures shall continue to be used to determine the type and location of future land use. (Table S-2).
- Land uses should not be subjected to greater risk than the level the scale suggests unless no other alternative exists.
- Require a geologic/geotechnical investigation for all projects whose uses or intensities attain a Level of Acceptable Risk rating that exceeds “Ordinary” levels (Levels 1, 2 & 3—Refer to Table S-2).

- Require the geologic/geotechnical study to contain a site-specific evaluation of peak horizontal ground acceleration.

8.4.2 Seismic Hazards

Goal: Reduce the risk of seismic and other geologic hazards in Calexico.

Objective: Promote policies and programs that reduce the risk to the community from geologic and seismic hazards.

Policies:

- Continually inform the Calexico community of the potential seismic hazards.
- Maintain standards to identify and mitigate seismic hazards.
- Consider design and construction standards that exceed the minimums set forth in the Uniform Building Code (UBC) due to the area's high potential for seismic acceleration.
- Update every three years the City's Building Code based on the Uniform Building Code.
- Require all development to adhere to standards for grading and construction which reduce the potential of seismic hazards.

8.4.3 Flooding

Goal: Reduce the risk of flood damage in Calexico.

Objective: Promote policies and programs that reduce the risk to the day time and night time population from flood hazards.

Policies:

- Identify flood hazards areas and provide appropriate land use regulations for areas subject to flooding.
- Require detention basins as a flood control measure where applicable to reduce the risk from flood hazards.
- Promote programs and actions that educate the public about flood hazards and reduce the risk of flood losses.
- Review all new proposed development to ensure that it will not aggravate poor drainage conditions and will, to the extent possible, improve poor drainage conditions.

8.4.4 Fire

Goal: Reduce the risk to Calexico's day and night time populations from fire and explosions.

Objective: Promote policies and programs that reduce the risk to the community from fire and explosions.

Policies:

- Continue to operate through the Fire Department an education program regarding fire hazards for residential, commercial, industrial and agricultural uses.
- Enforce Building Code requirements that assure adequate fire protection.
- Update every three years the City's Fire Code based on the Uniform Fire Code.
- Continue to enforce the weed abatement program.

8.4.5 Emergency Preparedness

Goal: Support emergency preparedness planning and disaster response.

Objective: Minimize the potential hazards to public health, safety, and welfare and prevent the loss of life and property damage from natural and human induced phenomena.

Policies:

- Continue to utilize the Reverse 911 telephone system and the County-wide Area Code Emergency Broadcasting System included in the existing emergency preparedness plans to effectively and efficiently notify residents of hazards and emergencies.
- Regularly review evacuation procedures to make sure that in case of an evacuation, the residents of Calexico will be quickly notified and the evacuation will be orderly.
- Develop a blueprint for managing evacuation plans, including allocation of buses, designation and protection of disaster routes, and creation of traffic control contingencies.
- Have the Fire Department periodically review and update the need for additional fire hydrants and work with the Calexico Water Department to ensure that adequate water pressures for fire flows are maintained.
- Ensure through the Water Department that an adequate supply of water will be available in the event of an emergency.
- Conduct through the Water Department regular fire flow tests to identify areas with cracked or damaged water lines.
- Encourage the construction of auxiliary water systems to supplement existing water lines. This will help ensure adequate water flow for fire suppression even if main water lines are damaged. Gravity-fed or generator-operated pumps for swimming pools and tanks can also supplement flow.
- Require the heads and staff of each Department to participate in the maintenance of a City-wide emergency preparedness plan.
- Utilize the IID 24-hour emergency contact list to facilitate the City's rapid response to an emergency such as removal and repair of downed power lines and/or damaged/breeched water facilities.
- Review and identify improvements to the Calexico International Airport facilities and takeoff/landing procedures to reduce the risk associated with airfield operations.
- Continue to participate in the airport land use plan revisions for existing airport facilities and operations, future airports, and airport extensions.
- Implement the City of Calexico Standardized Emergency Management System (SEMS) Operations Plan in case of extraordinary emergency situations, including updates and reviews to keep the information current and responsive to community needs.

- Update as needed the Building and Safety Department's inventory of unreinforced buildings.
- Work with owners to retrofit unreinforced masonry buildings, as needed.
- Require structural and nonstructural assessment and, when necessary, mitigation, of other types of potentially hazardous buildings that: 1) are undergoing substantial repair or improvements resulting in more than half of the assessed property value, or 2) are considered an element of blight.

8.4.6 Hazardous Materials

Goal: Reduce the risk to the Calexico's day and night time populations from exposure to hazardous materials and waste.

Objective: To ensure the health, safety, and welfare of residents and guests of Calexico through strict regulation and planning for the safe transport, storage and usage of hazardous materials in the Calexico area.

Policies:

- Discourage the transport of hazardous materials through residential areas and critical facilities and limit transport through heavily developed areas as much as possible. (See Truck Route designations in the Circulation Element.)
- Prohibit incompatible land uses near sites that use, store or produce hazardous materials.
- Cooperate with the County to implement applicable portions of the *County's Hazardous Waste Management Plan.*

8.4.7 The New River

Goal: Reduce the risk posed by the current conditions of the New River.

Objective: Protect residents from the potential hazards associated with the New River, including restricting access.

Policies:

- Cooperate with international, federal, state and regional responsible agencies in projects aimed at cleaning up the New River through the implementation of the *New River Improvement Project Strategic Plan*.
- Continue to restrict access to the river and maintain bilingual signs that warn of the dangers of contact with the water.
- Continue to seek county, state, or federal funds to cover costs incurred by the City for work done to restrict public access to the river or any other measure associated with the river due to its pollution or risk to public safety.
- Prohibit land development near the New River in order to reduce exposure of people to the potential contact with the water, odors, and airborne foam.
- Adopt design set-back of a distance of 50 feet outside the shaded 500-year flood zone areas delineated on the FEMA maps for the New River.

8.4.8 Implementation Measures

8.4.8.1 Imperial County Multi-Jurisdiction Hazard Mitigation Plan Update

The City will continue to participate in the planning, implementation and updating of the *Hazard Mitigation Plan*. The Disaster Mitigation Act of 2000 requires all jurisdictions to be covered by a Pre- Disaster All Hazards Mitigation Plan to be eligible for Federal Emergency Management Agency (FEMA) pre and post-disaster mitigation funds.

According to the *Hazard Mitigation Plan*, with its varying topography; mix of urban and rural areas; rapidly growing permanent, transient, and recreational populations, Imperial County is subject to potential negative impacts from a broad range of hazards and threats. There are three broad categories of hazards that threaten the County, namely:

- Natural hazards
- Technological hazards
- Domestic security threats

Natural hazards include:

- Earthquakes
- Floods
- Extreme Weather (thunderstorms/windstorms/sudden heavy rain/hailstorms/tornados/extreme temperatures)
- Wildfire
- Pest Infestation/Non Vectors of Human Diseases
- Naturally Occurring Biological Threats

Technological hazards include:

- Dam Failure
- Hazardous Materials (Hazmat) Incidents

Domestic security threats include:

- Terrorism
- Chemical
- Biological
- Radiological
- Nuclear
- Explosive

The City supports the goals, objectives and strategies of the *Hazard Mitigation Plan* which are described in Attachment C.

8.4.8.2 City Codes and Ordinances

The City will implement existing and new codes and ordinances in order to achieve a safe community. The implementation measure will prevent loss of life, and substantial property damage by complying with the most recent Uniform Building Codes, Uniform Mechanical Code, Uniform Fire Code, and the National Electric Code, all of which contain structural requirements

for existing and new buildings. To protect public safety, all development in Calexico will be subject to these structural codes.

Other codes and ordinances the City will enforce include, but are not limited, to:

- Earthquake Hazard Reduction in Existing Buildings Code
- Uniform Code for the Abatement of Dangerous Buildings
- Flood Damage Prevention Code

8.4.8.3 SEMS Multi-hazard Functional Plan

The City will continue to implement and update as necessary the City's Standardized Emergency Management System (SEMS) Multi-hazard Functional Plan (MHFP) to maximize efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. The City also supports high-level multi-jurisdictional cooperation and communication for emergency planning and management.

8.4.8.4 CEQA Review

The City will continue to depend on the California Environmental Quality Act (CEQA) as a means to identify and mitigate safety hazards prior to project approvals and to enforce the mitigation measures already applied as conditions of approval for development projects. As an example, the City applies the following mitigation measures for potential geologic hazards in its review of proposed development projects.

MM Geo1: Prior to the approval of any discretionary action presented to the City of Calexico for any development, a geotechnical investigation shall be conducted by a registered geotechnical engineer that discusses, at least, the following hazards:

1. Liquefaction
2. Subsidence
3. Expansion properties, shrink/swell potential
4. Distance to known fault rupture zones
5. Soil strength
6. Landslide potential

Common mitigation measures associated with minimizing impacts from these hazards include, (1) adherence to basic construction procedures pursuant to the Uniform Building Code, which includes the incorporation of seismic safety-related construction standards; (2) removal and recompaction of soils susceptible to settlement; and (3) reduction or control of erosion by retaining as much vegetation in place as possible throughout the development process; and (4) setbacks from fault zones.
All geotechnical studies shall be submitted to the City of Calexico Building and Safety Department for review and approval.

Mitigation measures recommended by these studies that reduce identified impacts to below a level of significance shall be included as conditions of future project approvals.

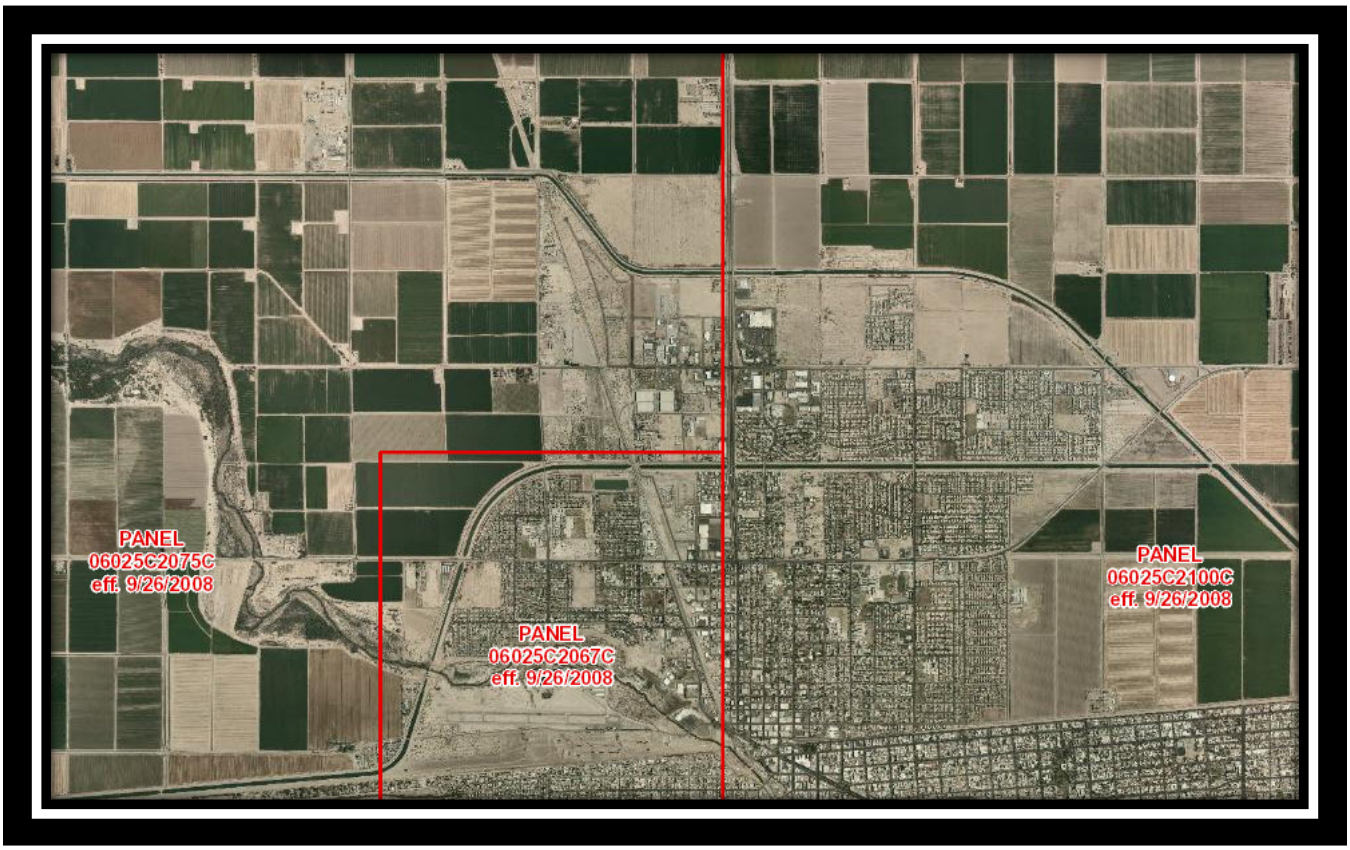
MM Geo2: To mitigate any potential impacts associated with erosion for any new development/redevelopment projects adjacent to the New River, drainage canals, or levees, the following design setbacks will be implemented:

1. A distance of 50 feet outside of the shaded 500-year flood zone areas delineated on the FEMA maps for the New and Alamo Rivers; and
2. A distance of one-half the canal bank height beyond the toe of the slope for all of the levee and canal banks.

MM Geo3: To mitigate any potential adverse effects related to use of septic systems in new development, prior to the approval of any discretionary action presented to the City of Calexico, an investigation shall be conducted by a registered geotechnical or soils engineer that addresses the site's suitability for septic systems if such systems are proposed. This investigation shall take into consideration soil properties as well as the extensive tile drain system that currently underlies areas in agricultural land use.

MM Geo4: To mitigate any potential adverse effects related to subsidence in new development, prior to the approval of any discretionary action presented to the City of Calexico, an investigation shall be conducted by a registered geotechnical or soils engineer.

ATTACHMENT A
CITY OF CALEXICO FLOOD ZONES



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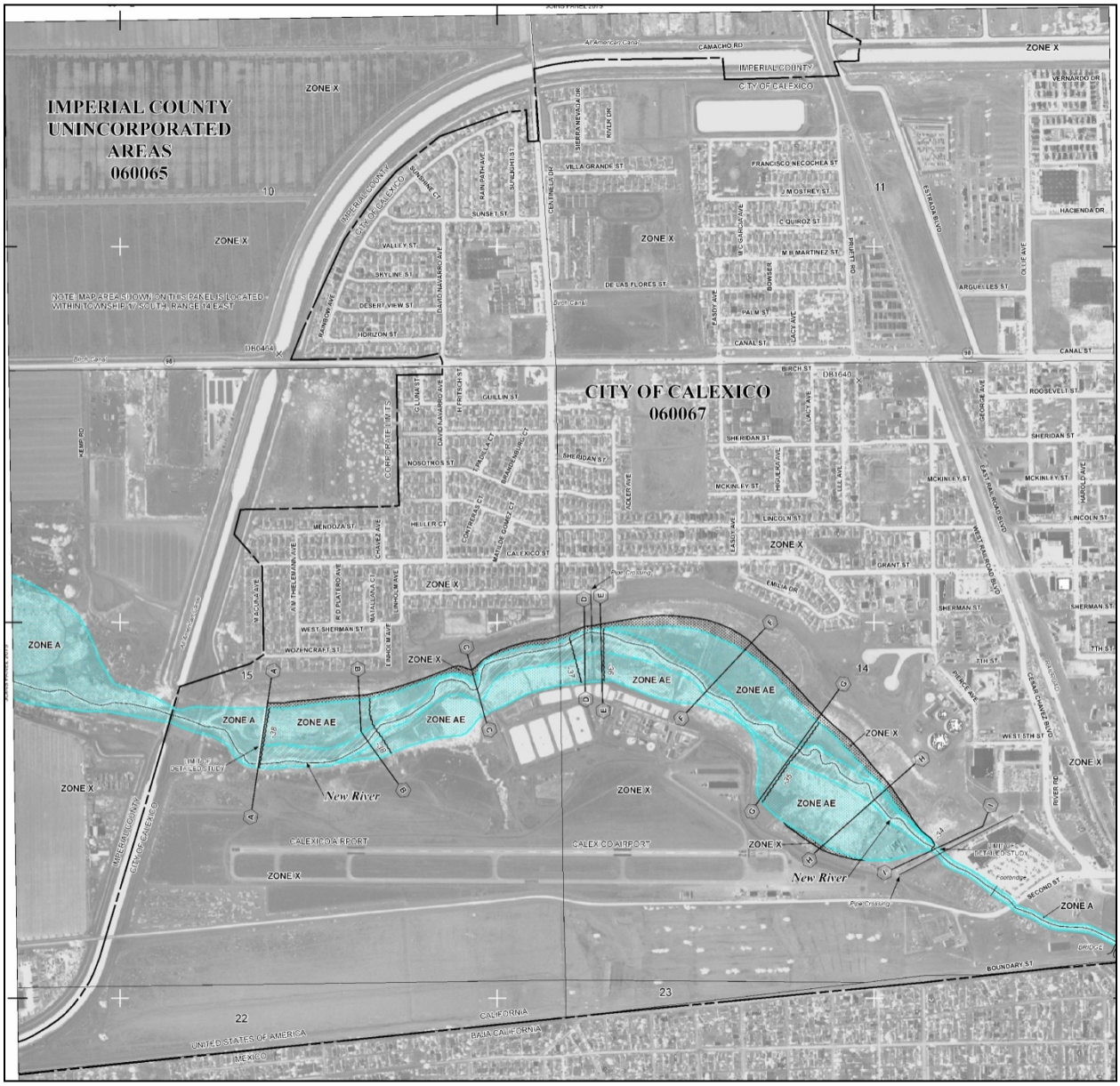

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Flood Zone Legend

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No base flood elevations determined.
ZONE AE	Base flood elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no base flood elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no base flood elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

ATTACHMENT B
RELATED PLANS AND PROGRAMS

A. MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

On July 21, 2015, the City Council adopted the *Imperial County Multi-Jurisdictional Hazard Mitigation Plan Update*. The planning partners of the County of Imperial, City of Brawley, City of Calexico, City of Calpatria, City of El Centro, City of Holtville, City of Imperial, City of Westmorland, the Imperial Irrigation District and the Imperial County Office of Education (representing all of Imperial County's School Districts) recognize the consequences of disasters and the need to reduce the impacts of natural and human-caused hazards. These planning partners shall be known in the Plan as the Planning Jurisdictions. The elected and appointed officials of the MHMP Planning Jurisdictions have chosen to carefully select mitigation actions in the form of projects and programs that can become long term, cost effective means for reducing the impact of hazards.

B. MULTI-AGENCY COOPERATIVE PROGRAMS

The City's emergency services providers, such as fire and police, are currently cooperating with the coordinated efforts Valley-wide to integrate communication within the Valley and between Imperial Valley and San Diego County. The Calexico Fire Department is a member of the California Master Mutual Aid Agreement and is committed to sending personnel and apparatus in an emergency anywhere in the State. The Department is also a member of the Imperial Valley Hazardous Materials Response Team and is available to respond to hazardous materials emergencies throughout Imperial County. The Department also has a Fire Prevention Bureau headed by the inspector and administers inspections, occupancy permits, and various safety programs throughout the City.

C. CALEXICO INTERNATIONAL AIRPORT MASTER PLAN

The Calexico International Airport is subject to the Calexico International Airport Master Plan, 2001, prepared by the City of Calexico. The plan identifies future improvements for the airport to meet future aviation needs. The plan also addresses land uses surrounding the airport. The type of development occurring in the airport environs impacts the safety of aircraft operations. In the reverse, it also impacts the number of people exposed to aircraft hazards such as airplane crashes. The General Plan reflects the future airport expansion plan and the current/future safety hazards in the Land Use Element.

D. THE CALIFORNIA-BAJA CALIFORNIA BORDER MASTER PLAN

The California-Baja California Border Master Plan is a bi-national comprehensive approach to coordinate planning and projects at Land Points of Entry (LPOE) and transportation infrastructure serving those POEs. It is a partnership between the California Department of Transportation (Caltrans) and the Secretariat of Infrastructure and Urban Development of Baja California. The primary objectives of the Border Master Plan are to increase the understanding of LPOE and transportation planning on both sides of the border and to create a plan for prioritizing and advancing LPOE and related transportation projects.

Since December 2013 the Imperial County Transportation Commission (ICTC) in close coordination with Caltrans and the San Diego Association of Governments (SANDAG), have

been studying infrastructure needs of pedestrians and bicyclists along all six land ports of entry between California and Baja California.

The goal of this study is to make trips safer, easier, and more comfortable around the six land ports of entry (POEs) to improve the travel experience for people walking or bicycling across the California/Baja California border. The results of the study describe the current conditions at six POEs and provide a list of 96 recommended projects and policies. Design guidelines for bicycle and pedestrian-friendly border crossings were developed. Additionally, projects identified in the study will be considered during the California-Baja California Border Master Plan Update process.

E. IMPERIAL COUNTY AIRPORT LAND USE PLAN

The Calexico International Airport is also subject to the Airport Land Use Compatibility Plan – Imperial County Airports, 1996, prepared by Imperial County Airport Land Use Commission. The plan identifies areas impacted by aircraft operations and includes policies to allow for the continued operation of county airports, while protecting public safety. The City will review its General Plan to ensure consistency when the airport plan is updated.

F. CALEXICO CODES AND ORDINANCES

The City has adopted the following codes:

- Uniform Building Code
- Uniform Mechanical Code
- National Electrical Code
- Uniform Code for the Abatement of Dangerous Buildings
- Uniform Fire Code

All these codes contain structural requirements for existing and new buildings. The codes are designed to ensure structural integrity during seismic and other hazardous events to prevent personal injury, loss of life, and substantial property damage. To protect public safety, development in Calexico is subject to these codes. Calexico has also adopted a Flood Damage Prevention code and an Earthquake Hazard Reduction in Existing Building Code to address safety issues directly associated with flooding and earthquakes.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND GUIDELINES

The California Environmental Quality Act was adopted by the State legislature to provide public disclosure of the substantial adverse environmental effects of proposed development within the State. The CEQA Statutes (Public Resources Code Section 21000, et seq.) and Guidelines (California Code of Regulations Title 14, Chapter 3, Section 15000, et seq.) include disclosure of and mitigation for safety hazards as environmental impacts. Continued implementation of CEQA will ensure that City officials and the general public have information describing and mitigating potentially significant safety impacts associated with discretionary private and public development projects.

H. SEISMIC HAZARDS MAPPING ACT

Pursuant to the Seismic Hazards Mapping Act, the State Geologist through the California Geological Survey unit of the Department of Conservation compiles maps identifying seismic

hazard zones throughout the State. Development in seismic hazard areas is subject to policies and criteria established by the State Mining and Geology Board. Approval of development located within a seismic hazard area requires the preparation of a geotechnical report and local agency consideration of the policies and criteria set forth by the State (Public Resources Code Section 2690 et seq.). The City requires geotechnical reports for development throughout the City due to the high risk for seismic activity in the area.

I. ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of recently and potentially active major faults. Its main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Alquist-Priolo Zones are usually one-quarter mile or less in width. Proposed development plans within these fault zones must be accompanied by a geotechnical report prepared by a geologist describing the likelihood of surface rupture and other seismically induced hazards.

J. COBEY-ALQUIST FLOODPLAIN MANAGEMENT ACT

The Cobey-Alquist Floodplain Management Act encourages local governments to plan, adopt, and enforce land use regulations for floodplain management in order to protect people and property from flooding hazards. This act also identifies requirements which jurisdictions must meet in order to receive State and financial assistance for flood control.

K. NATIONAL FLOOD INSURANCE ADMINISTRATION PROGRAM (NFIP)

The NFIP which is administered by the Federal Emergency Management Agency (FEMA) provides federal flood insurance and federally financed loans for property owners in flood prone areas. To qualify for federal flood insurance and assistance, the City must identify flood hazard areas (Figure S-2) and implement a system of protective controls. The *Safety Element*, *Land Use Element,* and Title 15, Chapter15.54 of the Municipal Code fulfill these requirements.

L. COUNTY OF IMPERIAL GENERAL PLAN

The County General Plan identifies potential hazards that could impact persons and property in the unincorporated portion of the City's planning area. The City cooperates with the County in emergency situations affecting both jurisdictions and has mutual aid arrangements. Until annexation into the City occurs, unincorporated areas are subject to the County General Plan and other policies addressing safety.

M. CITY OF CALEXICO EMERGENCY DISASTER PLAN

The City of Calexico has adopted a Standardized Emergency Management System (SEMS) Multi Hazard Functional Emergency Operations Plan (SEMS Operations Plan). It provides guidance for the City to respond to extraordinary emergency situations associated with natural disasters, manmade disasters, technological incidents, and war emergency operations within the City. It utilizes the Reverse 911 system and the County Wide Area Code Emergency Broadcasting System. The City also cooperates with the County in emergency situations affecting both jurisdictions and has mutual aid arrangements with the County. The City's SEMS Operations Plan allows it to be prepared to be part of the statewide emergency management system.

ATTACHMENT C
IMPERIAL COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN
GOALS, OBJECTIVES, AND MITIGATION STRATEGIES

The Imperial County Hazard Mitigation Planning Committee developed the following goals and objectives based on the risk assessment studies and selected those that were determined to be of greatest benefit in hazard reduction to the County. The goals, objectives and strategies for Imperial County and the participating jurisdictions are as follows:

Earthquake

Goal 1	**Earthquake Warning System**
Objective 1	To mitigate access issues and improve survivability
Goal 2	**Redundant Communications**
Objective 1	To mitigate access issues and improve survivability
Goal 3	**Additional Back-up Generators**
Objective 1	To mitigate access issues and improve survivability
Goal 4	**Retrofit Bridges**
Objective 1	To mitigate access issues and improve survivability
Objective 2	To minimize disruption to transportation routes when bridges are affected
Objective 3	To minimize the additional cost of fuel for school districts when detour routes are implemented
Goal 5	**Upgrade Water Tanks**
Objective 1	To improve survivability
Goal 6	**Upgrade/Retrofit Critical Facilities (includes URM)**
Objective 1	Bring critical facilities up to current building standards
Objective 2	To mitigate access issues and improve survivability
Goal 7	**Secure/Relocate Transformers**
Objective 1	To mitigate access issues and improve survivability
Goal 8	**Erosion Control**
Objective 1	To mitigate access issues and improve survivability
Goal 9	**Develop a Plan for Supporting the Prison**
Objective	To improve survivability

Flooding

Goal 1	**Drainage Improvements**
Objective 1	Increase capacity of storm drains (West and North End)
Objective 3	Minimize the impact of a flood event
Goal 2	**Road Improvements**
Objective 1	To mitigate access issues and improve survivability
Goal 3	**Develop a Master Drainage Plan**
Objective 1	To mitigate access issues and improve survivability
Objective 2	Minimize the impact of a flood event

Extreme Weather

Goal 1	**Public Education**
Objective 1	Improve public education regarding survivability and continuing functionality during a weather event
Objective 2	Inform public on Heat Centers
Objective 3	Inform public on protection of animals
Goal 2	**Enhancement of Power Infrastructure**
Objective 1	To mitigate access issues and improve survivability
Goal 3	**Drought Mitigation**
Objective 1	Groundwater storage
Objective 2	To improve public education regarding survivability and continuing functionality during a weather event
Goal 4	**Storm Water Management Plan**
Objective 1	To minimize the impact of a flood event
Objective 2	To improve public education regarding survivability and continuing functionality during a weather event

Wildfire

Goal 1	**Vegetative Maintenance and Cleaning**
Objective 1	Reduce impact of wildland fire to infrastructures
Objective 2	To mitigate access issues and improve survivability

Pest Infestation/Non Vectors of Human Diseases

Goal 1	**Increased Monitoring of the Quagga Mussel**
Objective 1	Deter possibility of infestation
Goal 2	**Increased Monitoring of the Hydrilla Plant**
Objective 1	Monitor growth and maintain the Hydrilla plant

Naturally Occurring Biological Threats

Goal 1	**Revise the Influenza Virus Pandemic Plan**
Objective 1	Increase detection, preparedness and responsiveness to potential biological threats
Goal 2	**Work with County Agriculture Department to Ensure Adequate/ Increased Testing for Specific Biohazards**
Objective 1	Increase detection, preparedness and responsiveness to potential biological threats

Dam Failure

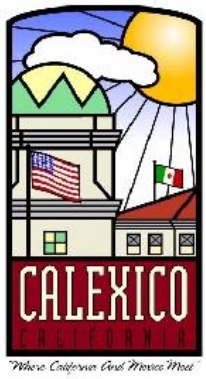
Goal 1	**Develop an Evacuation Plan**
Objective 1	Improve public notification and evacuation programs to mitigate access issues and increase survivability

Hazardous Materials

Goal 1	**Increase/Enhance Training for Major HazMat Incidents**
Objective 1	Educate individuals to prepare for a potential rail incident at transportation off-loading/storage facility
Objective 2	To minimize the impact of a hazardous materials incident
Goal 2	**Enhance Training for All First Responders**
Objective 1	To minimize the impact of a hazardous materials incident mitigate and improve survivability
Goal 3	**Train Individuals with High-Pressure Gas Lines**
Objective 1	Improve public notification and evacuation programs to mitigate access issues and increase survivability
Goal 4	**Increase Training for a Major HazMat Incident at the Tank Farm**
Objective 1	To minimize the impact of a hazardous materials incident

Terrorism

Goal 1	**Increase Public Education and Awareness**
Objective 1	Improve public education regarding awareness and survivability
Objective 2	Increase deterrence and prevention measures
Goal 2	**Protection of Hospitals' Central Plant Operations**
Objective 1	Increase deterrence and prevention measures
Goal 3	**Secure Public Facilities and Resources**
Objective 1	Increase deterrence and prevention measures



9.0 ECONOMIC DEVELOPMENT ELEMENT

City of Calexico

Draft Economic Development Element

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9.1 INTRODUCTION

The Economic Development Element is an optional, not a mandatory, element of the General Plan. By promoting economic development the Element contributes to creating a prosperous Calexico.

A central component of the City's planning effort is economic development. Economic development is the sustained creation of community wealth and the generation of tax revenues through the retention, expansion and development of diversified business opportunities that are compatible with the environment, community values and community vision. The development of a strong Calexico economy is essential to providing employment opportunities and tax revenues to underwrite the cost of municipal services. Robust community economic activity will create a sustainable quality of life for Calexico.

9.2 CALEXICO AND THE REGIONAL ECONOMY

Calexico's economy is an integral part of a regional economy that includes Mexicali and the Imperial Valley communities. That makes Calexico's workforce vulnerable to adverse economic events outside of their or the City's control. According to the Southern California Association of Government's (SCAG) *2015 Imperial County Economic Forecast*, two significant changes in the Imperial Valley occurred in 2014:

- In April 2014 National Beef, located in Brawley, ceased operations and moved out of California. The closure resulted in the complete elimination of beef-livestock production and over 1,300 direct jobs (approximately $40 million annually in direct wages). As only one-third of National Beef's employees both lived and worked in Brawley, undoubtedly some of the workers who lost their jobs live in Calexico.
- A new $78 million privately operated federal detention center opened near Calexico (781 beds) while a smaller (544 bed) and older facility closed. There was a net job loss of about 255 jobs as the new facility is more modern and efficient, thereby eliminating the need for as many security guard positions. Overall the new facility has an estimated economic impact on the regional economy of $23.6 million while the previous facility had an impact of $69.3 million. This is a net loss to the region's economy of $45.7 million annually. This may be mitigated long-term as the new facility has the ability to double its size within the existing land footprint and development entitlements.

SCAG's economic forecast found that:

> Imperial County has historically struggled with a high rate of unemployment. As of September, 2014 (the latest number available), the unemployment rate in Imperial County was 23.9%. This figure is down from 26.3% at this time in 2013 and from historic highs of as much as 32% during the "Great Recession". Puzzling in the analysis is that while the rate of unemployment remains high, the actual number of persons employed has steadily increased over the last few years. This is a statistical anomaly when compared to many other regional or sub-regional economies throughout Southern California. In fact, the September 2014 data shows 60,100 persons employed (out of a total labor force of 79,100). This is 3,900 MORE jobs than in 2008 (the previous high for the region was 56,200). This also means that when comparing constant periods (September 2013 to September 2014 to allow for the seasonality found in Imperial

County employment), 4,300 more people are employed in the region today than just one year ago.

Our analysis is that unemployment rates have "topped out" and are likely to stay in the mid 20% range. This said, while the regional economy survived two (2) major employment adjustments in 2014 (National Beef and replacement of a federal detention facility), the resiliency of the Imperial County region can ill-afford to be tested further in the near future.

It also appears as though the number of persons in the labor market is increasing again, after peaking a few years ago. We continue to believe that this is based on the number of persons "re-entering" the workforce in Imperial County whom had previously returned to Mexico (namely Mexicali) during the economic downturn.

SCAG has often posed the question to regional economists, "When will the County recover the jobs lost in the economic meltdown of 2007-2009?" In the case of Imperial County, the jobs lost were restored two (2) years ago. Today, there are 3,900 MORE jobs in the Imperial Valley than there were in 2008 (the previous peak). The question that should continue to be asked is, "When and how will the Imperial County economy be such that unemployment rates, general economic opportunity and poverty rates are at the statewide average?"

9.3 CURRENT PROJECTS IN THE PIPELINE

Calexico has several projects underway that will trigger economic development and enhance community wealth. The paragraphs below describe some of these projects.

9.3.1 Calexico Land Port of Entry (LPOE) Modernization and Expansion

The LPOE is the main border crossing linking the important Imperial Valley agricultural industry to the State of Baja California. The port processes about 11,000 northbound vehicles and 12,000 northbound pedestrians daily. The existing pedestrian and vehicle inspection facility, built in 1974, cannot accommodate existing traffic loads and security requirements. To increase vehicle and pedestrian capacity and support the Department of Homeland Security's ability to conduct its rapidly changing mission, the United States General Services Administration (GSA) is reconfiguring and expanding the existing port.

Because the LPOE is a critical engine of the Calexico-Mexicali Region, the modernization and expansion project includes the following key Phase 1 improvements:

- 10 new northbound privately owned vehicle (POV) inspection lanes
- 5 new southbound POV inspection lanes
- Secondary inspection areas serving the new northbound and southbound lanes, as well as a headhouse (command center) and a bridge carrying southbound traffic across the New River before entering Mexicali

Phase 1, costing approximately $100 million, is projected to be completed by January 2018.

Phase 2, which is not yet funded, will include additional sitework, demolition of the existing port building, a new pedestrian processing facility, administrative offices, five southbound POV inspection lanes with canopies and booths, and six additional northbound POV inspection lanes.

Exhibit EDE 1
Calexico Port of Entry
Phase 1 Completed

The *Draft Environmental Impact Statement* describes the positive job generating impacts of the LPOE Project:

- Construction of the project is anticipated to span a period of 24 months requiring a range of 40 to 60 employees, depending on the construction phase. The construction workforce would include both skilled and non-skilled workers. For construction employment, the combined direct and indirect effects would result in an increase of 77 jobs within the region.

- The current permanent workforce is 232 employees. Up to 200 new, permanent employees are foreseen to be required to operate the expanded facility. The combined direct and indirect effects would result in an increase of approximately 255 jobs.

A maximum of 60 temporary housing units would be required during the construction phase of the project and a maximum of 200 housing units would be required for the operations phase.

9.3.2 Calexico Intermodal Transportation Center

The purpose of this project is to determine the feasibility and preferred location for a new Intermodal Transportation Center (ITC) in downtown Calexico. The LPOE is one of the three busiest ports in the nation. Over 26,000 pedestrians travel through this port, north and south bound daily from Mexico to work, shop, visit family and for business. That number is expected

to increase and the planned LPOE improvements to vehicular and pedestrian facilities are proposed to alleviate traffic congestion and wait times.

The goal of the ITC analysis was to determine the most convenient and efficient approaches to co-locate multiple transportation providers in one location near the border. Currently, transportation providers are dispersed across downtown Calexico which has created traffic and safety impacts. The study also examined alternate locations that could potentially serve multi-transportation services to accommodate the region's unique needs. The study also reviewed designs and locations that compliment and leverage investments in the Calexico West LPOE Expansion and Modernization planned by the GSA and U.S. Department of Homeland Security as well as reviewing traffic circulation, passenger security, comfort and amenities, environment and economic impacts.

The final site recommendation is located on the block of E. 3rd Street, between Rockwood and Heffernan Avenues.

9.3.3 Gran Plaza Retail Center

City efforts were essential to expanding retail choices, increasing jobs and enhancing sales tax revenue. In 2004 the Charles Company purchased approximately 70 acres south of the Calexico International Airport to develop a retail center that would attract shoppers crossing the border between California and Mexico. In February 1, 2012 the City agreed to assist the project through the creation of a Community Facilities District (CFD). The City's contribution to Gran Plaza, through the CFD, is a sales tax sharing agreement. Under the terms of this agreement, the City agrees to contribute sales tax back to the developer for debt service on the CFD bonds, if the sales tax generated by the project exceeds $300,000 per year. The City has no liability or obligation to pay debt service on the CFD bonds. The ultimate collateral that secures the bonds is the land and improvements of the Gran Plaza.

Phase 1 opened on November 15, 2013. Gran Plaza will comprise 561,650 square feet of commercial space and generate 1,000 jobs (per *Calexico Gran Plaza Draft Environmental Impact Report*, September 2010, page 4-2).

9.3.4 Gran Plaza Phase 2 Power Center

The Power Center is the latest phase of the overall Gran Plaza commercial center development, and it will consist of approximately 1,069,400 square feet of floor area within (approximately) 25 buildings, which will be constructed in two phases:

- Phase 2A will consist of approximately 277,000 square feet of floor area and 12 buildings. Phase 2A will be located within the eastern portion of the project site.
- Phase 2B will consist of approximately 13 buildings with a total floor area of 792,400 square feet. Phase 2B will be located in the westerly portion of the site.

The Power Center will generate approximately 3,200 jobs (per *Gran Plaza Phase 2 Power Center*, Final Environmental Impact Report, June 8, 2015, Section 4, page 206).

9.3.5 Calexico Downtown

Three projects are underway (summer 2015) in the Downtown that will improve the area and provide additional retail opportunities. The Western Auto building is being renovated for retail activities. Plans have been approved and permits are being issued. In addition, plans have been approved and permits have also been issued for the renovation of the old Melrose building. Plans are also under review for a 19,000 square foot shell building.

9.4 ECONOMIC PROFILE

Attachment A includes 11 statistical tables which provide an economic profile of Calexico. The economic profile contains information on the following economic indicators:

- Employers
- Labor Force, Employment and Unemployment
- Education
- Household Income, Poverty and Benefit Indicators
- Housing
- City Tax Revenues

9.4.1 Employers

The State Department of Economic Development (EDD) created a custom excel employer database for the City. The Employer Database contains information on each *employer* located within the City of Calexico. There are an estimated 1,060 employers in Calexico and approximately 6,200 to 14,200 persons employed in 20 industry sectors and 158 industry sub-sectors. Retail Trade has the highest number of employers (266) and the highest number of employees. Educational Services has 24 employers and second highest number of employees. Accommodation and Food Services has 61 employers and the third highest number of jobs.

Refer to Table EDE 1.

9.4.2 Labor Force, Employment and Unemployment

The civilian labor force is all people classified as employed or unemployed. The total labor force includes civilian plus all active duty members of the U.S. Armed Forces. Employed means persons 16 years of age and older who did any work at all at the time they were surveyed.

The labor force participation rate represents the proportion of the population that is in the labor force. For example, if there are 100 people in the population 16 years and over, and 64 of them are in the labor force, then the labor force participation rate for the population 16 years and over is 64%.

Unemployment is high in Calexico as it is in other Imperial Valley communities. The unemployment rates ranges between 21.3% and 24.6% according to estimates of the American Community Survey and State Economic Development Department.

Unemployment rates vary by age group. The age groups 16-19 and 20-24 experience the City's highest unemployment rates, 66.2% and 37.1%, respectively. The labor force participation rates of Calexico's 16-24 year olds is comparable to that of California as a whole; however, the City's unemployment rate for these two age groups is twice as high as the State's.

Refer to Tables EDE 2, 3 and 4.

9.4.3 Education

Educational attainment typically leads to higher employment rates and higher earnings. According to SCAG's *2015 Imperial County Economic Forecast*:

- Persons with a high school diploma make twice as much as a person without
- College graduates (on average) make twice that of someone with only a high school diploma and four times as much as someone that dropped out of high school

The percentage of the City's population with a Bachelor's, Graduate or Professional Degree (14.2%) is higher than that of rest of Imperial County (13.0%) but less that of the State (30.5%).

Refer to Table EDE 5.

9.4.4 Household Income, Poverty and Benefit Indicators

The median income of all households is $33,327. The poverty rate is just above 27% and almost 24% of all households receive Food Stamp/SNAP benefits. Additionally, almost 38% of all households received Social Security Income.

Actions and projects to create a prosperous Calexico will elevate household incomes, reduce poverty, and lower the percentage of families receiving assistance.

Refer to Table EDE 6.

9.4.5 Housing

Almost 11,000 housing units comprise the City's housing stock. The vast majority of the housing stock – 68% - is single-family detached dwelling units. Dwellings in multi-family structures of 5+ units comprise 15.2% of the housing stock.

The median price of homes has not returned to the peak experienced in 2006. The median price of all homes sold in 2014 was $176,250 compared to $300,000 in 2006. Moreover, fewer homes were sold in 2014 (203) than in 2006 (452). These numbers have adverse consequences on the residential sector's contribution to the property tax base.

Refer to Tables 7 and 8.

9.4.6 City Tax Revenues

The projects underway and planned will reverse declines in the net taxable assessed value that occurred each year from 2009/10 through 2013/14. Almost 85% of the decline was due to the residential sector which had a low volume of sales and depressed sales prices.

Likewise, the Gran Plaza and Gran Plaza Phase 2 Power Center together with a revitalized Downtown and a continuing economic rebound will increase taxable sales and sales tax revenue.

Refer to Tables EDE 9, 10 and 11.

9.5 GROWTH FORECAST

Attachment B includes seven statistical tables which describe forecasts for the following:

- Population, Households and Employment
- Commercial and Industrial Space Projections
- Commercial and Industrial Jobs Forecasts

9.5.1 Population, Households and Employment

According to SCAG projections, Calexico will have the largest population of all Imperial County cities sometime in 2020 or soon thereafter. SCAG produces "official" projections of population, household and employment growth. According to the SCAG projections Calexico will experience – between 2015 and 2035 – a net increase of almost 21,800 households, 8,500 households and 6,200 jobs.

According to the State Department of Finance (DOF), Imperial County will have an incremental increase of 29,600 households between 2015 and 2035. Calexico over the years has captured approximately 33% of the County's household growth. Thus, the City could experience a demand to accommodate an additional 9,700 households over the next 20 years.

Build out of all residential land with the City will result in the construction of almost 7,000 housing units. The pace of actual construction in response to housing demand is unknown at this time. However, there is no need at this time for the City to designate additional lands for housing development as there are currently (summer 2015) no major housing developments under construction. Build out of approved projects and development of vacant residential land yields almost 7,000 housing units.

Refer to Tables EDE 12, 13 and 14.

9.5.2 Commercial and Industrial Space Projections

Build out of all commercial space within the City limits yields an estimated 4,144,401 square feet plus 166,000 square feet for the Health Services Center located in Mega Park and 400 hotel rooms.

Commercial space will be developed in approved projects including 111 Calexico Place, Mega Park, Palazzo, La Jolla Palms, Venezia, Riverview, Calexico Gran Plaza Phase 1 and Calexico Gran Plaza Phase 2 Power Center.

Refer to Table EDE 15.

Build out of all industrial space within the City limits yields an estimated 4,290,237 square feet. This amount of industrial space will be developed in Mega Park, TownCenter Industrial Center, and one vacant industrial site and one vacant business park site.

Refer to Table EDE 16.

9.5.3 Commercial and Industrial Jobs Forecasts

Some 7,750 jobs will be created by the commercial development of approved projects and development of other commercial sites.

An estimated 2,110 jobs will be generated by the industrial/business park development on approved project and other industrial sites.

Thus, the build out of commercial and industrial sites located within the City limits will generate almost 10,000 jobs.

Refer to Tables EDE 17 and 18.

9.5.4 Summary

Build out of the residential land located within the City limits will yield at estimated 6,857 housing units and 6,514 households. (The number of households accounts for a 5% vacancy rate.) Calexico's population will increase by an estimated 22,800 persons (3.5 persons per household) at build out. The City's total population may be as high as 63,800 people (current population of 41,000 + 22,800).

Based on an overall labor force participation rate of 40%, an estimated 25,520 persons would be in the labor force (.40 x 63,800). At build out the City is projected to have 22,300 jobs of which nearly 10,000 will be new jobs. Currently, 35% of the labor force both lives and works within Calexico. The new jobs:

- Will likely enable more residents to find work within the City
- Reduce the high unemployment rate
- Provide job opportunities to families who move to Calexico (as new housing is built)

9.6 ECONOMIC DEVELOPMENT NEEDS AND OPPORTUNITIES

General economic development needs and opportunities are discussed in terms of:

- Calexico Downtown
- Business Retention and Expansion
- Business Promotion and Attraction
- Labor Force Development

9.6.1 Calexico Downtown

The downtown retail area is predominantly located along East 2nd Street between Imperial Avenue and Mary Avenue. The five block area has a very high density of retail stores. There are also additional retail stores located along 1st Avenue and the connecting Rockwood and Heffernan Avenues. There are also a few retail stores located along 3rd Street. There are two grocery stores operating on 2nd Street. Numerous chain retailers and larger apparel stores also currently operate in Downtown Calexico.

The retail businesses within Downtown Calexico rely on Mexicali residents that cross the border on foot for their primary customer base. Many Mexicali residents cross the border for day

excursions to Downtown Calexico. Some pedestrian visitors use the Wal-Mart-provided shuttle or other bus service to shop at locations outside of the downtown area.

The majority of the buildings within the downtown retail area are relatively old (typically fifty years or older) and have not been significantly upgraded or redeveloped. Despite the often outmoded and/or poor condition of many of the stores, rental rates for many properties nonetheless remained relatively high, supported by the relatively high sales volumes that the sub-discount price retailers have been able to obtain from sales to pedestrian visitors from Mexicali.

At the time of the April 2010 earthquake, the retail area was fully occupied. As a result of the earthquake damage, many Downtown Calexico retail stores have very recently been demolished or become vacant. Numerous vacant lots have been cleared and many retailers have moved out of buildings, which will require repair before they can be reoccupied.

In July 2009 a *Calexico Downtown Plan* was completed. The Downtown Plan Citizen Committee developed the following goals to create the Calexico downtown desired by the City's residents.

- Restore commercial prosperity to the downtown area
  - Create a vibrant environment that provides for the shopping, eating and entertainment needs of the community.

- Integrate parks and plazas into the fabric of downtown
  - Because downtown enjoys high foot traffic, provide pedestrians new and improved places to gather, places to play, and places to sit a while.

- Enhance transportation options
  - Create easy opportunities for bus, taxi, walking and automobile travel and create seamless connections between them.

- Improve circulation of traffic into downtown
  - Provide signage and easy turns into downtown from Imperial and new border crossing alignment.

- Beautify the downtown area
  - Enhance the pedestrian environment so that walking is safe and enjoyable.

- Integrate housing into and around the downtown core
  - Add residents downtown to keep it bustling during the day and into the evening.

Housing was considered by the Citizen Committee as an integral component of a thriving downtown. That way when the businesses close up at the end of the work day there are still people downtown.

The *2007 General Plan* supports mix-use development. The General Plan states:

> Residential uses may be integrated into the upper floors of structures developed for retail or office uses on the lower floors or freestanding on the same site.

The Zoning Ordinance does not support Downtown mixed use development. To illustrate the separation instituted in the current code it is required in all commercial zones (which downtown is) to build a six foot masonry wall between residential and any commercial use.

Thus, the Zoning Ordinance should be updated to enable mixed use development in Calexico Downtown.

9.6.2 Business Retention and Expansion

Three primary sources of job growth exist in every community: incoming new business, existing business expansions and start-up operations. The surest path to economic stability is pursuing all three.

There are an estimated 1,060 employers located in Calexico. In early 2015, several businesses closed shop and three bank closures were announced.

The retention and expansion of existing businesses is of vital importance to the City's long term economic prosperity.

Retaining existing businesses keeps in town essential services such as banking, avoids job losses, and prevents the unemployment rate from going higher than it already is.

At that same, Calexico's economic health depends also on the growth and expansion of existing businesses.

Currently, the City does not have specific information on neither the future plans of existing businesses nor whether they regard the future with optimism or pessimism. The City has an employer data base that contains the following employer-specific data:

- North American Industry Classification System (NAICS) 6 digit code
- Industry description (sub-sector title)
- Business name
- First and last name of contact person
- Contact title (owner, manager)
- Employer address
- Phone number
- Employee size range

The excel employer database provides the City with the following opportunities:

- Identify the specific location of each employer (using the address to pinpoint on a map)
- Monitor the continued existence of the employer through field checks and/or telephone calls
- Conduct surveys to estimate the exact number of employees (mail-out or telephone surveys)
- Conduct surveys of business plans (expansion, contraction, optimism, etc.) through mail-out surveys or telephone calls
- Update the Employer Database on a quarterly and/or annual basis.

9.6.3 Business Promotion and Attraction

Creating new business opportunities begins with the approval of new commercial, business park and industrial economic development projects. The City's approval of several major development projects creates for incoming businesses the opportunity to find a welcoming home in Calexico.

The approved commercial, business park and industrial space will provide enormous opportunities for businesses to open shop in Calexico including entrepreneurs. There is a need to promote Calexico and attract new physical development within the City on land planned for commercial, business park and industrial development.

Among the ongoing business promotion efforts are:

- The Calexico Business Improvement District (BID) annually levies a $100 assessment of each business located within Zones 1 and 2 of the BID boundary map. The 2015 BID budget was $59,000 which included a carryover of $19,000. The funds are exclusively for the promotion, marketing and advertising of professional and retail businesses located in the BID.
- The Border Economic Development Task Force was created by the City of Calexico and the Industry Development Commission of Mexicali. The Task Force was created in March 2015 to promote business opportunities in the Calexico-Mexicali area. The specific goal is to promote more investments and to help the existing ones to grow. Thirteen members comprise the Task Force, including City Council members.

9.6.4 Labor Force Development

Approximately 21% to 24% of the City's labor force is unemployed. Some members of the labor force lack the skills to compete for jobs that become available through growth and replacement needs.

The *2013-2017 Strategic Workforce Development Plan* found many Imperial County job seekers experience one or more barriers to attaining education, skills or training that are needed for employment. This can make finding or keeping a job more difficult. Among the barriers that pose the greatest difficulty for Imperial County jobseekers are poor English skills and the socio-economic disadvantages arising from poor immigrant background. Fifty percent of Calexico's population 5 years and older speak English less than "very well." Thirty percent of the population 25 years and older have less than a 9th grade education. Thus, training and education would improve their ability to compete for available jobs.

Several organizations in the County have supported training and educational programs for workforce development in growth and emergent industry sectors including the Workforce Development Board (WDB), One-Stop Centers, CalWORKS, Imperial Valley Regional Occupation Program (IVROP), State Employment Development Department (EDD), Imperial Valley College and San Diego State University – Imperial Valley (SDSU-IV). The WDB recognizes that the key to successful training and education is coordination with industry needs.

The *Imperial County Comprehensive Economic Development Strategy* identified five job categories as having a reasonable match for the workforce of Imperial County. Various educational and technical training is available to develop the specific skills sets for members of the County's workforce. Based on current demographics and education levels the following five

career fields represent the most likely economic prosperity for Imperial County over the next five years: energy generation, agribusiness, medical and medical support, warehouse/distribution/transportation, and general customer service.

9.6.4.1 Energy Generation

Imperial County has long been able to produce energy through geothermal activity. This coupled with emerging wind and solar technologies should help to create additional opportunities in what are considered to be very technical, and therefore, higher paying positions. There are two potentials for Imperial County with respect to these jobs: 1) education/training/hiring within the County, thereby creating a new class of worker that is spending and investing within the region and 2) importing skilled labor for these positions. San Diego State University's Imperial Valley campus (SDSU-IV) and Imperial Valley College (IVC) have both created programs to educate and train individuals so they can fill positions in the energy generation career field.

Educational levels desired to qualify based on job type: High School Diploma/GED with technical training to advanced engineering/management degree.

9.6.4.2 Agribusiness

According to the 2013 Agricultural Crop and Livestock Report, the total Imperial County gross agricultural production value in 2013 was approximately $2.15 billion. This is a 10.93% decrease compared to the 2012 gross value of $1.94 billion. The main reason for this increase include a general increase in yields and market prices; the addition of new commodities such as the new high value vegetables in the "Misc. Vegetable" category and much improved demand for winter produce compared to 2012.

Educational level desired to qualify: high school or GED and On-the-Job Training.

9.6.4.3 Medical and Medical Support

The growth of Imperial County is demanding an increase in the amount of medical services which are provided to its population. This demand is creating opportunities in a variety of medical fields including doctors, nurses, allied, and technical support staff.

Educational levels desired to qualify: High school diploma for entry-level support through advanced doctoral for specialized medicine.

9.6.4.4 Warehouse/Distribution/Transportation

It is reasonable that the region can position itself to warehouse products pre- and post-maquiladora manipulation. The types of positions that come with these activities include truck drivers, material handlers (also forklift operators) and inventory staff.

Educational levels desired to qualify: High school diploma or GED for entry level with specific training for truck driving (professional training) and specific training for inventory-type positions.

9.6.4.5 General Customer Service (for all positions)

The *Economic Development Strategy* found that retail and service personnel throughout the region lack basic customer service skills. A competitive economy demands that customers receive the highest level of service available. It then follows, that IVROP, IVC, WDB or other training providers could partner with major retailers, automotive dealerships and other businesses to provide direct customer service training.

A short-term academy type of system would allow for the continuous training of thousands of workers per year.

9.6.4.6 New and Replacement Jobs Requiring an Associate's or Bachelor's Degree

Besides the above, there are employment opportunities in occupations that require an Associate's Degree or Bachelor's Degree. The State Employment Development Department (EDD) has prepared the following forecast of the largest growing occupations for *new jobs and replacement needs* in Imperial County between 2012 and 2022:

Associate's Degree

- Registered Nurses 320 jobs
- Preschool Teachers, except Special Education 60 jobs

Bachelor's Degree

- Elementary School Teachers, except Special Education 390 jobs
- General and Operations Managers 220 jobs
- Accountants and Auditors 180 jobs
- Compliance Officers 150 jobs
- Secondary School Teachers, except Special and
- Career/Technical Education 120 jobs

The median earnings of the Calexico workforce with an Associate's Degree or Bachelor's Degree is almost twice that of a worker who did not graduate from high school and approximately $5,000 more per year that someone who graduated from high school.

9.7 GOALS. OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

This part of the *Draft Economic Development Element* presents goals, objectives, and policies for the following:

- Calexico Downtown
- Business Retention and Expansion
- Business Promotion and Attraction
- Labor Force Development

Part 9.7.5 describes concrete Implementation Measures that are geared to achieving the stated goals, objectives and policies.

9.7.1 Calexico Downtown

Goal: Restore Calexico Downtown as a special multi-functional district that is full of life, people, opportunities and thriving businesses, both now and long into the future.

Objective: Create a Downtown Mixed Use Zone and other incentives to stimulate new development and the revitalization of Downtown Calexico.

Policies:

- Revisit the *Calexico Downtown Plan to* select "catalyst" ideas that would generate momentum for Downtown development and revitalization.

  (The City Staff, Business Improvement District (BID), Economic Development Commission, Chamber of Commerce and Downtown Plan Citizen Committee could engage in discussions regarding ideas that could serve as a catalyst to restoring Downtown as a special place in Calexico.)

- Renovate currently unused second floors of existing Downtown buildings.
- Encourage restaurants, bars, entertainment and theatres through zoning changes.
- Allow housing in Downtown.
- Allow multi-story, mixed-use buildings outright.
- Incorporate arts and cultural development into the Calexico Downtown Plan.

Exhibit EDE 2 shows the boundaries of Calexico Downtown.

Exhibit EDE 3 shows a concept plan for the location of land uses – including mixed use – in Calexico Downtown.

Exhibit EDE 4 shows a mixed use development concept for 2nd Street and Heber Avenue.

Exhibit EDE 2
Calexico Downtown

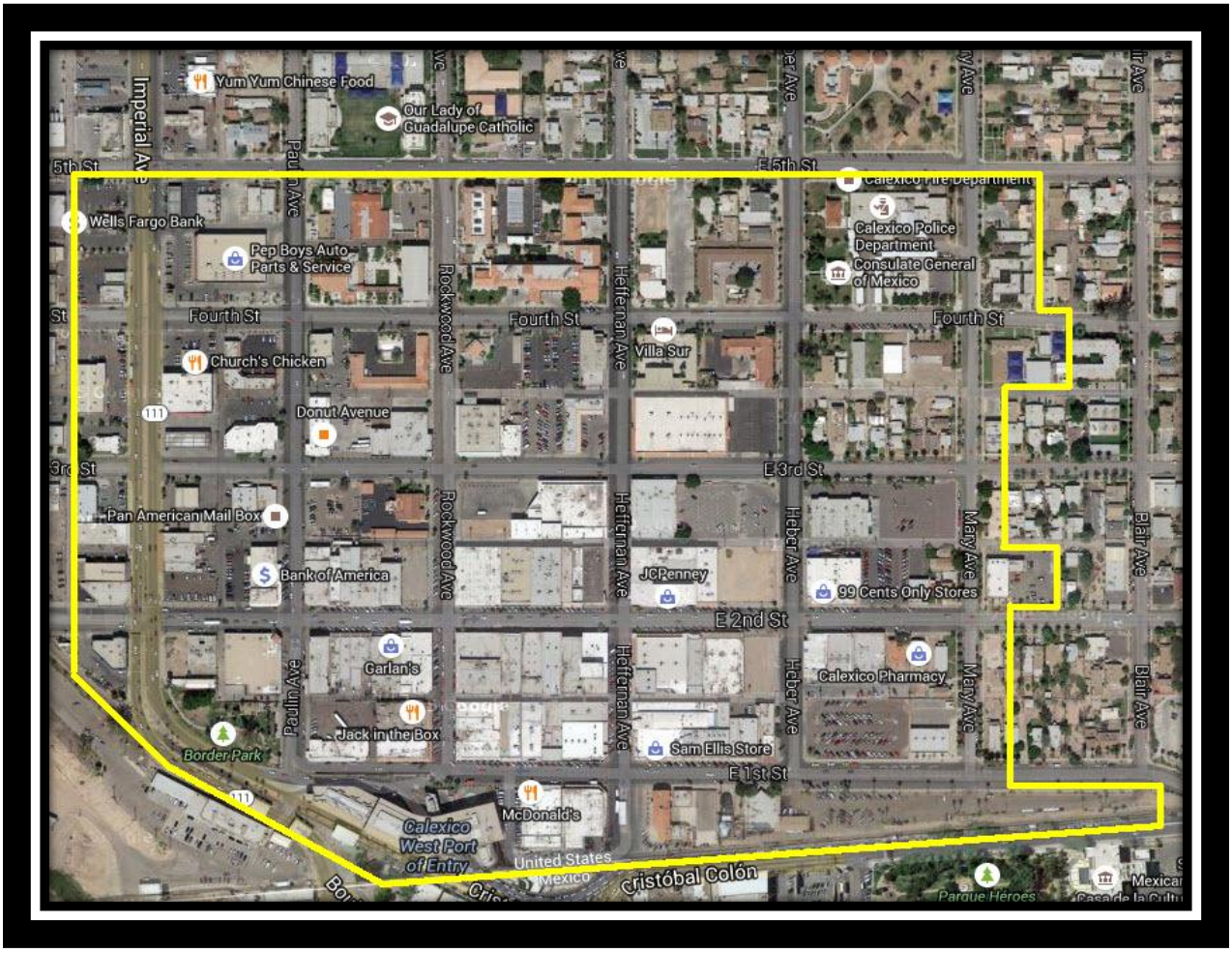


Exhibit EDE 3

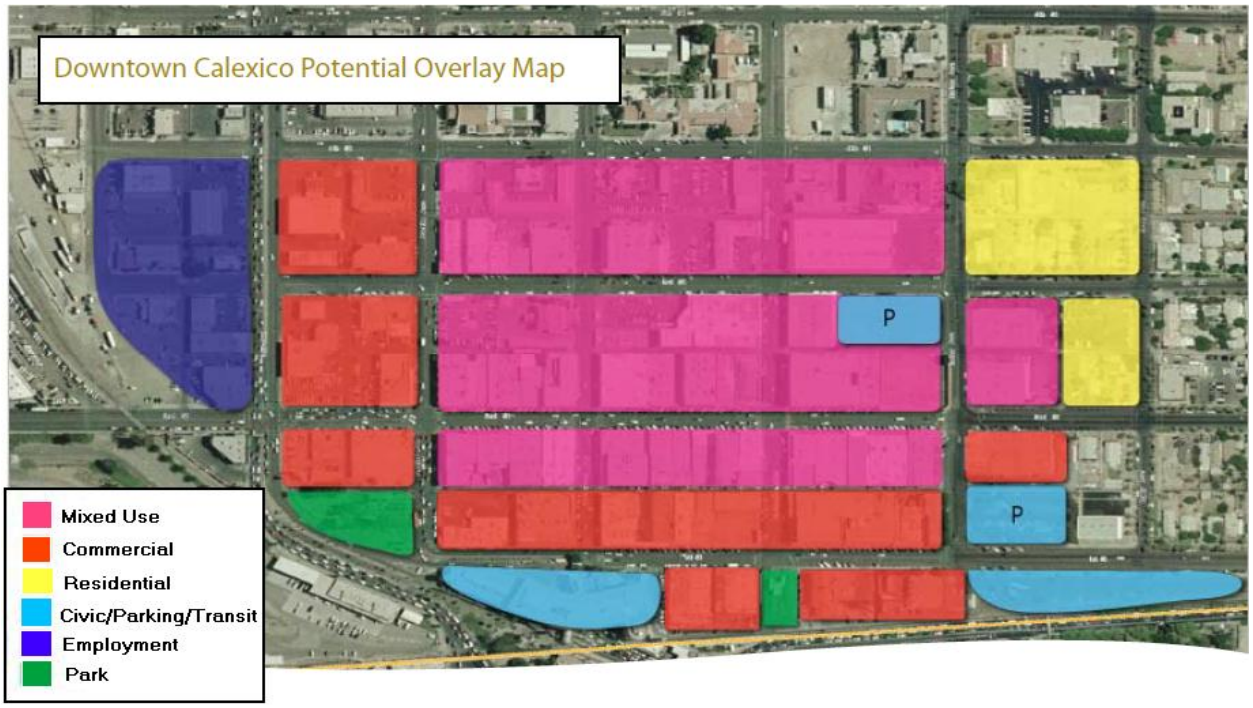
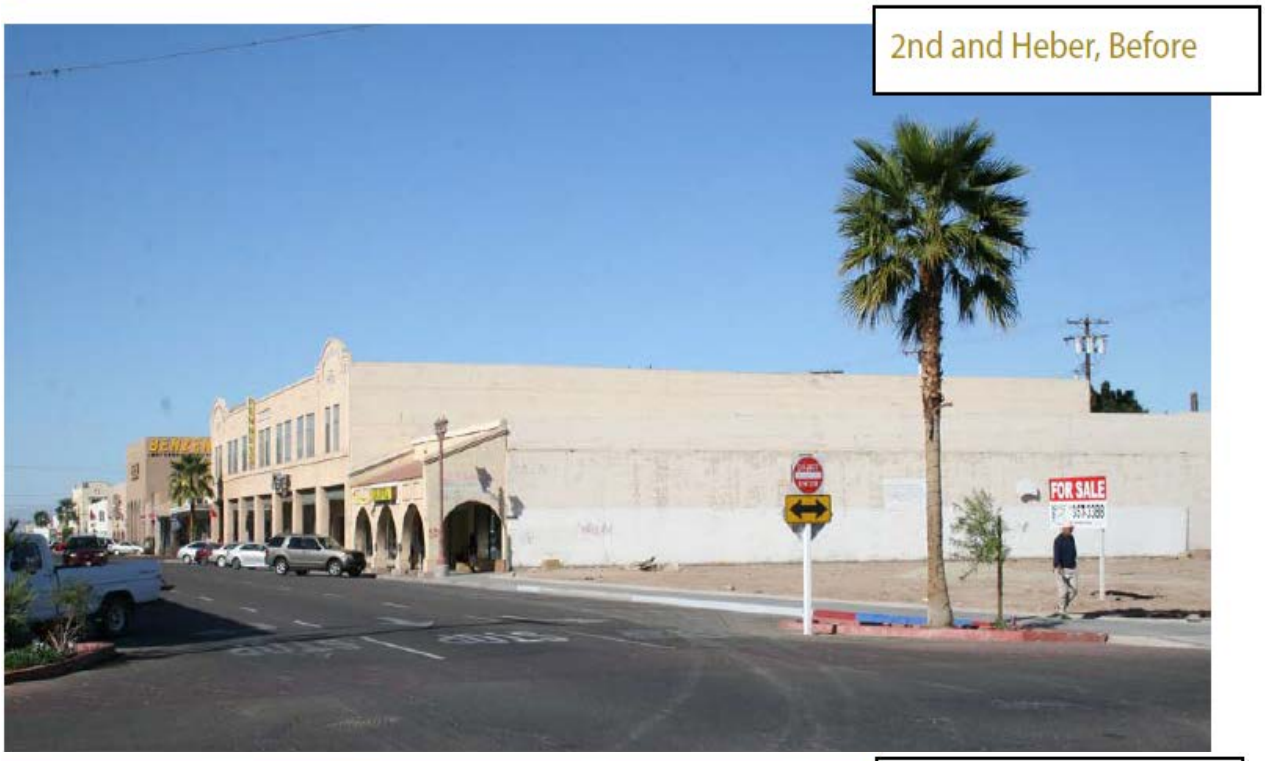


Exhibit EDE 4
2nd and Heber Before and After



9.7.2 Business Retention and Expansion

Goal: Maintain and enhance the prosperity of existing businesses.

Objective: Avoid the loss of businesses necessary to the economic well-being of Calexico.

Policies:

- Maintain and enhance the positive pro-business approach of City staff.
- Conduct business outreach and visitation to ensure constant communication and feedback with the business community (i.e., current operations, future needs, space requirements, etc.).
- Assist businesses in their efforts to influence legislation in order to make Calexico an attractive place to do business.
- Survey businesses to determine plans for changes or expansions and their sense of optimism or pessimism.
- Retain and expand businesses by supporting technical assistance to microenterprises including counseling, marketing, and accounting, writing a business plan and managing a business.
- Prepare microenterprise business owners to operate, manage and finance their small businesses.
- Ensure commercial properties are well-maintained.
- Continue active involvement with the Calexico Chamber of Commerce and other business groups.
- Participate with the Imperial Valley County Economic Development Corporation and other partners to assist and retain existing businesses.

9.7.3 Business Promotion and Attraction

Goal: Promote a healthy and diversified economic base by continuing to welcome Mexico's resources and attracting quality businesses to approved developments such as 111 Calexico Place, Mega Park, Gran Plaza Phase 1 and Gran Plaza Phase 2 Power Center.

Objective: Increase the number of businesses located in Calexico by 20% by 2020 and 50% by 2025.

Policies:

- Conduct a full range of economic development activities, including marketing and promotion, research, Task Force and Commission meetings and other efforts to attract new business and industry to Calexico.
- Work with real estate brokers representing vacant properties to assist them with business attraction efforts.
- Work with owners and real estate brokers to identify what the City can do to help in the marketing and sale of commercial real estate.
- Post on the City's website information on key vacant sites and development opportunities.
- Establish a Development Review Committee (DRC) to fast-track development applications.

- Explore tourism opportunities as a business attraction mechanism with the Calexico Chamber of Commerce.

9.7.4 Labor Force Development

Goal: Achieve a labor force with the skills needed to fill existing, new and replacement jobs.

Objective: Contribute to a reduction of Calexico's unemployment rate to 15% by 2020 and 10% by 2025

Policies:

- Work with the Imperial County Workforce Development Board, Imperial Valley College, San Diego State University-IV and other partners to develop a skilled labor force including, but not limited to, high tech training.
- Work with Calexico Unified School District to identify how the City could help to increase high school graduation rates and enrollment in college.
- Conduct research on the middle income jobs that may emerge due to growth and replacement needs.
- Continue participation with the Imperial Valley Work Study Program which provides eligible students with the opportunity to perform work that is in the public interest. (Trainees work in areas such as general office work, assisting in recreation activities, adult literacy, and library activities.)
- Develop and recruit new businesses that create job opportunities and utilize local skills.
- Provide quality housing for the workforce that will be attracted to the City.

9.7.5 Implementation Measures

This part describes implementation measures that are specific and, upon completion, would lead to tangible results – meaning economic growth and prosperity.

9.7.5.1 Zoning Ordinance Update

The Zoning Ordinance is outdated and should embody more modern thinking regarding smart growth and good design. In some ways, the Zoning Ordinance could be considered an impediment to economic development. Although the entire Zoning Ordinance should be updated, the immediate focus should be on the following:

- Remove impediments to mixed use development by creating a Downtown Mixed Use Zone and a Mixed Use Overlay Zone that could be applied to other sites located in Calexico.
- Encourage Business Park development by creating a Zone District that implements the purpose and intent of the Land Use Element BP category.
- Work with representatives of approved developments to identify the Zoning Ordinance changes that should be made for purposes of facilitating development, encouraging good design, and creating opportunities for entrepreneurs.

9.7.5.2 Land Development Manual

The City will develop a user-friendly Land Development Manual that outlines all the City's permitting processes in an easy-to-follow format. This Land Development Manual will be particularly helpful to the small business owner/entrepreneur as they try to navigate the City's permit processing system.

The Land Development Manual will provide information to assist in the processing and review of applications. The Manual will provide information on the following:

- Requirements for the submittal of applications, including the identification of required fees and deposits.
- Development standards and guidelines used in the review of applications.

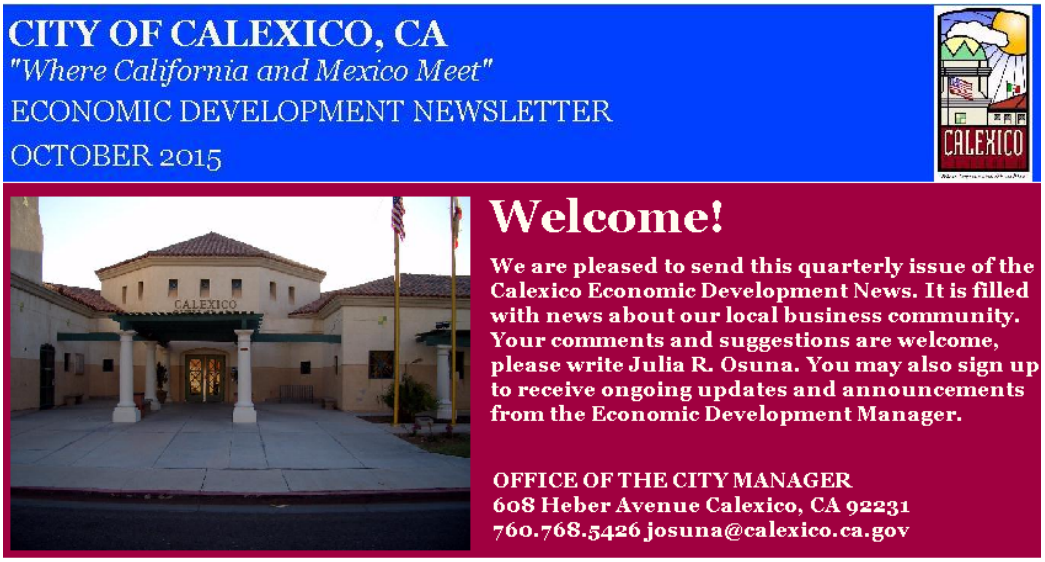
9.7.5.3 Quarterly Newsletter

Information is essential to achieving the City's goal to attract investment to Calexico. One very important way to disseminate information is via a quarterly newsletter.

The City will prepare a quarterly newsletter that includes information such as the following:

- Labor force skills
- Profiles of local business owners
- Property and site profiles
- Maps
- Dates of key events
- New business openings
- Business recognition

The Newsletter will be distributed to businesses, investors, real estate brokers, and developers located in Calexico, Mexicali, Imperial Valley and elsewhere in southern California. Below is an example of a newsletter:



9.7.5.3 Business Retention and Expansion Program

The City will develop a formal BR & E Program to attain the following objectives:

- Detect early and identify problems that could cause employers to leave town
- Identify opportunities to help companies expand in Calexico
- Build relationships with company owners to promote a sense of loyalty

The successful BR&E Program will serve the following key purposes:

- To demonstrate to existing firms that the City appreciates their contribution to the local economy
- To encourage expansion that leads to sustainable job growth
- To help businesses solve their problems and challenges
- To assist local businesses in gaining awareness of available resources
- To develop collaborative relationships for participating in comprehensive long-range retention and expansion activities
- To build the community capacity and cooperation to sustain growth and development activities
- To provide better information and understanding for all local leaders of the strengths and weaknesses of the business climate

9.7.5.4 E-Mail Communication

Ongoing, real-time communication with the business community is probably a prerequisite to achieving the City's aspirations for economic development. The City will utilize the State Employment Development Department (EDD) custom prepared Employer Data Base to compile the e-mail addresses of local businesses. The e-mail compilation will enable the City to maintain communication with existing businesses and to transmit information regarding City policies, business assistance programs and other economic development initiatives.

ATTACHMENT A
ECONOMIC PROFILE

Table EDE 1
City of Calexico
Summary of Employers and Employees by Industry Sector: March 2015

Industry Sector	Number of Employers	Range Employee
Agriculture, Forestry, Fishing and Hunting	7	28-58
Utilities	6	126-299
Construction	20	95-215
Manufacturing	28	117-277
Wholesale Trade	88	267-657
Retail Trade	266	1,845-4,164
Transportation and Warehousing	81	398-924
Information	22	74-178
Finance and Insurance	61	188-464
Real Estate and Rental and Leasing	56	99-289
Professional, Scientific and Technical Services	102	280-713
Management of Companies and Enterprises	1	1-4
Administrative and Support and Waste Management and Remediation Services	43	585-1,242
Educational Services	24	731-1,561
Health Care and Social Assistance	48	321-717
Arts, Entertainment and Recreation	5	5-20
Accommodation and Food Services	61	680-1,469
Other Services (Except Public Administration)	83	144-412
Public Administration	28	228-482
Non-classifiable Establishments[1]	30	9-36
Total	1,060	6,221-14,181

[1]The employee range was unavailable for 30 of the unclassifiable establishments.

Source: Table construction by Castañeda & Associates based on Table 1 in Section 2 – Employers and Employees by Industry Sector

Table EDE 2
City of Calexico
Employment Status for Population
16 Years and Older: 2011-2013

Status	Number	Percent
Employed	12,529	78.7%
Unemployed	3,384	21.3%
Civilian Labor Force	15,913	100.0%

Source: Selected Economic Characteristics, 2011-2013 American Community Survey 3-Year Estimates, Table DP03
Table construction by Castañeda & Associates

Table EDE 3
City of Calexico
Labor Force Employment Characteristics: June 2015

Labor Force Status	Number/Percent
Employed	13,650
Unemployed	4,450
Labor Force	18,100
Unemployment Rate	24.6%

Source: State of California, Employment Development Department, Labor Market Information, July 17, 2015

Table EDE 4
City of Calexico
Employment Status of Population 16 Years and Over

Population 16 Years and Over	Estimated Number	In Labor Force	Labor Force Participation Rate	Employed	Unemployed	Unemployment Rate
16-19	2,564	695	27.1%	235	460	66.2%
20-24	2,988	2,044	68.4%	1,286	758	37.1%
25-44	9,267	6,996	75.5%	5,646	1,350	19.3%
45-54	4,165	3,082	74.0%	2,623	459	14.9%
55-64	4,856	2,695	55.5%	2,396	299	11.1%
65-74	2,372	422	17.8%	365	57	13.5%
75+	2,432	0	-	-	-	-
Total	28,644	15,934	55.6%	12,551	3,383	21.2%

Source**:** American Community Survey, Table S2301 Employment Status, 2011-2013 American Community Survey 3-Year Estimates
Table construction by Castañeda & Associates

Table EDE 5
Educational Attainment: % of Population 25 Years and Older with Bachelor's Degree, Graduate or Professional Degree

Degree Level	Calexico	Rest of Imperial County	California
Bachelor's Degree	10.3%	8.5%	19.4%
Graduate or Professional Degree	3.9%	13.0%	11.1%
Total	14.2%	13.0%	30.5%

Source: American FactFinder, American Community Survey 2010-2012 3 Year Estimates, Table DP02 Selected Social Characteristics
Table construction by Castañeda & Associates

Table EDE 6
City of Calexico: Household Income and Benefit Indicators

Indicator	Income/Percentage
Median Household Income	$33,327
Mean Household Income	$45,779
% of All Persons With Income Below the Poverty Lev	27.3%
Mean Social Security Income	$12,375
% of All households Receiving SSI	37.8%
Mean Cash Public Assistance Income	$6,256
% of All Households Receiving Assistance	5.5%
% of All Households With Food Stamp/SNAP Benefits	23.6%

Source: Selected Economic Characteristics, 2011-2013 American Community Survey 3-Year Estimates, Table DP03
Poverty Status in the Past 12 Months by Sex and Age, 2011-2013 American Community Survey 3-Year Estimates, Table B17001
Table construction by Castañeda & Associates

Table EDE 7
City of Calexico
Housing Stock by Type of Unit: January 1, 2015

Type of Unit	Number of Units	Percent
1 unit, detached	7,356	68.0%
1 unit, attached	484	4.5%
2 to 4 units	1,163	10.7%
5+ units	1,651	15.2%
Mobile homes, RV, Van, Etc.	170	1.6%
Total	10,824	100.0%

State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2015, with 2010 Benchmark* Sacramento, California, May 2015
Table construction by Castañeda & Associates

Table EDE 8
City of Calexico
Housing Market Profile: 2004-2014

Year	Number of Home Sales	Median Price	% Changefrom Previous Year
2004	687	$185,000	--
2005	604	$256,500	38.6%
2006	452	$300,000	17.0%
2007	204	$265,500	-11.5%
2008	280	$175,000	-34.1%
2009	455	$140,000	-20.0%
2010	399	$136,000	-2.9%
2011	373	$135,000	-0.7%
2012	302	$137,000	1.5%
2013	224	$151,250	10.4%
2014	203	$176,250	16.5%

Note: Sales include new and existing, detached and attached homes
Source: DataQuick Custom Report for the City of Calexico
Table construction by Castañeda & Associates

Table EDE 9
City of Calexico
Net Taxable Assessed Value History

Year	Net Total AV $	% Change
2004/05	1,066,622,425	---
2005/06	1,197,588,885	12.28%
2006/07	1,411,621,183	17.87%
2007/08	1,526,327,916	8.13%
2008/09	1,642,661,777	7.62%
2009/10	1,577,405,656	-3.97%
2010/11	1,522,087,552	-3.51%
2011/12	1,424,047,067	-6.44%
2012/13	1,407,273,812	-1.18%
2013/14	1,386,919,247	-1.45%

Source: City of Calexico Finance Department

Note: Decrease from 2008/09 Peak:
$255,742,530
Residential 2008/09: $216,257,399
85% of AV decline due to residential

Table EDE 10
City of Calexico
Taxable Sales History
(in thousands of dollars)

Year	Taxable Sales	% Change
2004	$445,026	---
2005	$463,363	4.1%
2006	$516,113	11.4%
2007	$517,319	.2%
2008	$460,128	-11.1%
2009	$361,826	-21.4%
2010	$379,025	4.8%
2011	$391,035	3.2%
2012	$383,182	-2.0%
2013	$391,593	2.2%

Source: City of Calexico Finance Department and State of California Board of Equalization

Table EDE 11
City of Calexico
Revenues from Local Sales and Use Taxes – 2000/01 to 2013/14

Year	Revenue	% Change
2000-2001	$3,907,430	---
2001-2002	$3,998,192	2.3%
2002-2003	$4,357,010	9.0%
2003-2004	$4,302,374	-1.3%
2004-2005	$3,472,109	-19.3%
2005-2006	$3,480,387	0.2%
2006-2007	$3,915,524	12.5%
2007-2008	$3,812,611	-2.6%
2008-2009	$3,078,119	-19.3%
2009-2010	$2,681,844	-12.9%
2010-2011	$2,935,181	9.4%
2011-2012	$2,921,107	-0.5%
2012-2013	$2,839,493	-2.8%
2013-2014	$3,051,617	7.5%

Note: does not include Measure H funds
Source: California State Board of Equalization, Table 21A Sales and Use Taxes – Revenues Distributed to Cities and Counties from Local Sales and Use Taxes
Table construction by Castañeda & Associates

ATTACHMENT B
GROWTH FORECASTS

Table EDE 12
Calexico 2035 Growth Forecast

Year	Population	Households	Employment
2015	41,033	10,246	12,300
2020	50,800	14,100	15,300
2030	58,800	17,200	17,400
2035	62,800	18,800	18,500
Net increase 2015-2035	21,767	8,554	6,200

Note: The 1,000 job estimate for Gran Plaza Phase 1 was added to the most recent citywide estimate of 11,300 jobs
Sources: California Department of Finance, City/County Population and Housing Estimates, 01/01/2015
Southern California Association of Governments, *2012-2035 Regional Transportation Plan/Sustainable Community Strategy*, April 2012
Table construction by Castañeda & Associates

Table EDE 13
Imperial County Household Projections: 2010-2035

	2010	2015	2020	2025	2030	2035
Total Population	174,528	183,429	212,134	233,964	252,665	270,696
Household Population	163,844	174,610	199,898	220,407	237,984	254,967
Group Quarters	10,684	8,819	12,236	13,557	14,681	15,729
Total Households	49,126	49,792	61,564	68,241	74,084	79,428
PPH	3.34	3.51	3.25	3.23	3.21	3.21

Note: 2015 estimate is as of January 1, 2015
Source: California Department of Finance, Demographic Research Unit, Household Projections for California Counties: 2015-2030, March 2015
Table construction by Castañeda & Associates

Table EDE 14
City of Calexico
Housing Unit Build Out Projections Within City Limits

Status	Single Family	Multi-Family	Total
Under Construction	460	48	508
Approved Projects	1,362	1,955	3,317
Vacant Land	1,505	1,527	3,032
Total	3,327	3,530	6,857

Source: *Draft City of Calexico Land Use Element*, August 2015
Table construction by Castañeda & Associates

Table EDE 15
City of Calexico
Commercial Space Projections Within City Limits

Commercial Use	Approved Projects	Other Sites	Total
Casino	93,880 SF	0	93,880 SF
Hotel Rooms	400 rooms	0	400 rooms
Restaurants	131,500 SF	0	131,500 SF
Highway Commercial	1,768,088 SF	149,736 SF	1,917,824 SF
Retail Commercial	948,567 SF	0	948,567 SF
Neighborhood Commercial	392,366 SF	273,663	666,029
Office Commercial	810,000 SF	0	810,000 SF
Health Services Center	166,000 SF	0	166,000 SF

Note: approved projects include 111 Calexico Place, Mega Park, Palazzo, La Jolla Palms, Venezia, Riverview, Calexico Gran Plaza Phase 1 and Calexico Gran Plaza Phase 2 Power Center
Note: total commercial space equals 4,144,401 SF plus 166,000 SF for the Health Services Center and 400 hotel rooms
Source: *Draft City of Calexico Land Use Element*, August 2015
Table construction by Castañeda & Associates

Table EDE 16
City of Calexico
Industrial and Business Park Development Potential

Project/Location	Acres	Square Feet
TownCenter Industrial Park	133 (48 lots)	2,317,392
Jasper Road Central Main Canal	58.7	1,022,788
Mega Park Industrial/ Business Park	38.15	441,625
Business Park [1]	29.18	508,432
Total	259.03	4,290,237

[1]Assessor Parcel Numbers: 059-180-40, 059-180-41, 059-180-42 and 059-180-43
Source: *Draft City of Calexico Land Use Element*, August 2015
Table construction by Castañeda & Associates

Table EDE 17
City of Calexico
Commercial Jobs Forecast

Project/Location	Number of Jobs
111 Calexico Place Specific Plan	2,400
Mega Park	900
Gran Plaza Phase 2 Power Center	3,200
La Jolla Palms	300
Palazzo	190
Riverview	60
Venezia	170
Other Commercial Sites	530
Total	7,750

Note: 1,000 jobs estimate for Gran Plaza Phase 1 is included in the 2015 citywide jobs estimate
Sources: Project Environmental Impact Reports and 25% commercial floor area ratio and 800 square feet per employee
Table construction by Castañeda & Associates

Table EDE 18
City of Calexico
Industrial Jobs Forecast

Project/Location	Number of Jobs
Mega Park	200
TownCenter Industrial Park	1,160
Jasper Road/Central Main Canal	500
Business Park	250
Total	2,110

Sources: Mega Park Project Environmental Impact Report and 40% industrial floor area ratio and 2,000 square feet per employee
Table construction by Castañeda & Associates

10.0 AGRICULTURAL ELEMENT

City of Calexico
Draft Agricultural Element

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DRAFT AGRICULTURAL ELEMENT

10.1 INTRODUCTION

The Agricultural Element is an optional, not mandatory, element of the General Plan. Although the City of Calexico General Plan, adopted on May 1, 2007, did not include a separate Agricultural Element, it did include objectives and policies to promote infill development and preserve and protect agricultural lands.

The purpose of the Agricultural Element is to:

- Acknowledge the importance of agriculture to the Imperial County economy and to City resident workers employed in the industry
- Inventory farmland located within the City and Sphere of Influence
- Carry forward key agriculture-related objectives and policies of the *2007 General Plan*
- Establish a basis to develop cooperative efforts with the County and LAFCO to preserve agricultural land
- Improve and enhance the City's efforts to preserve, conserve and protect agricultural land

10.2 HISTORY OF IMPERIAL COUNTY AGRICULTURE

Ethno historic research has demonstrated that upon European contact in Imperial County in the 1700s, the Kamia Indians, a desert subgroup of the Kumeyaay (Diegueño) Indians whose territory included coastal and inland regions of San Diego County, were using dams and ditch systems to irrigate land along the New and Alamo Rivers. Annual flooding of the Colorado River made desert cultivation of corn, beans, squash, pumpkins, gourds, and watermelon possible.

Dr. Oliver M. Wozencraft, in 1849, was one of the first newcomers to the County to recognize the region's potential for irrigation development. Irrigation water was first delivered to the Imperial Valley in June 1901, by the California Development Company by diverting it from the Colorado River through a channel cut in Mexico to the Alamo River. After crossing the International Border east of Calexico, water was diverted from the stream to irrigate crops. Until this time, although many people traveled through Imperial County, the area held little attraction for settlers. Irrigation by the Alamo Canal Project soon led to a substantial population base in the area and the establishment of several towns. More irrigation ditches were completed and rapid development occurred as settlers poured into the area.

In 1905 the Colorado River flooded and ran uncontrolled through Imperial Valley, inundating 488 square miles of farmland and creating the Salton Sea. Several decades were required to improve the water delivery system, culminating in the completion of the All American Canal, which replaced the Alamo Canal, in 1941. With a reliable water system, operated by the Imperial Irrigation District since 1911, and the construction of the Southern Pacific Railroad and paved highways, the County's population and agricultural industry grew. All larger towns and most smaller communities grew up as agricultural centers or shipping stations. Today, agriculture remains the main economic resource in Imperial County.

Irrigation is critical for crop production in Imperial County. Most basically, irrigation permits farmers to apply measured amounts of water to particular crops as required. Although some crops are affected by salinity, extreme temperatures, and other environmental factors, the existing water delivery system overcomes the lack of precipitation in this otherwise arid region as a significant limiting factor to intensive crop production. Detailed information on the water delivery systems is available from the IID.

10.3 STATE OF CALIFORNIA AGRICULTURAL LAND PRESERVATION PROGRAMS

10.3.1 Williamson Act

The California Land Conservation Act of 1965 - commonly referred to as the Williamson Act - enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

The Open Space Subvention Act was enacted in 1971 to provide partial replacement of local property tax revenues foregone as a result of participation in the Program. The first Open Space Subvention payments were made in Fiscal Year (FY) 1972. From inception until FY 2010, over $863 million was distributed by the State to counties and cities in support of the Program, averaging $57 per acre over the lifetime of the subventions, or $1.48 per acre per year. Adjusted for inflation, the value of the State's investment in subventions to participating jurisdictions totals $1.5 billion.

In recent years, revenue constraints have limited the ability of the State to provide subventions to local governments to backfill for the foregone property tax revenue associated with contracted land. As discussed in the 2012 Status Report, the recent economic recession resulted in the reduction and ultimately the effective elimination of the State's Open Space Subvention payments to local governments. Payments were reduced and, pursuant to Government Code section 16148, subvention payments were effectively eliminated beginning in FY 2010.

While most participating counties continue to support agricultural and open space land conservation without subventions, the loss of this tax revenue continues to cause some jurisdictions to consider whether they can continue to offer the Program in the future. As a result, some counties have frozen enrollments.

As of 2013, all counties except Del Norte, San Francisco, Inyo, and Yuba offer Williamson Act contracts. Imperial County filed non-renewal on all Williamson Act contracts, effective January 2011, covering 117,246 acres; however, pursuant to Government Code Section 51246 the contracts remain in full force and effect until the contracts terminate. Imperial County remains the only county to exit the Program.

Source: California Department of Conservation, *The California Land Conservation Act 2014 Status Report*, March 2015, page 8

10.3.2 Agricultural Conservation Easement

An agricultural conservation easement is a voluntary, legally recorded deed restriction that is placed on a specific property used for agricultural production. The goal of an agricultural conservation easement is to maintain agricultural land in active production by removing the development pressures from the land. Such an easement prohibits practices which would damage or interfere with the agricultural use of the land. Because the easement is a restriction on the deed of the property, the easement remains in effect even when the land changes ownership.

Agricultural conservation easements are held by land trusts or local governments, which are responsible for ensuring that the terms of the easement are upheld. A landowner would seek an appropriate easement holder, which could be a land trust or a local government. The property

proposed for easement must have characteristics (e.g., location, soil quality) that make it a priority for the easement holder organization. If the potential easement holder wishes to pursue an easement on the proposed property, it would negotiate terms with the landowner, including price (unless the easement is to be donated) and restrictions. If the easement is to be purchased, the potential easement holder may seek grant funding which requires that the easement be appraised.

Grant funding is available from the California Department of Conservation and the United States Department of Agriculture's Farm and Ranchlands Protection Program (FRPP).

10.3.3 Sustainable Agricultural Lands Conservation Program (SALCP)

The State of California Strategic Growth Council/Department of Conservation is funding a Sustainable Agricultural Lands Conservation Program (SALCP) that supports the State's greenhouse gas (GHG) emission goals by making strategic investments to protect agricultural lands. There are three major elements proposed for the SALCP:

- Sustainable Agricultural Land Strategy Plans— Short term grants to counties, cities, and partners, to inventory and evaluate which agricultural lands are most highly productive and critically threatened and develop locally appropriate strategies, programs and actions that ensure the long term protection of those lands.

- Agricultural Conservation Easements—Provide funding to leverage the protection of strategically located, highly productive, and critically threatened agricultural land, via permanent agricultural conservation easements.

- Financial Incentives for Adoption and Use of Land Management Practices —Leverage United States Department of Agriculture (USDA) and other funding to incentivize management practices designed to reduce GHGs, sequester carbon and provide other co-benefits on working agricultural operations.

10.4 AGRICULTURAL SETTING

10.4.1 Agricultural Lands

Within the Calexico city limits there are an estimated 1,455 acres designated in one of the following four farmland categories:

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Locally Important Farmland

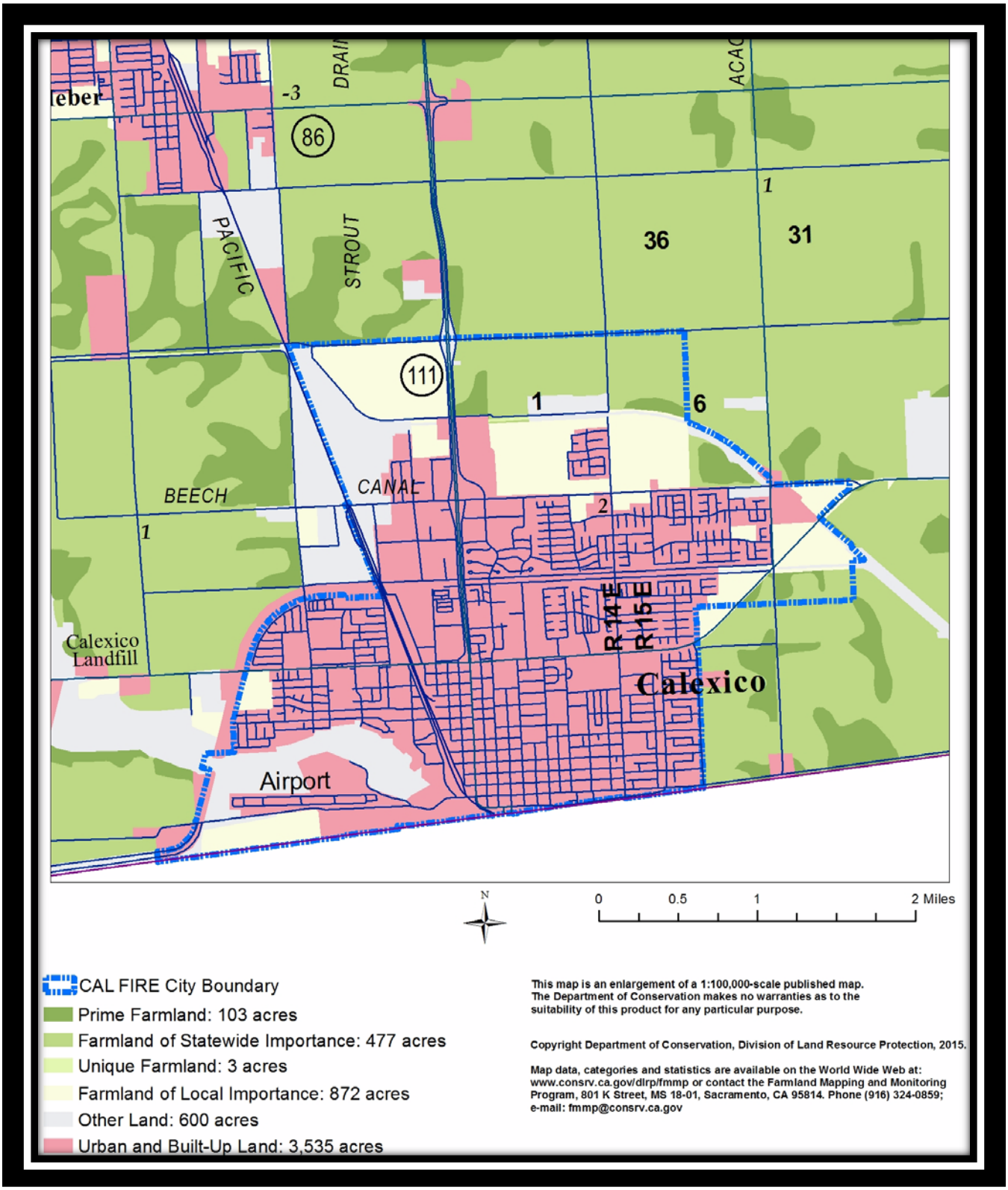
Attachment A contains definitions of these four categories and other farmland terms. Table AG 1 shows the number of acres per category located within the City of Calexico. Exhibit AG 1 shows the locations of the four important farmland categories within the City limits.

Table AG 1
City of Calexico: Number of Acres
By Farmland Category: 2012

Type of Farmland	Number of Acres	Percent
Farmland of Local Importance	872	15.6%
Farmland of Statewide Importance	477	8.5%
Prime Farmland	103	1.8%
Unique Farmland	3	0.1%
Total	1,455	26.0%

Source: City boundaries are based on CALFIRE data. City farmland acreage provided by the California Department of Conservation, June 9, 2015.
Table construction by Castañeda & Associates

Exhibit AG 1
City of Calexico Important Farmland by Category-2012



10.4.2 Agricultural Crop and Livestock Report (2013)

Gross production for 2013 was valued at $2,158,517,000, a new record for Imperial County. This is an increase of $212,758,000 (10.93%) compared to the 2012 gross value of $1,945,759,000. The main reason for this increase included:

- A general increase in yields and market prices
- The addition of some new commodities such as new high value vegetables in the "Misc. Vegetable" category
- Much improved demand for winter produce compared to 2012 when severe storms in the winter of 2011-2012 prevented delivery of winter produce to the Northeast and Midwest
- A successful tangerine harvest compared to 2012 when the entire tangerine crop was lost to freeze damage

The increase in 2013 gross production was despite an overall decrease of 35,444 total harvested acres (6.27%). The only general category to show a decline in harvested acreage and gross value was Field Crops, with the biggest decline in wheat. Wheat dropped from its ranking as the #3 commodity in 2012 to #12 in 2013. Other categories showed increases in harvested acres and gross value. Table AG 2 shows the top 10 commodities in 2013.

Table AG 2
Imperial County Top 10 Commodities: 2013

Rank	Commodity	Value
1	Cattle	$552,004,000
2	Alfalfa	$174,840,000
3	Head Lettuce	$133,964,000
4	Broccoli	$112,139,000
5	Leaf Lettuce	$76,875,000
6	Bermuda Grass	$70,220,000
7	Carrots	$69,959,000
8	Onions	$62,290,000
9	Sugar Beets	$61,571,000
10	Sudan Grass	$54,646,000

Source: 2013 Imperial County Agricultural and Livestock Report

About 26% of agricultural production in 2013 came from feeder cattle (beef) ($552 million). This was driven by demand from National Beef that operated a processing facility in Brawley. In April 2014 National Beef ceased operations and moved out of California. The closure resulted in the complete elimination of beef-livestock production and over 1,300 direct jobs (approximately $40 million annually in direct wages).

10.4.3 Agricultural Employment

Imperial County has approximately 500,000 acres of farmland, mild winters, and a year-round growing season. According to the Imperial County Agricultural Commissioner/Sealer, the job-generating force of agriculture is as follows:

- Roughly 5 full time workers for every 1,000 acres of field crops (alfalfa, sugar beets, etc)
- Roughly 15 or more full time workers per 1,000 acres of produce (lettuce, broccoli, etc.)
- Roughly 500 jobs per 1,000 acres of produce during harvest

In addition, to the numbers given above, jobs are also created for farm services/support business such as farm equipment suppliers, pesticide and fertilizer dealers, irrigation supply companies, seed companies, pest control advisors, brokers, and exporters.

Beside the almost $2.2 billion of gross agricultural production in 2013, there is additional economic value in the various support industries, such as processing facilities, pest control services, pesticide dealers, shippers, seed companies, export companies, and labor contractors.

Approximately 1,200 Calexico workers are employed in the "agricultural, forestry, fishing and hunting, and mining industry". The North American Industry Classification System (NAICS) defines this industry as follows:

> The Agriculture, Forestry, Fishing and Hunting sector comprises establishments primarily engaged in growing crops, raising animals, harvesting timber, and harvesting fish and other animals from a farm, ranch, or their natural habitats. The establishments in this sector are often described as farms, ranches, dairies, greenhouses, nurseries, orchards, or hatcheries.
>
> The sector distinguishes two basic activities: agricultural production and agricultural support activities. Agricultural production includes establishments performing the complete farm or ranch operation, such as farm owner-operators, tenant farm operators, and sharecroppers. Agricultural support activities include establishments that perform one or more activities associated with farm operation, such as soil preparation, planting, harvesting, and management, on a contract or fee basis.

Ninety percent of the agriculture workers are employed in occupations such as first-line supervisors of farming, agricultural inspectors, graders and sorters of agricultural products, truck and tractor operators and miscellaneous agricultural workers.

Almost 8% of those employed in the agricultural industry are farmers, ranchers and agricultural managers.

A few agricultural workers are employed in sales and office occupations.

According to the State Employment Development Department's Calexico Employer Data Base, there are seven Agricultural Industry employers located in the City (92231 Zip Code):

- 4 Other Crop Farming
- 1 Cattle Ranching and Farming
- 2 Support Activities for Crop Production

These agricultural industry sub-sectors are defined as follows:

Other Crop Farming: This industry group comprises establishments primarily engaged in (1) growing crops (except oilseed and/or grain; vegetable and/or melon; fruit and tree nut; and greenhouse, nursery, and/or floriculture products). These establishments grow crops, such as tobacco, cotton, sugarcane, hay, sugar beets, peanuts, agave, herbs and spices, and hay and grass seeds; or (2) growing a combination of crops (except a combination of oilseed(s) and grain(s) and a combination of fruit(s) and tree nut(s)).

Cattle Ranching and Farming: This industry group comprises establishments primarily engaged in raising cattle, milking dairy cattle, or feeding cattle for fattening.

Support Activities for Crop Production: This industry comprises establishments primarily engaged in providing support activities for growing crops. Illustrative examples include aerial dusting or spraying (i.e., using specialized or dedicated aircraft), planting crops and cultivating services.

10.5 AGRICULTURAL ISSUES

10.5.1 Imperial County Agricultural Economy

Although an estimated 10% of Calexico's labor force is employed in the Agricultural Industry, the workers do not all have jobs located within the City limits. Undoubtedly, some Calexico workers had jobs at the now closed National Beef facility which was located in Brawley.

Additionally, there have been losses to agricultural production, jobs, and the local economy resulting from renewable energy development on farmland in Imperial County. To offset these losses the Imperial County Board of Supervisors established the Agricultural Benefit Program.

Approved uses of program funds may include, but are not limited to: stewardship, protection, and enhancement of agricultural lands within Imperial County; tools, technology, and techniques for protection of agricultural commodities or increase of crop yields within Imperial County; and support of programs or projects that increase agricultural industry employment opportunities within Imperial County.

Thus, maintaining a healthy, growing and robust Imperial County agricultural economy is important to workers who live in Calexico.

According to the Agricultural Commissioner, a fundamental goal is to promote agricultural and related support industries. Among the more specific goals for the agricultural economy are the following:

- Promote and support research and development of new, high-value, and specialty crops
- Promote and support establishment of food, fiber, and other processing facilities
- Promote and support establishment of bio-fuel, biotechnology, and other ag-related industries/businesses
- Ensure that workforce training programs include modules that address the needs of agribusiness

10.5.2 Agricultural/Farmland Conversion

The California Department of Conservation tracks the conversion of important farmland to other uses. The Imperial County 2010-2012 Land Use Conversion Report (the most recent) indicated that 268 acres of important farmland were converted to "urban and built-up land." This term refers to land used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

The 2012 Department of Conservation Field Report noted the following:

- Northeast of the City of Calexico, two areas of farmland went fallow (200 and 150 acres)
- In the north part of the City of Calexico between the railroad tracks, Main and Beech Canal, over 130 acres of farmland went fallow and roads were paved for homes that were not built

The Field Report also expects future activity around the edges of cities for urban changes and the edges of farmland for fallowing and new agriculture. Solar facilities are also proposed or approved that will convert a significant number of farmland acres.

Agricultural land located within the City limits has been planned and designated for residential, commercial, industrial or other land uses. Table AG 3 shows that the development of nine projects will cause, eventually but not immediately, the conversion of almost 1,000 acres of important farmland located within the City limits.

Table AG 3
City of Calexico
Approximate Cumulative Project Farmland Conversion in Acres

Project	Total Area	Prime Farmland Area	Statewide Importance Farmland Area	Local Importance Farmland Area	Total "Important Farmland" Area
Hallwood/Calexico Place II and Casino	232	—	232	—	232
Calexico Mega Park	146	22	111	—	133
Estrella Subdivision	150	—	—	113	113
Palazzo Subdivision	155	5	150	—	155
Las Palmas Subdivision and Mobile Home Park	324	81	81	—	162
Venezia	78	16	62		78
Remington Condominiums	18	—	—	—	0
Riverview Condominiums	33	—	—	33	33
Calexico Gran Plaza	173	—	—	57	57
Total	1,309	124	636	203	963

Source: City of Calexico, *Mega Park Environmental Impact Report*, December 2014

Apart from Las Palmas and Gran Plaza, development has not started on the seven of the nine projects. The land in these projects remains in agricultural use, having not yet been converted to an urban use, or has gone fallow. The Imperial Irrigation District implements a voluntary Fallowing Program (FP). Fields selected to participate in the FP are paid to lie fallow for a fiscal year period. Payments are set at a rate of $125 per acre-foot per acre of a field's baseline water use history.

Prior to approval, each of nine projects listed in Table AG 3 was evaluated in terms of its impact on agricultural resources. A significant impact occurs if a project would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the Department of Conservation
- Conflict with existing zoning for agricultural use, or a Williamson Act contract

The City's *2007 General Plan Environmental Impact Report* (EIR) identifies two mitigation measures:

- MM Ag 1 – a per acre Agricultural in-Lieu Mitigation Fee
- MM Ag 2 – acquisition of Agricultural Conservation Easements

Projects have been approved subject to these mitigation measures.

10.5.3 Agricultural Land Conservation and Preservation

Outside the City limits but within the Calexico Sphere of Influence there are almost 3,200 acres of farmland. Table AG 4 shows that more than 500 acres fall into the Prime Farmland category while almost 2,600 acres are of statewide importance.

Table AG 4
Calexico Sphere of Influence
Number of Acres by Farmland Category: 2012

Type of Farmland	Number of Acres	Percent
Farmland of Local Importance	79	2.5%
Farmland of Statewide Importance	2,592	81.1%
Prime Farmland	525	16.4%
Unique Farmland	0	0.0%
Total	3,196	100.0%

Source: Sphere of Influence acreages estimated from the California Department of Conservation website, Land Protection section, Farmland Mapping and Monitoring Program, California Important Farmland Finder GIS system.

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Table construction by Castañeda & Associates

According to the Department of Conservation (DOC), the mapping information for the Sphere of Influence has been delineated as accurately as possible at 1:24,000-scale, but no claim to meet 1:24,000 National Map Accuracy Standards is made due to variations in the quality of source

data. The data is not designed for parcel-specific planning purposes due to its scale and the ten-acre minimum land use mapping unit. The mapping for the Sphere of Influence was estimated using the DOC GIS mapping tool. Due to the scaling of the GIS mapping tool and the need to estimate the boundaries on the mapping tool, there may be a difference in the total acres between the physical area and the mapped areas.

The *2007 Land Use Element* and *2007 General Plan Land Use Map* designated lands in the Sphere of Influence (SOI) for a variety of residential and non-residential land uses. The *2015 Land Use Element* eliminates these designations and instead designates the lands as Residential Specific Plan. This land use category requires the preparation and approval of Specific Plans – which must include a range of community uses and measures to preserve agricultural land – before the City will consider annexation. This revision to the Land Use Element meets a key objective of the Sustainable Communities Planning Grant which was to update the land use designations in the Sphere of Influence in order to protect prime agricultural land now located outside the City limits.

The land within the SOI is located in unincorporated territory. Exhibit AG 2 shows the County of Imperial zoning designations for land located in the SOI. Most of the land is zoned A2, A2U or A2GU.

A2 refers to the General Agriculture Zone. According to the County of Imperial Zoning Code:

> The purpose of the A-2 (General Agriculture), [40 Acre minimum] Zone is to designate areas that are suitable and intended primarily for agriculture uses (limited) and agricultural related compatible uses.

The Zoning Code describes the "U" Zone as follows:

> Land classified in the "U" zone shall also be classified in another zone. The "U" zone is therefore intended to be an Overlay zone to designate areas that are within an Urban area of an incorporated city or an Urban area as designated on the County's General Plan. With regard to Urban areas around incorporated cities, it is the intent of the County of Imperial to adhere to the standards, rules, regulations and ordinances of said urban jurisdiction.

The "G" refers to a Geothermal Overlay.

Thus, most of the land located in this portion of Calexico's SOI is designated for agricultural land use.

Exhibit AG 3 shows the County Zoning for the long, narrow area located between Jasper Road and Heber Road east of Highway 111 which is located in Calexico's Sphere of Influence. The majority of the land located in this area is zoned A2G-SPA – General Agricultural, Geothermal Overlay and Specific Plan Area.

(Note: the City and SOI boundaries on Exhibits AG 2 and AG 3 are not the actual current boundaries as of the summer 2015.)

Exhibit AG 2
County of Imperial Zoning Designations
Calexico Sphere of Influence

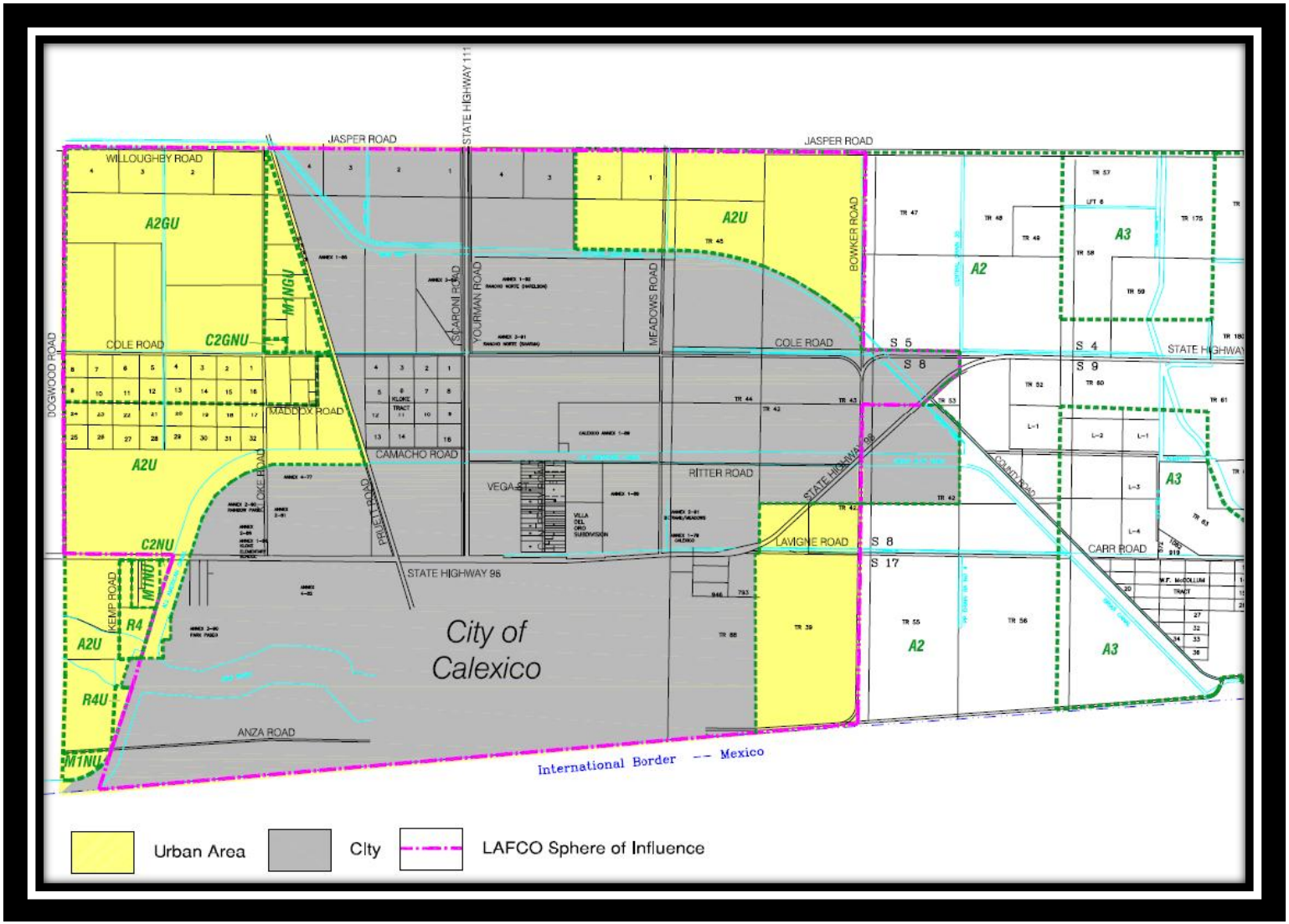
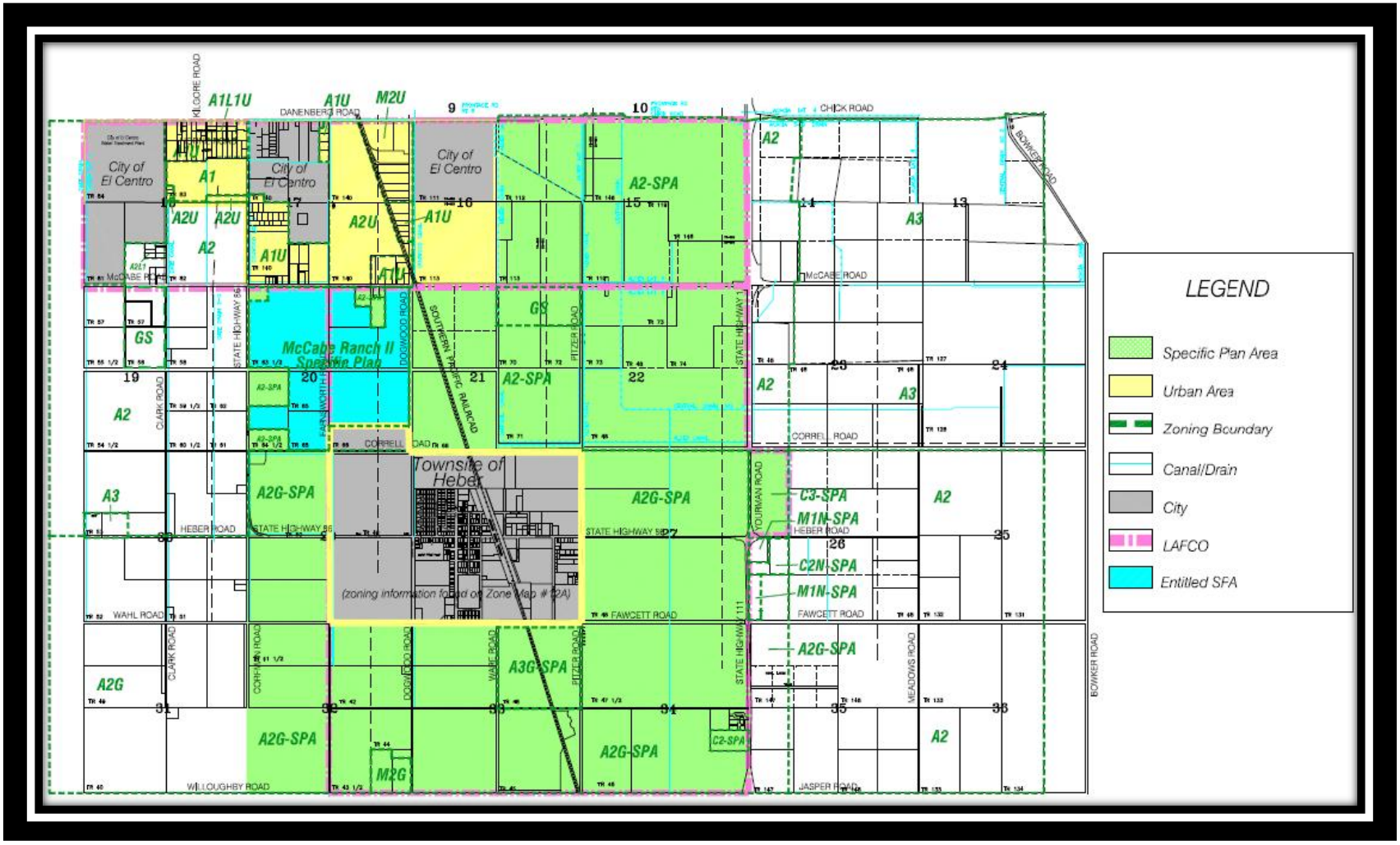


Exhibit AG 3
County of Imperial Zoning Designations
Calexico Sphere of Influence
Jasper Road to Heber Road



10.5.4 Agricultural/Development Edge Conflicts

In many California counties an agricultural/development edge conflict exists because so many people live very close or next door to agricultural operations. Residential neighborhoods adjacent to or near agricultural operations experience problems such as noise, dust, night lights, and odors associated with farmland. For farmers operating in the midst of neighbors often means:

- Interruptions or restriction on aerial spraying
- Disruptions to irrigations routes and connections to canals
- Increased difficulty in the transportation of oversize machinery between agricultural properties
- Increased nuisance complaints by new inhabitants unaccustomed to the agricultural activities

The *2007 General Plan* acknowledged that buffers are needed to address potential and actual issues associated with land use incompatibilities. The *2007 Land Use Element* included the following policy statements:

- Where land uses may result in conflicting activities, traffic, noise levels, visual character, etc., there shall be adequate buffering and/or setbacks required.
- Development of rural residential units shall be appropriately buffered from adjacent land uses so as not to cause problems from any keeping of farm or ranch animals.

The *2007 Conservation/Open Space Element* also explained that buffers between certain land uses are necessary:

- Minimize the conflicts between agricultural and residential land uses by requiring the use of buffer zones, roads, and other physical boundaries between uses.

Since adoption of the Elements, however, the City has not adopted buffer standards and regulations.

The *Conservation/Open Space Element* also recommended that the City "should consider adopting a right-to-farm ordinance or the use of other regulatory tools such as zoning or subdivision review to reduce agriculture and non-agriculture land use conflicts."

10.6 GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

This part includes the goals, objectives and policies for the following:

- Agricultural/Farmland Conversion within the City Limits
- Agricultural Land Conservation and Preservation within the Sphere of Influence
- Agricultural/Development Edge Conflicts

The italicized policies are either identical or similar to those included in the *2007 Land Use Element* or *2007 Conservation/Open Space Element*.

Part 10.6.4 describes the Implementation Measures of the Agricultural Element.

10.6.1 Agricultural/Farmland Conversion within the City Limits

Goal: Manage carefully the conversion of agricultural land to residential, commercial, industrial and other types of development.

Objective: Maintain agricultural lands for the longest feasible time.

Policies:

- *Encourage infill and adjacent new development to provide for the efficient use of existing infrastructure, avoid "leap frog" new development and to reduce impacts to agriculture.*
- *Where possible, encourage infill development as a means to preserve outlying open space and to conserve resources.*
- *Agricultural uses should cease no later than two (2) years after annexation of the property into the City.*
- Prior to cessation, the owners may submit an application to the City to continue agricultural land uses if potential adverse impacts on surrounding land uses can be mitigated through measures such as agricultural buffer zones.

10.6.2 Agricultural Land Conservation and Preservation within the Sphere of Influence

Goal: Conserve and preserve agricultural land located within Calexico's Sphere of Influence.

Objective: Minimize the loss of agricultural land zoned agricultural which is located within the Sphere of Influence.

Policies:

- Preserve Prime Farmland in the Sphere of Influence by maintaining a compact urban form and focusing on quality development within the City limits.
- *Agricultural land should not be annexed into the City until development is eminent.*
- Noncontiguous or "leapfrog" development should be discouraged to retain open space at the urban edge.
- Preserve agricultural land within the Sphere of Influence by focusing on growth within the City limits and requiring a comprehensive Residential Specific Plan (which must include to extent possible) measures to preserve some agricultural land within the area covered by the Specific Plan.
- Work with the Imperial County Planning Department to adopt zoning measures that will contribute to agricultural conservation and preservation of lands located with the Calexico Sphere of Influence.
- Develop measures in cooperation with the County of Imperial to conserve and preserve agricultural lands located in the Sphere of Influence including incentives for landowners to maintain land in productive agricultural uses.
- *Work with the Local Agency Formation Commission (LAFCO) to create and maintain a consistent approach to the conservation of agricultural land through the designation of reasonable and logical Sphere of Influence (SOI) boundaries.*

10.6.3 Agricultural/Development Edge Conflicts

Goal: Enable agricultural land to co-exist in close proximity to other developed land uses.

Objective: Establish buffers between agricultural and non-agricultural uses.

Policies:

- *Adopt a right-to-farm ordinance or the use of other regulatory tools such as zoning or subdivision review to reduce agriculture and non-agriculture land use conflicts.*
- *Any proposed non-agricultural projects near existing agricultural areas shall require an assessment to determine potential impacts to agricultural production and potential impacts to the proposed land use.*
- *Minimize the conflicts between agricultural and residential land uses by requiring the use of buffer zones, roads, and other physical boundaries between uses.*
- Require new non-agricultural development immediately adjacent to agricultural lands to be designed to provide a buffer in the form of a setback of sufficient distance to avoid land use conflicts between the agricultural uses and the non-agricultural uses.

10.6.4 Implementation Measures

This part describes implementation measures that will contribute to the conservation, preservation and protection of agricultural land located within the City limits and Sphere of Influence.

10.6.4.1 Agricultural Land Conversion Mitigation

The City's *2007 General Plan Environmental Impact Report* (EIR) identifies two mitigation measures:

- MM Ag 1 – a per acre Agricultural In-Lieu Mitigation Fee
- MM Ag 2 – acquisition of Agricultural Conservation Easements

MM Ag 1 requires approved projects to pay an in lieu fee in the amount of 20% of the fair market value of the appraised value of the agricultural land that will be converted. The in lieu fee is paid prior to the issuance of any grading or building permit. The developer pays a pro rata portion based on size of the phase to be developed in proportion to the total project.

MM AG2 requires the acquisition of permanent agricultural conservation easements on a 1 to 1 basis for all converted acres of similar quality farmland, outside the path of development. The conservation easement must meet the State Department of Conservation regulations and must be recorded prior to issuance of any grading or building permits.

The City will enforce these mitigation measures on all approved projects as well as apply them to future projects.

10.6.4.2 Right to Farm Ordinance

A Right to Farm Ordinance is adopted by cities and counties as a means to let the public know that the use of real property for agricultural operations is a high priority and favored use. The Right-to-Farm Ordinance requires disclosure statements between sellers and buyers of properties at the time of property transfer and through inclusion of disclosure statements on all discretionary land use permit applications administered by City.

The County Board of Supervisors has approved a Right-to-Farm Ordinance, which permits operation of properly conducted agricultural operations within Imperial County after recognizing the potential threats to agricultural productivity posed by increased non-agricultural land uses throughout the County. The ordinance is intended to reduce the loss to the County of its agricultural resources and promote a good neighbor policy by advising purchasers and users of adjacent properties about the potential problems and inconveniences associated with agricultural operations.

The ordinance also establishes a "County Agricultural Grievance Committee" to settle disputes between agriculturalists and adjacent property owners.

The City may prepare its own Right to Farm Ordinance or will make the public aware of the County Ordinance. The Planning Division will post and maintain copies of the County's or City's Right-to-Farm Ordinance at the public counter. All building permit applicants proposing non-agricultural uses shall be given a copy of the notice and sign a statement that they have received the copy.

10.6.4.3 Agricultural Buffer Overlay Zone

New residential and other non-agricultural uses that are proposed adjacent to agricultural land or uses may result in land use conflicts. Residential and other non-agricultural uses can be adversely affected by odors, noise, dust and pesticide use. Farmers and ranchers are affected by resident complaints, pilferage of vegetables and fruits, increased incidence of trespass, theft and vandalism, and introduction of plant and animal pests and diseases harmful to agricultural uses.

The purpose of the buffer is to protect agriculture by using natural or man-made buffers where adjacent to non-agricultural land uses in accordance with the policies and procedures included in an adopted Overlay Zone. The primary purpose of an Overlay District is to provide for a mechanism to minimize potential conflicts between agricultural and non-agricultural land uses. The Overlay District would provide for an agricultural buffer transitional area and would require that new development and changes in use require discretionary approval in accordance with the adopted provisions. Attached B provides an example of an Agricultural Buffer Overlay Zone.

ATTACHMENT A
CALIFORNIA DEPARTMENT OF CONSERVATION
FARMLAND MAPPING AND MONITORING PROGRAM (FHHP)
IMPORTANT FARMLAND CATEGORIES

FMMP's study area is contiguous with modern soil surveys developed by the U.S. Department of Agriculture (USDA). A classification system that combines technical soil ratings and current land use is the basis for the Important Farmland Maps of these lands. Most public land areas, such as National Forests and Bureau of Land Management holdings, are not mapped.

The minimum land use mapping unit is 10 acres unless specified. Smaller units of land are incorporated into the surrounding map classifications. In order to most accurately represent the National Resource Conservation Service (NRCS) digital soil survey, soil units of one acre or larger are depicted in Important Farmland Maps.

Prime Farmland (P)

Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. Download information on the soils qualifying for Prime Farmland. More general information on the definition of Prime Farmland is also available.

Farmland of Statewide Importance (S)

Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. Download information on the soils qualifying for Farmland of Statewide Importance.

Unique Farmland (U)

Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Farmland of Local Importance (L)

Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. Download a complete set of the Farmland of Local Importance definitions in PDF format. In some counties, Confined Animal Agriculture facilities are part of Farmland of Local Importance, but they are shown separately. The status of each county regarding Confined Animal Agriculture is available in this spreadsheet.

Grazing Land (G)

Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

Urban and Built-up Land (D)

Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land (X)

Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Land Committed to Nonagricultural Use

This category was developed in cooperation with local government planning departments and county boards of supervisors during the public workshop phase of the FMMP's development in 1982. Land Committed to Nonagricultural Use information is available both statistically and as an overlay to the important farmland information. Land Committed to Nonagricultural Use is defined as existing farmland, grazing land, and vacant areas which have a permanent commitment for development.

ATTACHMENT B
DRAFT CITY OF CALEXICO
AGRICULTURAL/NONAGRICULTURAL BUFFER OVERLAY DISTRICT

The primary purpose of the Overlay District is to provide for a mechanism to minimize potential conflicts between agricultural and non-agricultural land uses. The Overlay District provides for an agricultural buffer transitional area and requires that new development and changes in use require discretionary approval in accordance with the following provisions.

1. In conjunction with general plan policies outlined in the Land Use Element, Conservation/Open Space Element and Agricultural Element, the City of Calexico has determined that the use of property for agricultural operations is a high priority. To minimize potential conflicts between agricultural and nonagricultural land uses, including the protection of public health, the reduction of noise and odor, and the reduction of risk to farm operations from domestic animal predation, crop theft and damage and complaints from neighboring urban dwellers, all new development adjacent to any designated agricultural district shall be required to provide an agricultural buffer. "Development" as used in this section, means subdivision of land, use permits and building permits for new residential units.

2. The buffer area shall be a minimum of one hundred (100) feet, measured from the edge of the designated agricultural district. Optimally, to achieve a maximum separation, a buffer wider than one hundred (100) feet is encouraged and may be required if it is determined through environmental review under CEQA and/or recommended by the Imperial County Agricultural Commissioner. A waiver may be granted if it can be demonstrated that a physical buffer exists (e.g., Highway 111, detention basin) or a decreased buffer distance may be allowed if it can be demonstrated that a physical buffer exists that is adequate and approved by Imperial County Agricultural Commissioner.

3. The minimum one hundred (100) foot agricultural buffer area shall be comprised of two components: a twenty (20) foot wide agricultural landscaped transition area contiguous to an eighty (80) foot wide agricultural buffer adjacent to the designated agricultural district. The twenty (20) foot transition area may include pedestrian access.

4. The following shall be permitted in the one hundred (100) foot agricultural buffer: native plants, tree or hedge rows, roads, drainage channels, storm retention basins, natural areas such as creeks or drainage swales, utility corridors, storage, and any use, including agricultural or limited commercial uses, determined by the Planning Commission to be consistent with the use of the property as an agricultural buffer. No new residential use shall be permitted within the buffer area unless it is determined there would be no other economically viable use of the property.

5. The one hundred (100) foot agricultural buffer shall be established by the developer pursuant to a plan approved by the Planning Division. The plan shall include provisions for the use of integrated weed and pest management techniques and soil erosion control. An agreement in the form approved by the City Attorney shall be recorded, which shall include the requirements of this section.