
**MCCABE RANCH SUBDIVISION
SPECIFIC PLAN**

Prepared for

**ON BEHALF OF
MCCABE RANCH PARTNERS**

AND

**COUNTY OF IMPERIAL
PLANNING DEPARTMENT**

Prepared by

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I. EXECUTIVE SUMMARY

The MCCABE RANCH Specific Plan, area consists of property under the direct control of the McCabe Ranch Partners. More precisely this area is described as:

“The south half of the west half of Tract 66, Township 16 South, Range 14 East, S.B.M. in an unincorporated area of the County of Imperial State of California, according to the official plat thereof.”

The MCCABE RANCH Specific Plan is intended to reflect a "master planned community" that, at build out will fully support a functional neighborhood of some 427 new residential units, the majority of which (approximately 173 +/-) will be single family detached units as well as approximately 127(+/-) attached. There will be three multi-family lots planned for 127 units of apartments, or condominiums or if conditions warrant "housing for elderly". The attached units will be built to meet a market demand for entry level housing that has not been addressed by other builders in the area. Those families in the entry level housing market are the least served population.

The site is located within the Expanded Sphere of Influence Plan of the Heber Public Utility District 1998. As such, this plan is coordinated with the Heber Public Utility District.

At the present time, there is a residential development to the immediate south of this development proposal. To the north of the project site is open agricultural land that is also in the sphere of influence of the City. To the east is open agricultural land that is within the sphere of influence of the Heber Public Utility District.

The intent of this plan is to design a unique residential neighborhood with full services and with its own identity and regulations that otherwise would not be applied under either the City's or the County's regulations.

II. INTRODUCTION

A. Organization of the Report

This report is organized into nine sections plus appendices, as outlined below. It is written to systematically implement the County's General Plan as it relates to the area.

I: EXECUTIVE SUMMARY: *A summary of the project.*

II: INTRODUCTION: *This briefly describes the purpose of the plan, the overview of the project, the background and the history of the site and the issues to be addressed within this plan.*

III: PROJECT LOCATION AND SETTING: *This section describes in detail the location, the on site as well as off site setting, current conditions, location with respect to the airports and the County and the relationship of adjacent land under private as well as public ownership.*

IV: PROJECT DESCRIPTION: *This section lists the goals and objectives of the plan, the design concepts envisioned, and the land use issues.*

V: DEVELOPMENT STANDARDS: *This section describes the intended standards to be applied to this project in terms of the build out requirements for public as well as private land within the project site. This section also will address the Tract Map and the conditions thereto.*

VI: CONSISTENCY WITH THE GENERAL PLAN: *This section analyzes the relationship of this plan to the County's General Plan, and provides the bridge between the documents.*

VII: CEQA COMPLIANCE: *This section provides the analysis under the California Environmental Quality Act and provides the mitigation measures that may be applicable as a result of the analysis.*

VIII: IMPLEMENTATION: *This section describes how the plan is intended to be implemented and lists the various agencies and approval steps that need to be complied with.*

IX: APPROVAL PROCESS: *This section describes the process the plan follows for both the approval of the project and the subsequent implementation as well as the monitoring control by the various agencies.*

B. Purpose of the MCCABE RANCH, Specific Plan

The purpose of the MCCABE RANCH, Specific Plan is to provide a comprehensive set of land use plans, regulations, development standards and implementation programs to insure the appropriate development of the project site in conformance with the Imperial County General Plan. One of the purposes in preparing this specific plan is to facilitate the development of a project currently located within the jurisdiction of Imperial County. This specific plan will insure that the project will be designed to satisfy the land use development standards, infrastructure improvement standards and requirements for providing public services from a variety of districts and agencies that are acceptable to Imperial County

C. Issues Addressed in a Specific Plan

Development of the proposed land uses and providing the required public services to the project requires that a variety of development and environmental issues be addressed. These issues include:

- integrate a variety of residential housing opportunities within the project site;*
- provide safe and adequate access for both private and emergency vehicles while complementing the regional circulation*
- provide for the delivery of all public services to the residents of the project*
- minimize the impacts of this development on adjacent land uses*
- provide a unique residential neighborhood with a mixture of lot sizes and dwelling unit designs;*
- provide architectural variety and enhanced landscaping opportunities;*

D. Overview of the Project

The MCCABE RANCH Specific Plan is a residential subdivision consisting of a variety of lot sizes intended to provide for a mixture of housing opportunities for existing and future residents of Imperial County.

The project site is located in the Sphere of Influence of the Heber Public Utility District which is in southern Imperial County, and is immediately north west of the Townsite of Heber. Primary access to the site is from Dogwood Road. The project site is bounded on the west by the Dogwood Lateral, and the Date Drain #3, and on the north by agricultural land and on the east by Dogwood Road and on the south by Heberwood Estates. The total area of the site is 79.63 (+/-) gross acres.

The entire site is located within the Sphere of Influence of the Herber Public Utility District and within the classification of the County of Imperial General Plan. The Urban Area classification is intended to provide for low to high-density residential, commercial and industrial development; and anticipates that development will require an urban level of public services. The site is currently zoned A-2.

The MCCABE RANCH, Specific Plan would create a residential subdivision that includes a variety of residential lot sizes and housing types as well as architectural housing styles. The subdivision is designed to provide for two single-family lot sizes. The larger lot size would be a minimum of 6,000 square feet and would accommodate a large single-family residence. The smaller lot size would contain a minimum of 5,000 square feet and accommodate a modest sized single-family residence. A small portion of the site, about 7.06 acres, will be reserved for multi-family residential development in the form of either apartments or condominiums. Depending on market conditions, this area might also serve as a senior citizen complex. The project would also include a linear park with age appropriate amenities and an underground storm water retention system.

E. Document Purpose

The purpose of this document is to evaluate the development in the context of the various planning laws and the California Environmental Quality Act (CEQA). Principally, this document is structured to show how the development will develop, under what regulatory system(s), with what amenities and minimum services, and over what period of time or phases. It will also show how the project mitigates impacts and how it is compatible with the surrounding land uses. Lastly this document shows how the project is consistent with the mentioned HPUD Expanded Sphere of Influence Area Plan adopted by the County.

F. Authority and Scope of a Specific Plan

Specific Plans are defined by California Government Code - Title 7, Chapter 3, Article 8, Section 65450 et sec. The purpose of a specific plan is to accomplish "the systematic implementation of the general plan" by bringing together detailed development standards and regulations to control the development of a specific area.

Adoption of the MCCABE RANCH, Specific Plan will include both this text, which establishes conformance of the project with existing plans, policies and ordinances; and a Land Use Plan, which graphically identifies the various land use areas. The MCCABE RANCH, Specific Plan is regulatory in nature. Existing regulations and ordinances that are in conflict with the Specific Plan may be modified or amended to be compatible with The Specific Plan, unless plan specific equivalent regulations are imposed within the plan.

In the event that any regulation, condition, program or portion of this Specific Plan is held invalid or unconstitutional by a California or Federal Court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining provisions.

G. Adoption of Specific Plan

The scope of this text was dictated by the requirement of the County General Plan, and state planning law, which outline at a minimum the contents of a Specific plan. Imperial

County was empowered to prepare Specific Plans by California Government Code, Title 7, Division 1, Chapter 3, Article 8, and Sections 65450 through 65457. These regulations will grant local planning agencies the authority to prepare specific plans once the county's legislative body has adopted a General plan. The required contents of a Specific Plan, and the necessity of its consistency with the General Plan, are clearly stated. According to Section 65451, 5 a Specific Plan shall include text and diagrams, which specify all of the following in detail:

- 1) The distribution, location and extent of the uses of land, including open space, within the area covered by the plan.
- 2) The proposed distribution, location, extent and intensity of use of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- 3) Standards and criteria by which development will proceed, and standards for the conservation development, and utilization of natural resources, where applicable.
- 4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above tasks.

In addition, the California government code states that a Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan. This plan will not be adopted or amended unless it is found to be consistent with the County's General Plan.

H. Consultation with the County of Imperial

In order for this plan to meet the criteria of the County's General Plan and the intent of when it adopted the General Plan, this plan is intended to be consistent with the Heber Public Utility Department's Service Area Plan and the Heber Urban Area Plan. The County staff has reviewed this plan, and their comments will be addressed herein.

I. Standards and Criteria for Approval

- 1) Will the Specific Plan have a positive fiscal impact for the County of Imperial?

The project will provide revenue from property taxes, which will offset the cost of providing public services. The infrastructures such as streets, curbs, gutters, storm drains, street lights and park amenities will be provided by the developer.

- 2) Will the Specific Plan create new and permanent jobs?

New jobs that benefit from construction will be created on a short-term basis. The project will provide a large base of qualified employees which attracts future business developments. The project will also provide employment for the minimum wage earners who provide services such as; landscape maintenance, house cleaning, childcare, and handyman skills. As the development ages, there will be opportunities for contractors such as painters, roofers, and widow replacement companies.

- 3) *Will the Specific Plan minimize or mitigate adverse environmental impacts and be compatible with existing or planned land uses of nearby cities or communities?*

The impact of increased impervious surfaces will be mitigated by the instillation of an underground storm water detention system located beneath the linear park. This underground system will capture the nuisance flows and direct them to the IID drains.

- 4) *Will the Specific Plan offer diverse or unique opportunities to the County and its citizens?*

The linear park proposed with this development will provide much need park and open space for not only the residents of the development but for the surrounding community as well. The linear park will provide on the upper banks a dedicated bike and walking path separated by a row of trees and ground cover. Along the base of the park that abuts the development, a tree canopy will shade age appropriate amenities which will consist of multiple rings of raised sand boxes, for toddlers, modified basket ball hoops and concrete pads for four square, hopscotch or jump rope. Scattered among the amenities will be picnic tables and bar-b-ques. The base of the park that is opposite the development will provide open areas for informal ball games.

5. 1. *Will the Specific Plan result in the achievement or significant progress toward accomplishing an unmet goal of the County General Plan?*

The project will meet the following goals of the County General Plan Housing Element:

B. 1. Housing Demand and Accessibility:

Goal 1. Ensure the provision of housing sites in suitable locations and with adequate services that collectively accommodate a range of housing types, sizes, and prices meeting the needs of all economic segments of the County's population.

The project will provide housing for the least served population by designing new homes on smaller lots which will assist this segment of the population by reducing the cost to purchase a new home. This project will also offer new apartments to the rental population. In the evolution of housing needs, this project could provide housing for singles, and young couples in the way of rental units, then they could "move-up" to purchase a smaller single family home, then when their housing needs increase, they could purchase a larger home without ever having to leave their "neighborhood."

B. 2. Housing Supply and Affordability

Goal 2: Provide the opportunity to obtain affordable housing which is safe, decent, sanitary and within a suitable living environment with reasonable accessibility to employment.

As was stated in the response to Goal 1 above, this project will provide affordable new, decent and sanitary housing in a safe suitable environment. Employment opportunities would be in the nearby towns of El Centro, Imperial, Brawley, Seeley, Holtville, Calpatria, Westmorland, Calexico, or Mexicali.

B. 3. Housing Opportunities

Goal 3: Ensure that housing opportunities are available to all income groups in all communities without discrimination on the basis of race, religion, ethnicity, sex, age, marital status, or household composition.

This project will not discriminate in any of the above stated areas. The ability to qualify for a loan to purchase the home will be the only qualifying parameter.

5. 2. The project will meet the following goals of the County General Plan Agriculture Element:

This project provides for the logical, organized growth of the urban areas between the Townsite of Heber and the city of El Centro which is a natural extension of the path of development. The project would also help to establish the existing developments of Heberwood Estates and Correll Estates as a residential corridor.

J. Need for Services

The area to be developed by this Specific Plan is open space agricultural land that currently does not have any significant public services necessary for the typical urban development. In order for this project to function, several public services must be available and provided. In the case of sewer and water, it is expected that this area will be serviced by the Heber Public Utility District. A private contractor will manage the solid waste disposal. Sheriff and fire services will be provided by the County of Imperial and the scheduled Impact fees by ordinance will be paid upon development.

III. PROJECT LOCATION & EXISTING SETTING

A. Community Setting

1. Regional Location

The project site is located in the south portion of Imperial County, immediately north the Township of Heber and Heberwood Estates.

The 79.63 (+/-) (gross) acre site is rectangular in shape. This 79.63(+/-) acre area is subdivided into approximately 300 (+/-) single-family residential lots that have access to Dogwood Road. There will be approximately 173 single-family units on lots of a minimum of 6000 to 7000 sq. ft. each and approximately 127 attached homes on lots of a minimum of 5,000 sq. ft. The three parcels totaling 7.06 acres will be zoned for 18 units per acre totaling 127 (+/-) units of multi-family.

2. Site Description

The entire site is flat and drains westerly to the existing Date Drain #3. The property has been under cultivation for the last 70 plus years, however the land is of marginal quality for agricultural use, which is currently Bermuda grass. This site and much of the surrounding area was originally divided into agricultural field parcels of approximately 80 acres. This project site includes 1 county tax parcel.

3. Property Description

The property is about 79.63 (+/-) acres in size and is planar agricultural land. The property is rectangular in shape. The north side will be bounded by Black Hills Road, the east side boundary will be Dogwood Road, to the west boundary will be Date Drain #3, and the south boundary will be Heberwood Estates and the Townsite of Heber.

The site is within a wide planar valley (Imperial Valley) and lies below sea level in the arid southeastern region of the desert. Annual rainfall is less than 3" and average temperatures range from the high 100's in the summer to occasional freezing in the winter.

4. Surrounding Land Uses

The MCCABE RANCH Specific Plan is adjacent to the northern boundary of the of Heberwood Estates. The property area is within the boundary of the Heber Public Utility District's Sphere of Influence. Lands north, east and west are in the Heber Public Utility

District's Sphere of Influence. The adjoining lands may remain in agricultural use for some time if the County's General Plan is adhered to, but could become popularized and developed in the next few years.

5. Existing Planning & Land Use Regulations

This project was processed and reviewed under the provisions of the Imperial County General Plan (1993 & 1996 ed.), which required coordination with the Heber Public Utility District. The County General Plan designated areas "URBAN AREAS" which requires the County to review any land use project. To the extent that the County could implement this regulatory system this process is adhered to. This project however was prepared under the "SPECIFIC PLAN" provisions of State planning law, which allows deviations and methods of implementation not ordinarily allowed within existing regulations. The County is the only one that could have processed this plan

The project is designed to meet most of the County land use regulations. However, since it is done under a specific plan, a political jurisdiction has the ability to allow deviations from their ordinances within this project site, which is one of the primary reasons for the preparation of a specific plan.

B. Project Setting

1. Existing Topography

The project site is a planar agricultural field with only a minor slope. Having been in agricultural production over the past seventy plus years, this site has been "land leveled" through agricultural means to allow for the optimum irrigation practices. Thus the site is "flat".

2. Existing Conditions

a. Geology

Imperial County can generally be divided into three geomorphic provinces: the Peninsular Range, the Salton Trough, and the Mojave Desert. The Salton Trough is the most significant of the three provinces, as it under lays a majority of Imperial County. Also known as the Salton Sink, Cahuilla Basin and Salton Basin, the Salton Trough is basically a northwestern landward continuation of the Gulf of California rift, which was formed by gradual settling in association with uplift of the surrounding mountains during the Miocene, Pliocene and Pleistocene epochs. Much of the land surface within this province is below sea level, and the Trough extends from near Palm Springs approximately 180 miles south to the head of the Gulf of California.

The project site is located in the Colorado Desert Province of southeast California. The dominant feature of the Colorado Desert is also the Salton Trough. Thick sequences of sedimentary rocks of up to 20,000 feet underlie the alluvial cover of the area.

The Salton Trough has experienced continual in filling with both marine and non-marine sediments since its formation in the Miocene epoch (30 million years before present). The specific stratigraphy incorporates Middle and/or Lower Pliocene marine, undivided Pliocene non-marine, and quaternary non-marine terrace deposits. The Middle and/or Lower Pliocene marine deposits consist of light-gray clay stone containing some arkosic sandstones, calcareous oyster shell reefs, and fossiliferous calcareous sandstone. The undivided Pliocene non-marine formations consist of interbedded arkosic sandstones and reddish clays. The Quaternary non-marine terrace deposits are believed to be Pleistocene in age.

b. Soils

Utilizing the Soil Survey of Imperial County, published by the U.S. Department of Agriculture Soil Conservation Service (SCS 1981), two different soil types were identified within the project boundaries. They include: Imperial silty clay, and Imperial-Glenbar silty clay loams. The following discussion identifies the characteristics associated with each soil:

- Imperial Silty Clay; this very deep soil is on flood plains and in basins and lakebeds. It is formed in clayey sediment from mixed sources. Typically, the Imperial silty clay, wet, is pinkish gray and light brown silty clay to a depth of 60 inches or more. Efflorescence's of gypsum and brown stains are common in the cracks and pores. In some places the surface layer is silty clay loam or clay loam. Permeability is slow, and available water capacity is very high. The soil is slightly saline. Surface run-off is slow, and the hazard of erosion is slight.
- Imperial-Glenbar Silty Clay Loams; these nearly level soils are on flood plains and lakebeds within the irrigated areas of Imperial Valley. Refer to the Imperial soil discussion above for additional detail regarding soil characteristics of the Imperial silty clay. The Glenbar soil is very deep and formed in alluvium of mixed origin. Typically, the surface layer is pinkish gray silty clay loam approximately 13 inches thick. The underlying material is stratified light brown clay loam and silty clay loam, with thin lenses of silty clay and sandy clay loam to a depth of 60 inches. Permeability of this Glenbar soil is moderately slow, and available water capacity is very high. The soil is non-saline to slightly saline. Surface run-off is slow and the hazard of erosion is slight. In addition, the hazard of soil blowing is moderate.

The Imperial Silty Clay soil is most commonly found on the project site; while the Imperial Glenbar soil is located primarily in the northern portions of the project area.

3. Biological Resources

This site has been aggressively disturbed for decades, including deep plowing and

other farm practices. There is no known species of plants or animals in this area that are considered to be on any endangered species list or are otherwise protected. Possible species commonly found in the agricultural areas of the valley is the "burrowing owl" which tends to locate on canal banks. There will be a biological survey for the burrowing owl done prior to any construction being implemented.

4. Existing Circulation

a. Introduction

Primary access to the project will be from Dogwood Road which is on the eastern border of the project and runs north and south. The project's western border is approximately one-half mile east of Highway 86.

State Route 111 runs north and south some two miles east of the project site and terminates in the City of Calexico. This corridor will also link the project site to the New Port of Entry and the Gateway of the Americas project.

b. County Road Classification

The County General Plan defines the inventory of Roads into a classification (description) system as follows:

Prime Arterial - the main function of this classification is to provide regional, sub-regional, and intra-county travel services. Features include high design standards with four to six travel lanes, raised and landscaped medians, highly restricted access, and no parking.

Major Arterial - these provide intra-county and sub-regional service. Access and parking may be allowed, but closely restricted in such a manner as to ensure proper function of this roadway. Typical standards include the provision for four and six travel lanes with raised and landscaped medians for added safety and efficiency by providing protected left turn lanes at selected locations.

Secondary Arterial - these are designed for intra-county travel as a link between the long haul facilities and the collector/local facilities. Although it frequently provides direct access to abutting properties, that is not its primary purpose. Typical design features include provision for four travel lanes without a raised median. Parking is generally not permitted.

Collector Street - this is designed to connect local streets with the adjacent arterial street system. Design standards include provision for two travel lanes and parking, except in specific locations where parking is removed to provide a turn lane at intersections. Collector streets frequently provide direct access to abutting properties, although that should be avoided where feasible.

Local Street - this street is designed to provide direct access to abutting properties and to give access from neighborhoods to the Collector Street system. In the central

Imperial Valley, local streets have historically been created along section and half-section lines forming a north/south and east/west grid. This local street network provides alternative routes to connect with Collector and Arterial streets. Design standards include provision for two travel lanes and parking.

Residential Street - this street type also includes residential cul-de-sac and loop street and is designed to provide direct access to abutting properties and to give access from neighborhoods to the Local Street and Collector Street system. This classification should be discontinuous in alignment such that through trips are discouraged. Typical design standards include provision for one travel lane in each direction, parking on both sides, and direct driveway access.

A roadway cross-section illustrating the right-of-way, paved width, and other features of the street classification system is shown on page 31 of the Traffic Study prepared by Linscott Law & Greenspan.

c. County Classification System

To the extent possible, this project will be designed and built using the County's street standards which were adopted in the 1993 General Plan. That agreement specified Urban Boundary areas around each City. These urban boundary areas are to be "extensions" of a City's planning capability even though a project may still be processed through the County's planning process. The intent basically is to assure that future inclusions of land that have already been developed prior to the annexation meet that City's standards as much as possible.

The County's street classification systems defines streets as follows:

MAJOR STREET CLASSIFICATIONS: (source County of Imperial Public Works Department)

<i>Classification</i>	<i>Right-of-Way Paved Width</i>	<i>No. of Travel Lanes</i>
<i>Freeway</i>	<i>300/226 Ft</i>	<i>4</i>
<i>Major Arterial</i>	<i>102/82 Ft</i>	<i>4</i>
<i>Secondary Arterial</i>	<i>84/64 Ft</i>	<i>2</i>
<i>Collector - Major</i>		
<i>- Residential</i>	<i>60/40 Ft</i>	<i>2</i>
<i>- Industrial</i>	<i>70/40-50 Ft</i>	<i>2</i>

LOCAL STREET CLASSIFICATION:

<i>Classification</i>	<i>Right-of-Way Paved Width</i>	<i>No. of Travel Lanes</i>
<u>Urban Streets</u> (2 du gross ac. Or more)		
<i>Local Collector</i> (1200 vpd to 2400 vpd)	70/40 Ft	2
<i>Local</i> (up to 1200 vpd)	60/40 Ft	2
<u>Rural Streets</u> (less than 1 du/gross ac.)		
<i>Local Collector</i> (800 vpd to 2400 vpd)	60/38 Ft	2
<i>Local</i> (up to 800 vpd)	50/24 Ft	2

(NOTE: vpd=vehicles per day over a 24 hour period)

LEVEL OF SERVICE CRITERIA: All streets within a City shall provide the following Level Of Service (LOS) to ensure efficient movement of traffic within the City according to the table below:

<i>Street Classification</i>	<i>Target LOS</i>	<i>Target LOS (peak hour)</i>
<i>Major Arterial</i>	A	B
<i>Secondary Arterial</i>	A	B
<i>Residential Collector</i>	B	C
<i>Local Collector</i>	B	C

City Circulation policies are further evaluated within Chapter VI titled "Consistency with the County General Plan".

5. Existing Infrastructure

a. Water

The MCCABE RANCH Specific Plan is located within the Extended Sphere of Influence of the HPUD. It currently does not receive any domestic water service from the District. The Irrigation District, delivers irrigation water (untreated canal water) for farming use only. No other known supply of water to the site exists, as there is also no groundwater of quality suitable for use or even of quality for treatment. Recently, the district installed

a new 12" water main in Dogwood Road along the eastern boundary of the proposed development.

b. Sewer

The MCCABE RANCH Specific Plan is located within the Sphere of Influence, of the Heber Public Utility District. Heber Public Utility District does not currently supply any wastewater treatment capacity or service to this site. Since there are no structures on the site requiring such service, no other form of treatment is in existence in the area. More importantly, the surrounding residential uses generally rely on the use of individual septic tank/leach field systems.

6. Existing Public Services

a. Police Protection

This site being in the unincorporated portions of Imperial County is dependent on police protection from the Imperial County Sheriffs office. In extreme emergency or as a back up to the Sheriff other law enforcement divisions do provide an "as needed" service. This includes the City of El Centro, and the Highway Patrol, etc.

b. Fire Protection

Fire protection for this area is provided by the Imperial County Fire Department, whose secondary station is in the Townsite of Heber. .

c. Medical Services

Medical (emergency) services for this site are currently provided by an independent ambulance provider in conjunction with two hospitals. The El Centro Regional Medical Center and the Brawley Pioneers Hospital are the two primary care facilities. There are of course a number of private physician offices and urgent care centers also available.

d. Solid Waste Disposal

Solid waste to this project site is currently not required as no on site uses exist that would demand such service. However for purpose of general waste disposal this site falls within the confines of the Heber Public Utility District's Sphere of Influence. Currently residents within the Townsite of Heber are offered two options to dispose of their solid waste. For a land use fee, residents can put their solid waste at the curb for pick up by Valley Environmental who's site is located at Dogwood and Robinson Road or they can use the Imperial County Landfill.

7. Existing Public Utilities

a. Electricity

The Imperial Irrigation District currently supplies most of Imperial County, with the exception of the northeastern portion with electrical energy. As there are no significant improvements on this site at this time, no service has been provided, however the Imperial Irrigation District's facilities are accessible to the site.

The following IID guidelines will be adhered to;

The project owner/developer will supply and maintain all necessary safeguards to ensure a safe working environment during and after the construction and/or installation of the underground power system.

The project owner/developer will confirm to local regulations and will obtain any necessary permits in the performance of the required specifications and will comply with all the District's drawings and documents in their entirety.

The project owner/developer will provide at all times readily accessible means of equipment access for operation, renewal or inspections, which will allow for the District Inspector to view all materials and workmanship.

The project owner/developer will offer for dedication to the Imperial Irrigation District, an easement over all the private streets within the project area and an additional ten (ten) feet in width on both sides of and adjacent to all private streets and/or public streets within the project area for excavation, laying, construction; installation, maintenance, operation, inspection, repair, replacement; and removal of electrical lines, wires, cables, ducts, supports, fixtures, facilities and appurtenances, with the right of ingress and egress over and within same for maintenance, operation, and emergency vehicles.

The project owner/developer is fully responsible for the safety, maintenance and repairs, as well as required corrections, as to all components of electrical service distribution facilities, on and off the construction or project site. The project owner's/ developer's responsibility will continue until these systems and facilities have been energized by the District.

b. Gas

There is no natural gas system available to the site at this time as the nearest location of a natural gas main is at Heber Road and Dogwood Road. However an extension of this service could be accomplished.

c. Telecommunications

Telecommunications are provided by a variety of suppliers in this County, including but not limited to Pac Bell. However at this time while the site would have access to such a service, there is no service being provided to this particular site.

d. Parks and Recreation

This site will provide a 5.35 acre linear park to the west of the development. There will be a dedicated bicycle and walking trail that is separated by trees and ground cover. The base of the park will provide numerous raised sand boxes for toddlers, modified basket ball hoops, concrete pads for dodge ball, hop scotch, four square, and jump rope. A tree canopy will shade these areas with park benches and bar-b-ques scattered through out. Along one side of the park the space will be left open for informal ball games.

Imperial County maintains several facilities within the County. The closest park to the project site is the Margarito Huerta Jr. Ball Field. Sunbeam Lake Park is located approximately 20 miles to the northwest, along Drew and Ross Road. This facility provides facilities for a variety of recreational opportunities including but not limited to water recreation, camping, little league fields, and many other events.

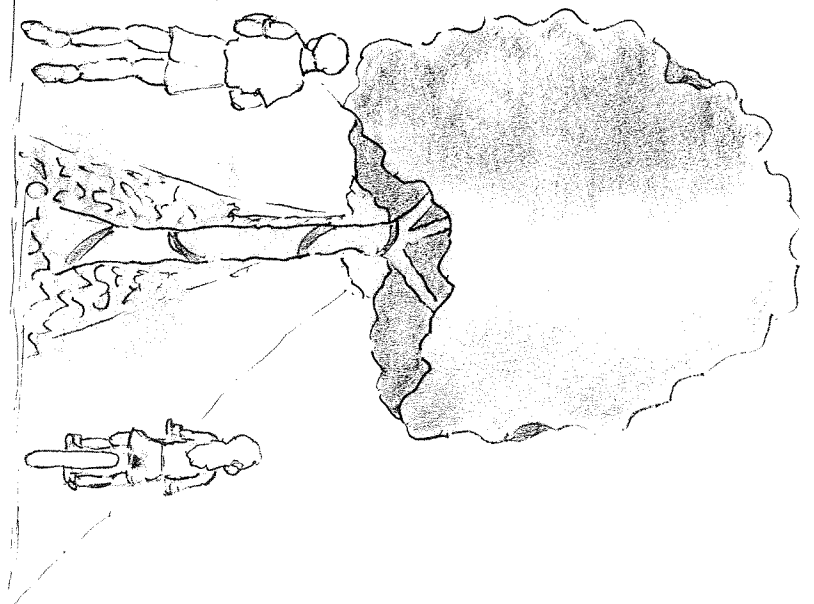
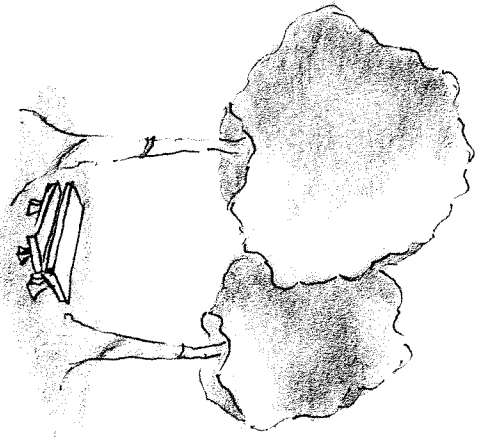
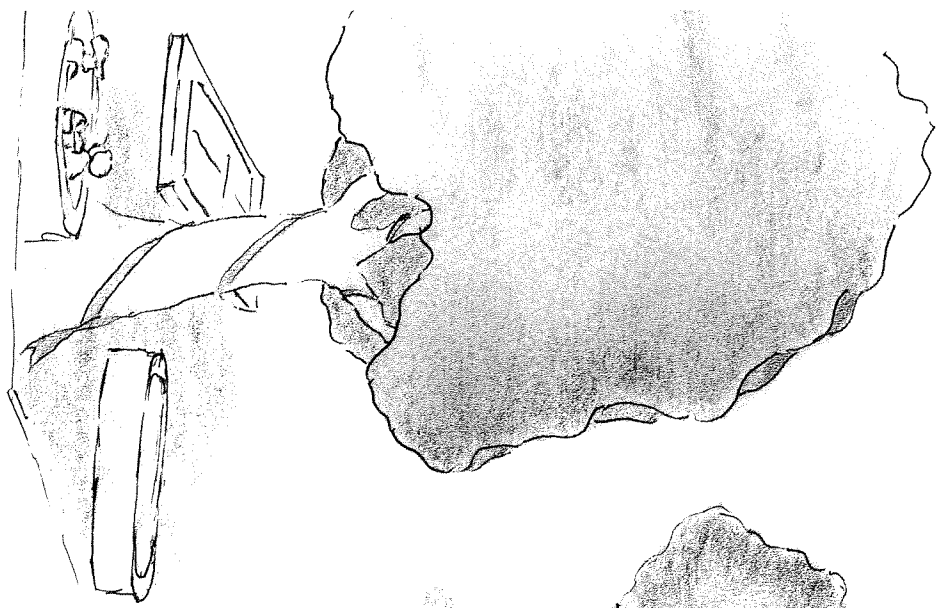
The Valley as a whole provides a myriad of recreation opportunities outside of the irrigated areas in the vast open space desert.

e. Drainage

The Date Drain #3 runs from north to south along the western boundary of the project site. The Strout Drain runs north at the northwest corner of the project site. Storm water that cannot be discharged through the existing restricted connection to the Drain must be retained on-site until it can drain through the allocated connection. For on farm irrigation this is not a problem, however the system as currently operated does not allow for storm water run-off without on site detention to allow for a gradual release.

f. Schools

The MCCABE RANCH Specific Plan is located within the Heber School District, which provides elementary age education. Middle and high school education for students is provided by the El Centro School District.



C. Surrounding Land Use Issues

1. Agricultural Uses

This project is adjacent to the Heber Urban Area but it is within the Heber Public Utility

District Sphere of Influence. Specifically this project does not lie within the Heber Urban Area. The purpose of designating land around the various cities as URBAN was to allow for a significant amount of development while at the same time protecting the valuable farming industry.

Because this development is adjacent to and was itself agricultural land, there should be no conflict between users of both sites.

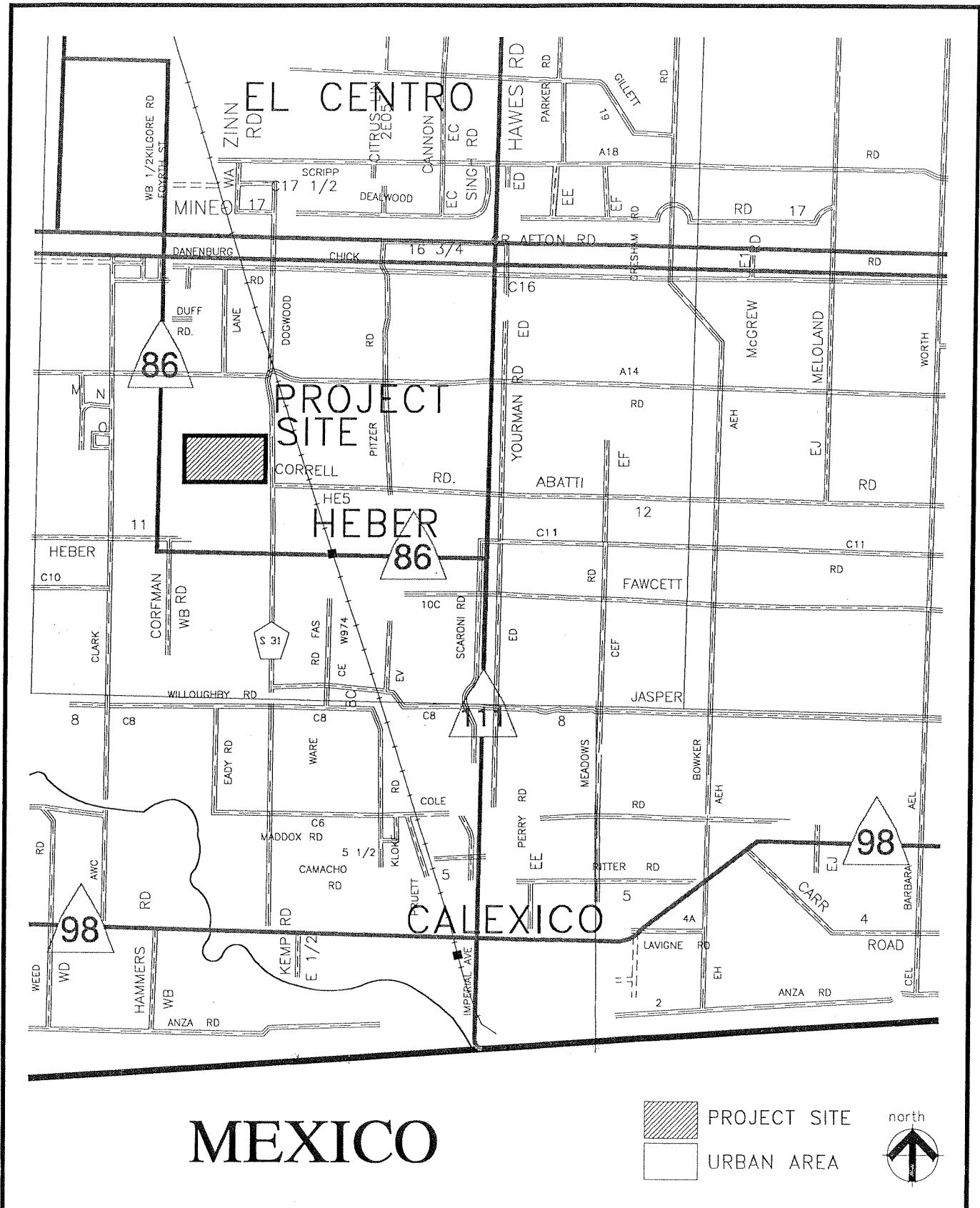
The greater the density of residential uses contiguous to the farming operations, the greater the number of complaints received by the County agencies. While some attempts have been made to define the "buffer" distances necessary to be maintained between a residential use and an agricultural operation, no definitive number has gained popular acceptance. .



*McCABE RANCH
SUBDIVISION*

REGIONAL LOCATION

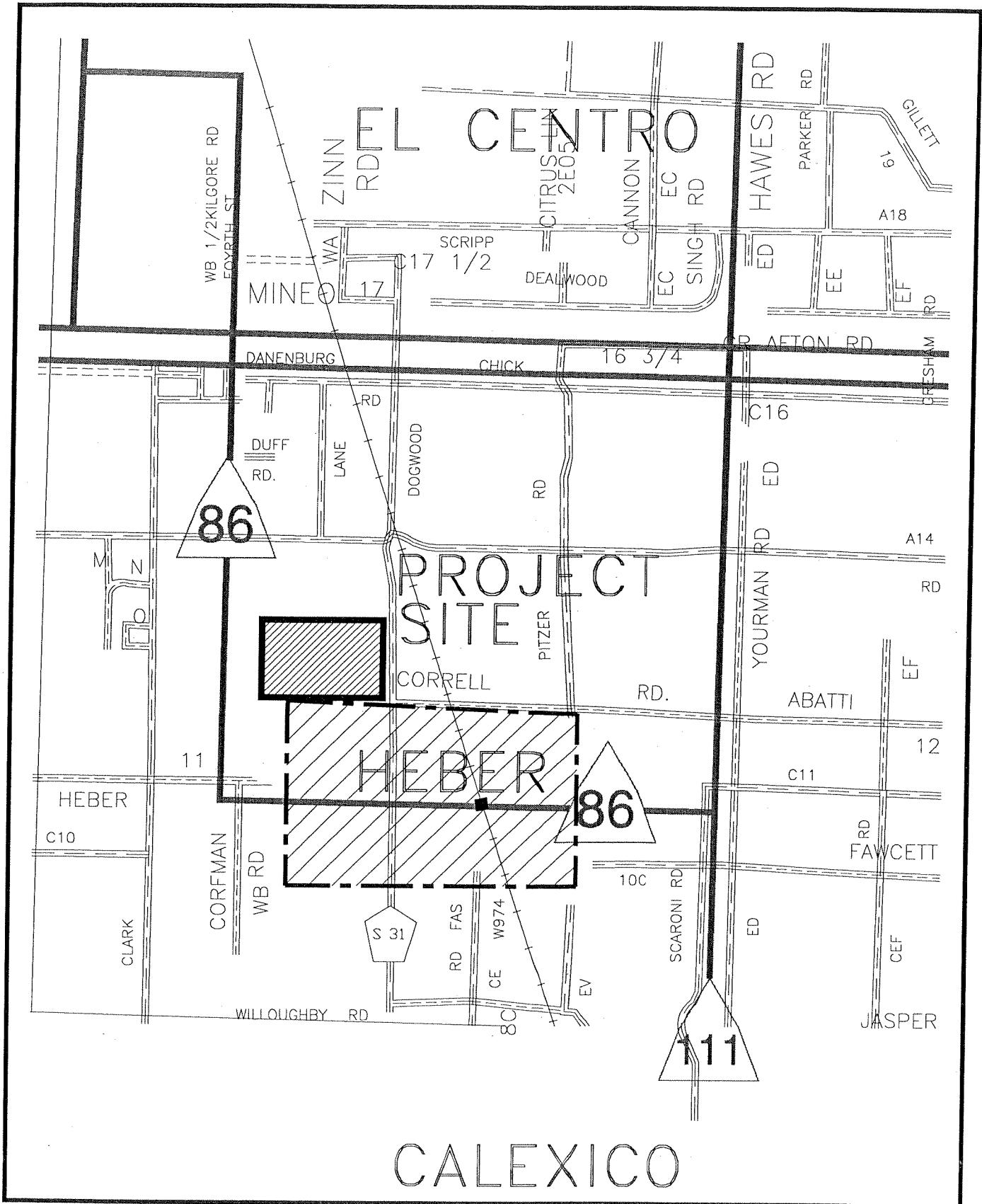
*FIGURE
III-1*



McCABE RANCH
SUBDIVISION

SITE LOCATION

FIGURE
III-2



McCABE RANCH
SUBDIVISION

CLOSE UP OF PROPOSED SITE

FIGURE
III-3

implementing zoning as to types of animals, numbers of animals per acre, minimum lot size for animal keeping, or setbacks from property lines for animal enclosures.

Medium Agriculture - Includes all agricultural crop production described above and permits animal keeping, including aquaculture, as a primary use. Implementing zoning may regulate types of animals, numbers of animals per acre, minimum lot size for animal keeping, or setbacks from property lines for animal enclosures. Incidental uses such as produce stands or on-site packing and processing of agricultural crops may be permitted with limitations by implementing zoning.

Heavy Agriculture - Includes all agricultural crop production and animal keeping, including aquaculture, dairies, feed lots, and animal sales yards as a primary use. Implementing zoning may regulate numbers of animals per acre, minimum lot size for animal keeping, or setbacks from property lines for animal enclosures. Incidental uses such as produce stands may be permitted with limitations by implementing zoning. On-site packing and processing of agricultural crops and livestock, and farm labor camps, may be permitted with limitations by implementing zoning.

Industrial Uses

Light Industry - Refers to industrial plants, and storage, distribution, and administrative facilities, for uses engaged in manufacturing, compounding, processing, assembling, packaging, treatment, or fabrication of materials and products within an enclosed building. Implementing zoning may restrict use of certain products, processes, or manufacturing equipment due to external effects such as noise, odors, smoke, or dust. Uses, which involve compounding of radioactive materials, manufacturing of certain hazardous gases or chemicals, petroleum refining or large petroleum storage facilities, or manufacturing of explosives, would not be permitted.

Medium Industry - Refers to industrial plants, and storage, distribution, and administrative facilities, as described above, including uses conducted outside of an enclosed building. Implementing zoning may restrict use of certain products, processes, or manufacturing equipment due to external effects such as noise, odors, smoke, or dust. Uses, which involve compounding of radioactive materials, manufacturing of certain hazardous gases or chemicals, petroleum refining or large petroleum storage facilities, or manufacturing of explosives, would not be permitted.

Heavy Industry - Refers to industrial plants, and storage, distribution, and administrative facilities, as described above, including uses conducted outside of an enclosed building. Implementing zoning may restrict use of certain products, processes, or manufacturing equipment due to external effects such as noise, odors, smoke, or dust; and may allow, with restrictions uses, which involve manufacturing of certain hazardous gases or chemicals, petroleum refining or storage, or manufacturing of explosives. Electrical and other energy generating facilities are heavy industrial uses, except geothermal, hydroelectric, wind and solar facilities may be regulated differently than other types of power plants by implementing zoning. Other uses such as mining and processing of sand, gravel, rock, and other metallic or non-metallic minerals, landfills, and oil or gas drilling rigs, also exhibit characteristics similar to other heavy industrial uses but may be regulated differently by implementing zoning due to necessary location.

Commercial Uses

Neighborhood Commercial - Refers to commercial uses, which provide for the sale of convenience goods, such as food, drugs and sundries, and personal services, which meet daily needs of a local neighborhood trade area. A supermarket or convenience grocery store is usually a principal tenant. Offices, gasoline stations, eating and drinking establishments, and recycling collection facilities (not involving hazardous materials) are also permitted but may be limited or restricted by implementing zoning. Automobile painting and repair would not be permitted.

General Commercial - Refers to commercial uses as described above, as well as larger retail outlets including regional centers, home improvement stores, business and construction support services, personal and business storage facilities, commercial recreation, health clubs and spas, medical, financial, and other professional offices and facilities, hotels and motels, automobile and equipment sales and services. Some of these uses may be restricted by location in certain zones, or by other limitations of implementing zoning. Agricultural and animal services may also be permitted subject to limitations of implementing zoning.

Residential Uses

Dwelling Unit - Refers to a single unit providing complete, independent living facilities, including permanent provisions for living, sleeping, eating, cooking, and sanitation, and having only one kitchen. A

dwelling unit includes a single family detached home (including manufactured homes), or each of the attached units in a duplex, apartment building, or residential condominium. Hotel and motel units are not dwelling units or residential uses. Lodging or boarding houses, and group living quarters are residential uses, which are regulated by zoning, but are not included as "dwelling units per acre".

Dwelling units per acre - Is a statement of residential density, which for the County of Imperial, would result in an approximate average population of 3.0 to 3.5 persons per dwelling unit allowed per acre. For purposes of the County General Plan it shall mean dwelling units per gross acre and shall be determined for each separate and individually owned lot or parcel based on the gross area within the exterior boundary lines of a property. Existing public rights-of-way, railroad rights-of-way, and canals or drains shall be excluded from the gross area when calculating permitted dwelling units.

Density Bonus Per State Law - The California Government Code, Section 65915 et seq., requires each city and county to provide incentives, which may include a 25 percent density bonus, for development of lower income housing units in residential projects of five or more dwelling units. This provision, as presently stated in the Government Code or as it may hereafter be amended, is applicable to the Imperial County General Plan. For more information, please refer to the Housing Element of the General Plan.

C. Land Use Designations and Standards

In order to define a clear distribution of development and preservation, the following categories have been defined: Agriculture, Community Area, Government/Special Public, Industry, Recreational/Open Space, Rural Residential, Special Purpose Facility, Specific Plan Area, and Urban Area.

The following designations and standards rely on the land use descriptions specified above. Where uses are indicated as permitted in a land use category, limitations on such uses may be required by implementing zoning, such as limiting the location or intensity of such a use, or by requiring a conditional use permit and a site-specific environmental assessment, or other form of discretionary review.

Urban Area

The Urban Area classification is intended to provide for low to high-density residential, commercial, and industrial development, and associated public services. Most Urban Area classifications surround the incorporated cities of Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial, and Westmorland; but are also used for the unincorporated communities of Heber, Niland, Seeley, West Shores/Salton City, and Winterhaven. These areas are characterized by a full level of urban services, in particular public water and sewer systems, and contain or propose a broad range of residential, commercial, and industrial uses.

It is anticipated that these areas will eventually be annexed or incorporated and should be provided with the full range of public infrastructure normally associated with cities. Therefore, development in these areas shall provide for the extension of full urban services such as public sewer and water, drainage improvements, street lights, fire hydrants, and fully improved paved streets with curbs and, in most cases, sidewalks. Such improvements shall be consistent with City standards as determined by the City Engineer, Department of Public Works, Fire Marshal, and Planning/Building Department.

All development within Urban Areas shall also be reviewed by affected local agencies and County departments to determine that an adequate level of public services exist to serve the proposed project. This would include the off-site circulation system (County Department of Public Works), adequate water and pressure for fire suppression (County or City Fire Marshal), police services (County Sheriff or City Police Department), schools (local school district and County Department of Education), potable water (local water district), sewage disposal (local sanitation district or County Health Department), local park facilities (County Parks and Recreation Department), and other services which the Planning/Building Department identifies as impacted. In areas potentially affected by airport operations, developments shall be reviewed for conformance to the Airport Land Use Compatibility Plan.

Residential Development Standards:

Residential land uses at a population density of 1 to a maximum of 29 dwelling units per acre.

Residential building intensity is determined by available public facilities and services and physical or environmental factors which may affect the site.

New residential development must be consistent with the existing character of the community.

New residential development within the vicinity of airports must be consistent with the Airport Land Use Compatibility Plan

Commercial Development Standards:

Low to high intensity commercial land uses including professional offices, neighborhood and general commercial uses.

Maximum floor area ratio not greater than 2:1 (i.e., 2 square feet of gross building area per 1 square foot of area within the lot or building site).

Building height maximum of 50 feet or as provided by the Airport Land Use Compatibility Plan.

A minimum of 10 percent of the lot area shall be landscaped. A greater percentage of landscaping may be required for projects involving discretionary review.

New commercial development within the vicinity of airports must be consistent with the Airport Land Use Compatibility Plan.

Industrial Development Standards:

Light and medium industrial land uses.

Maximum floor area ratio not greater than 3:1 (i.e., 3 square feet of gross building area per 1 square foot of area within the lot or building site).

Building height maximum of 50 feet or as provided by the Airport Land Use Compatibility Plan.

Industrial uses should locate in areas where high noise levels will not impact existing or planned noise sensitive land uses.

Significant impacts associated with the proposed land use must be mitigated.

Industrial land uses within this category should locate in areas having access to major transportation systems

A minimum of 10 percent of the lot area shall be landscaped. A greater percentage of landscaping may be required for projects involving discretionary review.

Agricultural Land Use Standards:

Agricultural land uses within this category consist of light and medium agricultural uses.

Agricultural land uses located within the Urban Area category may be subject to limitations with respect to animal keeping, setbacks, building height, and other regulations of the County Zoning Ordinance.

Open Space/Recreation Standards:

Open space land uses within this category consist of environmentally sensitive areas, fault zones, floodways and flood plains, and agricultural lands. Recreational land uses within this category consist of both outdoor and indoor facilities such as parks, athletic fields, recreational vehicle parks, and commercial sports enterprises such as golf courses, health and athletic clubs, and bowling alleys.

Solid and Liquid Waste Disposal Facilities:

Landfills and hazardous waste storage and transfer stations are prohibited within this category.

Solid waste transfer and recycling stations may be permitted with appropriate zoning and environmental review.

D. Compatibility Matrix

The primary purpose of a compatibility matrix is to provide a means to evaluate and achieve compatibility between the general plan and zoning ordinance. A matrix can be used to compare the land use categories of the general plan with the zoning districts and corresponding development standards of the Zoning Ordinance.

To illustrate the extent of zoning compatibility with the general plan, the Imperial County Consistency Matrix features the following categories:

- Compatible:** Zones that are compatible with the General Plan Designation
- Incompatible:** Zones that are not compatible with the General Plan Designation
- Conditionally Compatible:** Zones that the County could find compatible under certain circumstances, but that generally are not compatible.

The conditionally compatible category is zoning that is not by itself compatible, but could be found to be compatible under unique or unusual circumstances. Such circumstances would include zoning needed to accommodate an existing legal or legal non-conforming use; when additional density or use restrictions can be included by use of an "overlay" or "combining" zone; or where a Specific Plan, conditional use permit (CUP) or other discretionary permit can be required for a proposed use and mitigating measures can be imposed to reduce or eliminate potential land use conflicts.

LAND USE CATERGORIES	ZONES															
	R-1	R-1-T	R-2	R-3	R-4	R-4-T	R-A	A-1	A-2	A-2-R	A-3	C-0	C-1	C-2	M-1	M-2
Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Area	<input type="radio"/>	<input type="radio"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Government/Special Public	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Industry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="radio"/>	<input type="radio"/>
Recreation/Open Space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rural Residential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Purpose Facility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Specific Plan Area	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="radio"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>

E. Implementation Policies and Programs

Implementation of the Land Use Element is intended to be a continual process involving amendments to the County Zoning Ordinance and Zoning Maps, and discretionary review of proposed subdivisions and conditional use permits; and also involving ministerial review procedures to assure that proposed development has adequate potable water and sewage disposal, and to determine that no hazard to public health or safety will result from flooding, earthquakes, unstable soil, or other natural hazards.

Urban Areas Policy

A primary concern for new development in Urban Areas, particularly those that are adjacent to incorporated cities, is the adequacy of existing public services and facilities, and the level of infrastructure improvements proposed by new development.

Program

All proposed subdivision development and new multiple family, commercial, and industrial development within the Urban Area category, should be required to provide full public street and drainage

improvements, including the installation of curb and gutter, sidewalks, sewers and potable water. Such improvements shall comply with that City's design and improvement standards.

Policy

Existing County zoning regulations in agricultural, commercial, and industrial zones enable residential development, which conflicts with planned uses envisioned, by the General Plan and results in land use conflicts and loss of potential County fiscal benefits from lands zoned for commercial or industrial uses.

Program

County zoning maps shall be amended to conform to the Urban Area designation and the County Zoning Ordinance shall be amended to prohibit residential as a principal use in commercial and industrial zones.

CIRCULATION AND SCENIC HIGHWAYS ELEMENT

B. Existing Conditions

1. State Highways

Existing regional access to the County of Imperial is provided via Interstate 8, State Route 111, State Route 78, State Route 86, State Routes 115, and State Route 186. The existing conditions of these routes are described below:

Interstate 8 (I-8) is the primary east/west route through the County between San Diego and Yuma, Arizona. It is constructed with two travel lanes in each direction with complete grade separation at all intersections. The volumes on this facility range between 6,200 average daily trips (ADT) to 22,900 ADT.

State Route 111 (SR-111) commences at the international border at Calexico and consists of two travel lanes in each direction north to I-8. Traffic volumes on these segments range between 22,000 and 41,000 ADT. North of I-8, SR-111 narrows to a two lane undivided roadway providing connection to Brawley, Calipatria, and along the eastern shore of the Salton Sea to the Riverside County city of Indio where it connects with I-10. Daily traffic volumes north of I-8 range are 12,100 ADT, decreasing to 3,500 ADT south of the Riverside County line.

State Route 86 (SR-86) is generally a north/south route, primarily constructed with two travel lanes in each direction. This facility runs from I-10 in Indio, parallels the western side of the Salton Sea, joins with SR-78 south of Salton City, continues through Westmorland to Brawley, then splits from SR-78 and continues south through Imperial and El Centro to I-8. South of I-8, it serves the community of Heber and terminates at SR-111. Daily traffic volumes on SR-86 in the unincorporated portions of the County vary between 4,100 ADT (north of SR-78) to 13,500 ADT south of Brawley. Ultimately, Cal-Trans has plans to widen and realign SR-86 to four lane conventional highway and expressway standards between I-8 and the Riverside County line.

State Route 78 (SR-78) commences at I-10 at Blythe in Riverside County, traverses Imperial County in an east/west fashion through Palo Verde, Brawley, and Westmorland, and continues through San Diego's north county before terminating at I-5. Most sections of SR-78 are constructed as a two-lane conventional highway (one travel lane in each direction) with the exception of a 1.8 miles section through the incorporated city of Brawley. Outside Brawley, SR-78 tends to carry very low traffic volumes ranging between 600 ADT east of the San Diego County line, to 5,300 ADT just west of the City of Brawley. The portion of SR-78 east of Brawley to the Riverside County line carries daily traffic volumes ranging from 1,300 ADT to approximately 3,500 ADT. Cal-Trans is studying a new alignment for SR-78, which would bypass Brawley on the north as shown on Figures 1 and 2.

State Route 98 (SR-98) is an east/west facility separating from Interstate 8 near the community of Ocotillo, traversing in a southeasterly fashion through the City of Calexico and reconnecting to I-8 near the Algodones Sand Dunes. The majority of SR-98 is currently constructed with one travel lane in each direction, with the exception of a 2.2 miles stretch within the city of Calexico, which provides two travel lanes in each direction. Daily traffic volumes on this facility range from 700 ADT west of the eastern connection of this route to I-8 to 10,500 ADT just west of the Calexico western city limits. With implementation of proposed SR-7 between the new East Border Crossing and SR-98, Cal-Trans is proposing to relocate SR-98 through the City of

Calexico on a more northerly alignment using Cole Road, which would be upgraded from two to four travel lanes. This change will require concurrence by the City of Calexico, the County, and Cal-Trans.

State Route 115 (SR-I 15) is a north/south two-lane undivided highway (with a few four-lane sections along its route) and primarily serves travel north of I-8 to Holtville, Brawley, and Calipatria. Existing daily traffic volumes range between 1,200 ADT and 5,800 ADT.

State Route 186 (SR-186) is a short north/south facility connecting I-8 to the southeastern portion of Imperial County and the Mexican border community of Algodones. SR-86 accommodates international travel and commercial travel. Currently, this roadway is constructed with one travel lane in each direction and accommodates approximately 2,000 daily vehicle trips.

2. County Street Classifications

The County of Imperial's existing roadway network consists of a highly integrated combination of street types, as follows:

Prime Arterial classification generally provides four travel lanes within a 126-foot right-of-way with no parking permitted and a raised median. Its primary purpose is to carry through traffic and provide a direct connection to the State Highway system.

Major Arterial classification generally provides four travel lanes within a 82-foot paved width and an 102-foot right-of-way width. The primary function of a major arterial is to carry through traffic and its secondary purpose is to provide access to abutting property.

Minor Arterial classification generally provides two travel lanes within a 64-foot paved width and an 84-foot right-of-way width, with provision for a 22-foot wide parkway strip. Its primary purpose is to provide for local traffic movement and access to abutting property, and for movement between local streets and streets of higher classification. Minor arterials provide traffic circulation service within residential, commercial, and industrial areas.

Collector Road classification generally provides one lane in each direction with a 40-foot paved width and a 70-foot right-of-way width, allowing for a 15-foot parkway strip and provision for parking and bike lanes. Its primary purpose is to provide for local traffic movement and direct property access. Many Collectors serve industrial and business areas. Table 1 contains the proposed County of Imperial Standard Street Classification, which relates levels of service to various roadway classifications.

Local Road classification generally provides one lane in each direction with a 40-foot paved width and a 60-foot right-of-way width. Its primary purpose is to provide for local traffic movement and direct property access.

3. North/South Arterials

The following County roadways accommodate most of the north/south traffic movement between local cities and communities:

Forrester Road provides a connection between Brawley and I-8 west of El Centro and continuing south to McCabe Road. This facility consists of one travel lane in each direction with traffic volumes ranging between 5,300 ADT south of Keystone Road to 6,100 ADT north of Evan Hewes Highway. Forrester Road also provides a diamond type interchange with I-8 with stop sign controls on both east and westbound off ramps. It should be noted that Forrester Road is planned to be upgraded to a four-lane facility, and designated as a State Route in the future. This change will require concurrence by the County and Cal-Trans. Field observations and traffic counts confirm a very high percentage of heavy vehicles traversing this roadway.

4. East/West Arterials

The following County roadways accommodate most of the east/west traffic movement between local cities and communities:

Aten Road commences west of Forrester Road and terminates at SR-III. It is a two lane undivided roadway to LaBrucherie Road where it becomes a four lane undivided road to SR-111 and traverses the southernmost portion of the City of Imperial. According to the most recent daily traffic volume counts, Aten Road carries 4,900 and 5,000 ADT east and west of Dogwood Road, respectively.

Worthington Road commences north of Seeley and terminates just east of Highline Road north of the City of Holtville. It is a two lane undivided roadway and traverses the northernmost section of the City of Imperial and carries 300 ADT west of Forrester Road. East and west of SR-III it carries 1,000 and 1,800 ADT, respectively.

Keystone Road connects Forrester Road and Highline Road through central Imperial Valley. This two lane undivided roadway carries 1,000 and 800 ADT east and west of SR-86, respectively. Currently, traffic volume data is not available for the eastern segments of this roadway.

5. Public Transportation

The Countywide Transit System is an inter-city fixed route bus system, subsidized by the Imperial Valley Association of Governments (IVAG), managed by the County Department of Public Works, and operated by a private transportation carrier.

Service is provided daily within the areas classified as the "Primary Corridor" which is a north/south axis throughout Brawley, Imperial, El Centro, and Calexico; and also within the "Secondary Zone" to the outlying communities of Niland, Calipatria, Westmorland, Seeley, and Holtville. The "Remote Zone" communities of Desert Shores, Salton City, Salton Sea Beach, Bombay Beach, and Winterhaven are served once a week throughout the year.

The four routes that include service to Imperial Valley College do not serve the college or the Secondary Zone during college recess or holidays. During the college recess or holidays, Secondary Zone passengers are able to access the once weekly Remote Zone buses, as the buses pass through the respective communities.

GOALS AND OBJECTIVES

A. Preface

The following presents a set of goals and objectives of the Circulation and Scenic Highways Element along with policies to achieve these specific goals and objectives. They have been prepared in collaboration with the General Plan Ad-Hoc Advisory Committee appointed by the Board of Supervisors.

B. Goals and Objectives

Safe, Convenient, and Efficient Transportation System

Goal 1: The County will provide an integrated transportation system for the safe and efficient movement of people and goods within and through the County of Imperial with minimum disruption to the environment.

Objective 1.1 Maintain and improve the existing road and highway network, while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.

Objective 1.2 Require a traffic analysis for any new development, which may have a significant impact on County roads. In general, a traffic analysis should be required for projects, which generate more than 500 ADT.

Objective 1.3 Ensure safe and coordinated traffic patterns, contiguous growth, and promote a planned and consistent development around city/township areas.

Objective 1.4 In addition to Collector and Arterial roads, maintain and, where appropriate, extend the existing network of Local Streets which have been historically plotted along section and half-section lines, and which provide alternative local routes to connect with Collector and Arterial streets.

Objective 1.5 Encourage the balance of employment, services, and housing throughout the County to preclude future traffic congestion.

Multiple Modes of Transportation

Goal 2: Consider all modes of transportation including motor vehicle, mass transit, air transportation, and non-motorized transportation.

Objective 2.1 Develop a balanced circulation system, which will provide for the economical, efficient, and safe movement of people and goods within and through the County.

Objective 2.2 Encourage a mix of transportation modes to meet community needs.

Alternate Modes of Transport

Goal 3: *Develop alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.*

Objective 3.1 Develop and improve transit and paratransit services and programs.

Objective 3.3 Develop and improve bicycle routes and pedestrian walkways. Consider the needs of bicyclists in the design, construction, and maintenance of all County roads, with specific attention to those roads established and defined in a network of key bicycling routes.

AGRICULTURAL ELEMENT

GOALS AND OBJECTIVES

A. Preface

The Agricultural Element of the General Plan serves as the primary policy statement by the Board of Supervisors for implementing development policies for agricultural land use in Imperial County. This Chapter of the Agricultural Element presents Imperial County's Goals and Objectives relative to agricultural production within the unincorporated areas of the County. Some Goals and Objectives have been taken from other Elements of the previous General Plan (i.e., Land Use, Housing, and Open Space Conservation) that relate to agriculture. Several new Goals and Objectives have been added based upon existing conditions of the industry and the many important trends and issues described in Chapter II.

The Goals and Objectives, together with the Implementation Programs and Policies in Chapter IV, are the statements that shall provide direction for private development as well as government actions and programs. Imperial County's Goals and Objectives are intended to serve as long-term principles and policy statements representing ideals, which have been determined by the citizens as being desirable and deserving of community time and resources to achieve. The Goals and Objectives, therefore, are important guidelines for agricultural land use decision making. It is recognized, however, that other social, economic, environmental, and legal considerations are involved in land use decisions and that these Goals and Objectives, and those of the other General Plan Elements, should be used as guidelines but not doctrines.

B. Goals and Objectives

Preservation of Important Farmland

Goal 1: *All Important Farmland, including the categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance, as defined by Federal and State agencies, should be reserved for agricultural uses.*

Objective 1.1 Maintain existing agricultural land uses outside of urbanizing areas and allow only those land uses in agricultural areas that are compatible with agricultural activities.

Objective 1.2 Encourage the continuation of irrigation agriculture on Important Farmland.

Objective 1.3 Conserve Important Farmland for continued farm related (non-urban) use and development while ensuring its proper management and use.

Objective 1.4 Discourage the location of development adjacent to productive agricultural lands.

Objective 1.5 Direct development to less valuable farmland (i.e., Unique Farmland and Farmland of Local Importance rather than Prime Farmland or Farmland of Statewide Importance) when conversion of agricultural land is justified.

Development Patterns and Locations on Agricultural Land

Goal 2: *Adopt policies that prohibit "leapfrogging" or "checkerboard" patterns of non-agricultural development in agricultural areas and confine future urbanization to adopted Sphere of Influence areas.*

Objective 2.1 Do not allow the placement of new non-agricultural land uses such that agricultural fields or parcels become isolated or more difficult to economically and conveniently farm.

Objective 2.2 Encourage the infilling of development in urban areas as an alternative to expanding urban boundaries.

VII: CEQA COMPLIANCE

ENVIRONMENTAL CHECKLIST

DATE:

1. Project Title: **MCCABE RANCH SUBDIVISION**
2. Lead Agency: *Imperial County Planning Department*
3. Contact Person: *Jurg Heuberger*
4. Phone Number: **(760) 482-4236**
5. Project Sponsor: **MCCABE RANCH PARTNERS**
6. Project Location: ***Within the Heber Public Utility District's Sphere of Influence and Approved Service Plan***
7. Project Address: *N.W. Corner of Dogwood and Correll Roads.*
8. Description of Project: **(See Chapter IV)**
9. Surrounding Land Uses and Setting: ***Residential and Agricultural***
10. General Plan Designation: **SPA**
11. Zoning: ***A-2 (Light Agriculture with Urban Overlay)***
12. Other Agencies whose approval is required:
(e.g., permits, financing approval, or participation agreement.)
 - a) ***Planning Commission***
 - b) ***Board of Supervisors***
 - c) ***Heber Public Utility District***
 - d) ***LAFCO***

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a potentially Significant Impact as indicated by the checklist on the following pages:

- Land Use and Planning
- Population and Housing
- Geological Problems
- Water
- Air Quality
- Transportation/Circulation
- Biological Resources
- Energy and Mineral Resources
- Hazards
- Findings of Significance
- Service and Systems
- Aesthetics
- Cultural Resources
- Recreation

STAFF DETERMINATION

After Review of the Initial Study the Environmental Evaluation Committee has:

1) Found that the proposed project **COULD NOT** have significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

2) Found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared:

3) Found that the proposed project **MAY** have a significant effect on the environment, and an;
A) ENVIRONMENTAL IMPACT REPORT is required
Found that the proposed project **MAY** have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a potentially impact or potentially significant unless mitigated. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

B) Found that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standard and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project

CALIF. DEPARTMENT OF FISH AND GAME
DE MINIMIS IMPACT FINDING Y N

YES VOTE:
 NO ABS

Jurg Heuberger DATE:
Planning Director

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except no impact answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A no impact answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A no impact answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

- 3) Potentially Significant Impact is appropriate if there is substantial evidence that an effect is significant. If there are one or more potentially significant impact entries when the determination is made, an EIR is required.

- 4) Potentially Significant Unless Mitigation Incorporated applies where the incorporation of mitigation measures has reduced an effect from Potentially Significant Impact to a less than Significant Impact. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, earlier Analyses may be cross-referenced).

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.

- 6) Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

OFFICIAL CHECKLIST:

OFFICIAL CHECKLIST:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Impact	No
(PSI)	(PSUMI)	(LTSI)	(NI)

I. LAND USE AND PLANNING *Would the proposal:*

a) **Conflict with general plan designation or zoning?**

Under the County of Imperial general plan, this area is designated as an urban planning area, which essentially means that the area is intended to be developed. Likewise in the same plan, the purpose of the urban designation is to make any development that is planned to be consistent with the City's general plan. In doing a Specific Plan, minor deviations can be addressed and allowed.

b) **Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?**

There are no specific environmental plans or policies applicable to this area. There are thus no conflicts.

c) **Be incompatible with existing land use in the vicinity?**

The surrounding land uses in this area are predominately residential to the south. To the north and east the area is designated for agriculture.

d) **Affect agricultural recourses or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses?)**

The ground has been in field crop production for the past 10 years. Therefore aerial application of pesticides has not been required thereby minimizing the impact to the land. The only other viable agricultural land is located to the north and west of the project site, and is outside of the urban designated area. Typically the buffer zone of 200 feet has been sufficient according to the agriculture department to maintain no significant impact upon agricultural land as a result of urbanized development. In this case that buffer is not just land, it is the physical improvement of a major canal which by its very existence provide a limit to the growth in a western direction.

e) **Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?**

There is a residential subdivision to the south and south east of this project that is compatible to the proposed development. That development will not be impacted by this development nor is this considered to be a disruption to an "established" community. As the street patterns continues throughout the new project.

II. POPULATION AND HOUSING *Would the proposal:*

a) **Cumulatively exceed official regional or local population projections?**

Certainly this project will allow for an increase in the population in the Townside of Heber or its designated urban area, however as part of the cumulative total this project will not exceed the population projections for the area.

b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?

Given that the area currently is open farm ground, an increase by 441 units to a given area will induce substantial but unavoidable growth to an area. Consequently a significant change to the infrastructure necessary to support this growth will be necessary. It is therefore considered to be potentially significant unless mitigated. In this the MCCABE RANCH Specific Plan has addressed several options and has provided a solution (mitigation) to address this concern. If the plan is approved, this will become a No Impact issue, or at most a mitigated but less than significant impact.

The proposed mitigation's for this impact are:

- a) Provide improvements to Dogwood Road as well as to Highway 86, as per the requirements of the submitted Traffic Study and the County of Imperial Impact Fee Program.
- b) Provide the necessary water lines and sewer lines as extensions from the Heber Public Utility District to service the proposed project at the expense of the developer
- c) Provide the necessary right-of-way and dedications of land to the appropriate jurisdiction
- d) Provide a financing mechanism to support the ongoing maintenance of the street lights.

c) Displace existing housing, especially affordable housing?

This project adds housing to the housing stock of the County of Imperial and the region. It will in no way eliminate or displace any housing particularly affordable housing. In fact a component of the plan is to provide for a variety of housing options thus allowing for a wide range of affordability.

III. GEOLOGIC PROBLEMS Would the proposal result in or expose people to potential impacts involving:

a) Fault rupture?

The entire region is in a geologically active region, which essentially means that any project is subject to possible fault rupturing. However this particular site while within boundaries of known faults is not bisected by such a fault.

b) Seismic ground shaking?

The entire area and region is in a seismically active area of the state, thus it certainly is possible that the project will be subjected to ground shaking at some time. However all new construction will have to be built to the most recent versions of the adopted codes, which in recent years have become stronger on seismic protection requirements.

c) Seismic ground failure, including liquefaction

Liquefaction is a component of soil failure generally associated with ground shaking in or over ground that is somewhat saturated or over a liquid zone. There are no such conditions known to exist in this location.

d) Seiche, tsunami, or volcanic hazard?

d) Seiche, tsunami, or volcanic hazard?

Seiche and tsunami are generally associated with areas contiguous to large open water bodies, i.e. the ocean. In this instance, there are not such large water bodies near the project. As to volcanic hazards, there is no evidence to suggest that this project is near any recent volcanic activity zone.

e) Landslides or mudflows?

The area proposed for development is a flat agricultural field not anywhere near an incline or mountain range, consequently landslides or mudslides are a virtually impossibility.

f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fills?

There is no reason to have erosion of the area as a result of the development as the overall project will require the adherence to an engineered grading and drainage plan. Certainly with any development the topography will change, as parks will be built, as retention basins will be built and as streets are developed, however this is a less than significant change.

g) Subsidence of the land?

The known geology of the area does not indicate a significant potential for subsidence, however due to the fact that this is a seismically active area, subsidence is possible.

h) Expansive soils?

Many areas around Imperial County have the potential for expansive soils, and this area is likely to experience such occurrence. However to address the structural affects of expansive soils, mitigation's have been proposed within the Specific Plan to require the soil engineer to specify the foundation type and size to minimize future damage.

The proposed mitigation's for this impact are:

- a) Provide a full soils report for the site and design the foundation systems according to the soil engineer's recommendation prior to construction.
 - b) Provide construction to meet the latest Uniform Codes and provide foundations, roadbeds, and other structures susceptible to expansive soils to the recommendations of the soil report
-

i) Unique geologic or physical features?

There are no known unique or special physical features in this area.

IV. WATER Would the proposal result in:

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?

Development of virgin agricultural land undoubtedly changes the absorption and drainage patterns of a site. In a development such as this however the normal engineering requirement almost always automatically mitigate this concern. In this instance, there will be an engineered drainage plan and there will be an on site storm water retention basin to manage the runoff consistent with established engineering standards of the County and the Imperial Irrigation District. The amount of runoff allowed to enter the Imperial Irrigation District system will be controlled as required.

b) Exposure of people or property to water-related hazards such as flooding?

Ordinarily flooding of property in this County is the direct result of a major storm event. In this project, it is technically possible that some flooding may occur in the event of a rupture of the Dogwood Canal. However, this occurrence is considered less than significant and the amount of damage resulting from such an occurrence would also be less than significant, as most of the site will be buffered by the intervening canal and the likelihood of the Dogwood Canal rupturing to the east more so than the open west is not great

c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)?

Any discharge originating from this site will be through the storm water retention basin, which will be constructed to discharge at a controlled rate. The discharge even from a storm event is considered as no significant impact to the overall drainage system.

d) Changes in the amount of surface water in any water body?

This project will generate a minor amount of additional runoff once developed in comparison to agricultural land however it will actually be a decrease overall since there will be no irrigation runoff traditionally expected from agricultural operations. Thus there will be no adverse (in fact it will be positive) impact to the surface water in any water body.

e) Changes in currents, or the course or direction of water movements?

There will be a drainage plan and on site retention, however this will not alter or adversely affect currents or direction of surface water movement.

f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability?

This project will not affect, will not draw from or use in any manner any of the groundwater that may exist under this site. In fact the groundwater below this site is of such quality that it cannot feasibly be used for the project.

g) Altered direction or rate of flow of groundwater?

This project will not affect or alter or add to the groundwater in the area.

h) Impacts to groundwater quality?

This project will have no affect on groundwater in any manner.

i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?

This project will not use, add to or otherwise affect groundwater in the area, thus it has no impact on the quantity or quality of the groundwater in the area.

V. AIR QUALITY *Would the proposal:*

a) Violate any air quality standard or contribute to an existing or projected air quality violation?

Aside from the mobile source emissions of automobiles, this project will not generate or contribute to air quality deterioration and is considered less than significant.

b) Expose sensitive receptors to pollutants?

This project will not expose the inhabitants of the homes to unusual or outside of normal air pollutants by virtue of the project design or implementation and is considered less than significant even though it is located within an agricultural area.

c) Alter air movement, moisture, or temperature, or cause any change in climate?

This project will not alter or change the climatic conditions of the area or the region and thus has no impact

d) Create objectionable odors?

The project itself will not create objectionable odors and will generally not be influenced or affected by outside of project objectionable odors.

VI. TRANSPORTATION/CIRCULATION *Would the proposal result in:*

a) Increased vehicle trips or traffic congestion?

This project will introduce a significant number of average daily trips particularly along Dogwood and Correll Road as well as Highway 86. The traffic study that was completed which was based on the established criteria indicates that there are no significant capacity-related project impacts calculated. Therefore, no mitigation measures are required.

The proposed improvements for this category are:

- a) Developer will make all improvements recommended by the traffic study along Dogwood Road and Correl Road, as determined necessary by Imperial County's Public Works Department.**
 - b) Developer will install internal traffic systems as designated within the plan and as required by Imperial County's Public Works Department.**
 - c) The project will contribute its fair share to the improvements of Highway 86, as this Highway is impacted by several other projects both in and outside the Heber Public Utility District's Sphere of Influence.**
-

b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

There will not be any significant safety issues as a result of the project due to the fact that the systems have been designed, engineered and will be implemented as required by the applicable jurisdictions.

c) Inadequate emergency access or access to nearby uses?

This project will not affect on site or off site emergency access.

d) Insufficient parking capacity on-site or off-site?

Within the project, each property is required to provide off street parking, and within the public areas parking areas have been designated and will be built.

e) Hazards or barriers for pedestrians or bicyclists?

The proposed subdivision has provided pedestrian walking as well as bicycling areas within the subdivision and connected same to areas outside of the subdivision.

f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

There are no known conflicts with adopted transportation systems by virtue of the implementation of this project.

g) Rail, waterborne or air traffic impacts?

The project will not affect waterborne or air traffic in any way.

VII. BIOLOGICAL RESOURCES *Would the proposal result in impacts to:*

a) Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?

b) Locally designated species (e.g., heritage trees)?

c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?

d) Wetland habitat (e.g. marsh, riparian, and vernal pool)?

e) Wildlife dispersal or migration corridors?

There are no known or existing biological resources on this site. This site has been farmed or otherwise disturbed for decades and at this time is in production.

VIII. ENERGY AND MINERAL RESOURCES *Would the proposal:*

a) Conflict with adopted energy conservation plans?

The individual dwellings will be constructed to meet the latest energy conservation requirements and will thus improve the demand for energy consumption by possibly eliminating older homes that may need to be removed from the housing inventory.

b) Use non-renewable resources in a wasteful and inefficient manner?

The project intends to maximize the use of the natural resource, in this case being the land, by the implementation of a well-designed residential subdivision.

- c) **Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?**

There will be a loss of open space agricultural land. However in this instance the land is within a planned urban area, which actually enhances the overall protection of open space and agricultural land is increasing the density of the housing within a given area.

IX. HAZARDS *Would the proposal involve:*

- a) **A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)?**
- b) **Possible interference with an emergency response plan or emergency evacuation plan?**
- c) **The creation of any health hazard or potential health hazard?**
- d) **Exposure of people to existing sources of potential health hazards?**
- e) **Increased fire hazard in areas with flammable brush, grass, or trees?**

This is a residential subdivision, which will not create any type of hazards normally part of any subdivision.

X. NOISE *Would the proposal result in:*

- a) **Increases in existing noise levels?**
- b) **Exposure of people to severe noise levels?**

This subdivision will not be the cause of noise being generated it is if there is any noise the fact that people create noise through the use of various mechanical devices. However the division of the property will not create or increase noise.

XI. PUBLIC SERVICES *Would the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:*

- a) **Fire protection?**
- b) **Police protection?**
- c) **Schools?**
- d) **Maintenance of public facilities, including roads?**
- e) **Other governmental services?**

The project will require some public services from the Heber Public Utility District. However overall the size of this project is such that the extension of these services is considered less than significant. In addition the developer will be required to pay mitigation fees for certain impacts such as sheriff and fire.

XII. UTILITIES AND SERVICE SYSTEMS *Would the proposal result in a need for new systems or supplies or substantial alteration to the following utilities:*

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| a) Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Communications systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Local or regional water treatment or distribution facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Sewer or septic tanks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Storm water drainage? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Solid waste disposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Local or regional water supplies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

This project will require utilities and some will need to be enlarged, or extended. The approved Service Area Plan has considered this growth potential and has established an impact fee structure to assist in the payment of this increased demand.

XIII. AESTHETICS *Would the proposal:*

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| a) Affect a scenic vista or scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a demonstrable negative aesthetic effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Create light or glare? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

This area is an open agricultural field and the implementation of a well-designed subdivision with appropriate architectural standards will enhance rather than deteriorate the aesthetics of the area.

XIV. CULTURAL RESOURCES *Would the proposal:*

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| a) Disturb paleontological resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Disturb archaeological resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Affect historical resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Have the potential to cause a physical change, which would affect unique ethnic cultural values? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Restrict existing religious or sacred uses within the potential impact area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

This project will not affect any cultural resources, as there are none on this site. Any that would have been there have long been removed or destroyed due to the prior use of the site.

XV. RECREATION *Would the proposal:*

a) *Increase the demand for neighborhood or regional parks or other recreational facilities?*

b) *Affect existing recreational opportunities?*

This project will pay Park In Lieu Fees as required by the County

XVI. MANDATORY FINDINGS OF SIGNIFICANCE

(TO BE COMPLETED BY STAFF AT THE HEARING)

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

b) *Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?*

c) *Does the project have impacts that are individually limited, but cumulatively considerable? (cumulatively considerably means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

d) *Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?*

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

a) **Earlier analyses used.** *Identify earlier analyses and state where they are available for review.*

b) **Impacts adequately addressed.** *Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.*

c) **Mitigation measures.** *For effects that are less than Significant with Mitigation Incorporated describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.*

VIII. IMPLEMENTATION

The MCCABE RANCH Specific Plan describes a series of procedures, regulations and standards to insure that the various goals and objectives of the specific plan are implemented in an orderly and consistent manner. All future development within the MCCABE RANCH Specific Plan shall be subject to these procedures, regulations and standards.

A. Concurrent Discretionary Approvals

Approval of the MCCABE RANCH Specific Plan will include several concurrent discretionary approvals to provide for the implementation of the project. These concurrent approvals include; zoning change; General Plan amendments; tentative map; Sphere of Influence Annexation. The tentative map will show the individual lots as well as the streets and sewer and water lines. An associated discretionary action involves Local Agency Formation Commission (LAFCO) which adopted an annexation to the Heber Public Utilities District in 1998.

1. Rezone

The current land use zones of the project area shall be rezoned with the adoption of the MCCABE RANCH Specific Plan. A majority of the existing A-2 Zone will be rezoned to R-1 to allow for creation of the 6,000 sq. ft. single-family residential lots. The zero-lot-line lots will be rezoned to R-2. The "Project Development Standards and Environmental Mitigation" section of the Specific Plan describes the modifications to the minimum lot area and yard setback portions of the R-2 zone that will allow for the zero-lot-line lots. An area of approximately 7 acres in the southeast portion of the site will be rezoned to R-3 to allow for development of the multi-family residential land use.

2. Tentative Map

The individual residential, storm water detention basins and street lots will be described in a tentative map, pursuant to the Subdivision Map Act. The tentative map will be utilized to provide for the phased implementation of the Specific Plan.

3. Extension of Services Agreement

Public Services will be provided by the Heber Public Utility District. In order for the District to provide services outside of the current District boundaries, LAFCO must approve the extension of sewer and water services to the Specific Plan and/or annexation to the District. The commission must take into consideration the District's ability to provide services to the project.

B. Subsequent Discretionary Actions

All future discretionary approvals required to implement the MCCABE RANCH Specific Plan shall be in conformance with the Specific Plan and Mitigated Negative Declaration.

Implementation of the Specific Plan will require the formation of a Landscape Maintenance District to assure the maintenance of common and public facilities. These facilities include the underground storm water detention basin, linear park, entrance monumentation and landscaping. Since the project area is within the Sphere of Influence of the Heber Public Utility District and will be annexed, it is anticipated that the Landscape Maintenance District will be formed by the District. The Heber Public Utility District could in this manner then be responsible for the landscaping either through its own forces or through an independent contract. In either case, the users of the service would thus pay for the services.

C. Administration and Enforcement

The procedures, regulations and standards included in the McCABE RANCH Specific Plan and Mitigated Negative Declaration will be administered and enforced by the following agencies:

1. County of Imperial

a. Planning and Building Department

*Specific Plan (including amendments)
Zoning Ordinance
Tentative Map
Grading Permit
Building Permits*

b. Public Works Department

*Street Improvement
Final Maps*

c. Heber Public Utility District

Water and Sewer connections and service lines

d. County of Imperial Fire Department

Fire protection

Emergency services

e. County of Imperial Sheriff's Department

Sheriff protection

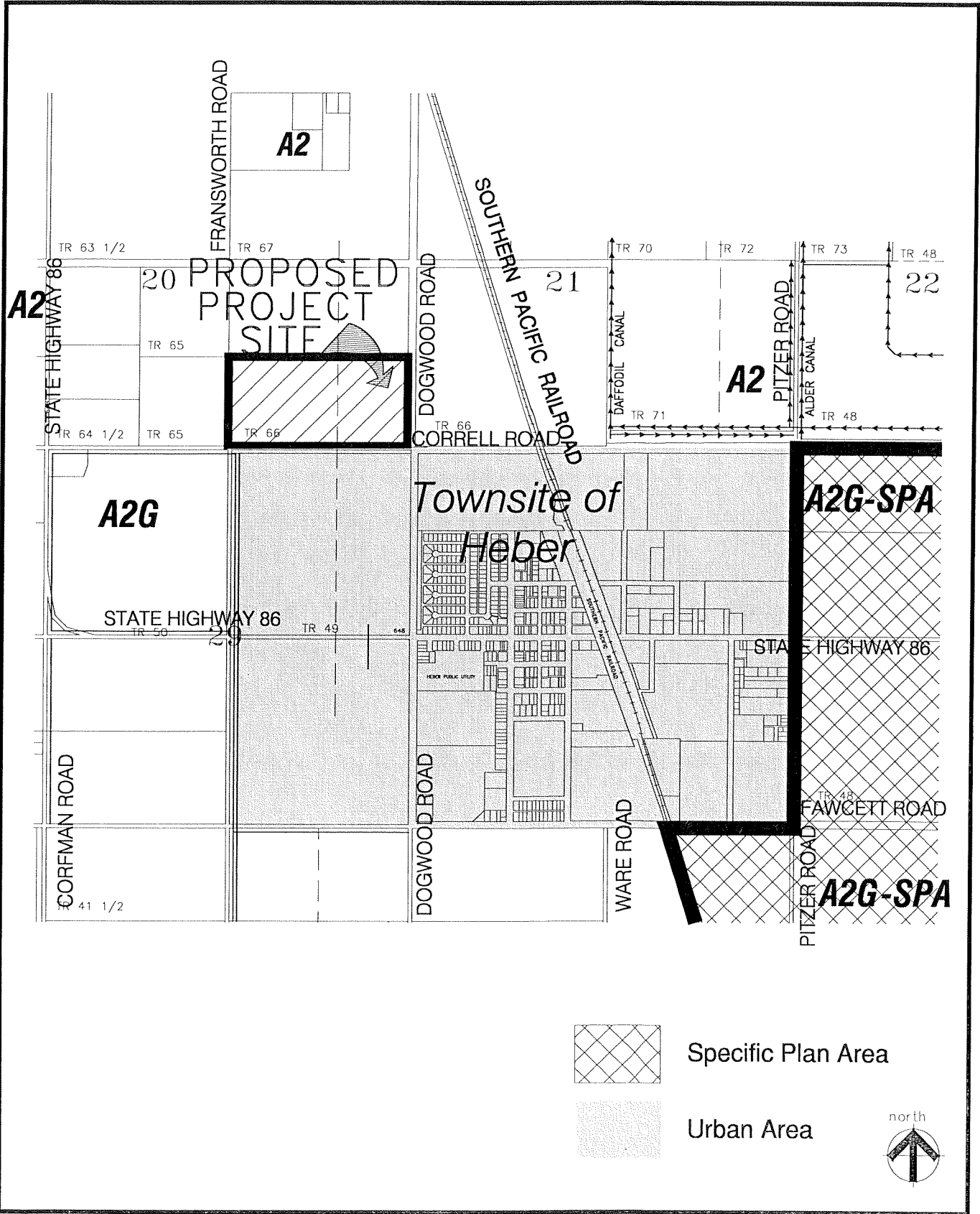
2. LAFCO (Local Agency Formation Commission)

Process either a service extension or an annexation as most appropriate to the project.

IX. APPROVAL PROCESS

- I. Draft plan and draft CEQA documentation is made for public review as well as agency review.*
- II: The P.R.C. (Project Review Committee) will determine the type of CEQA documentation required for the project, and recommend to the Planning Commission for circulation.*
- III: The project will be presented as a draft to the Heber Public Utility District for their comment and direction. It will then be presented to the County Public Works Department for their comment and direction.*
- IV: The project will then be heard by County Planning Department for their "recommendation".*
- V: The project will be heard by the Board of Supervisors for their review and final decision.*

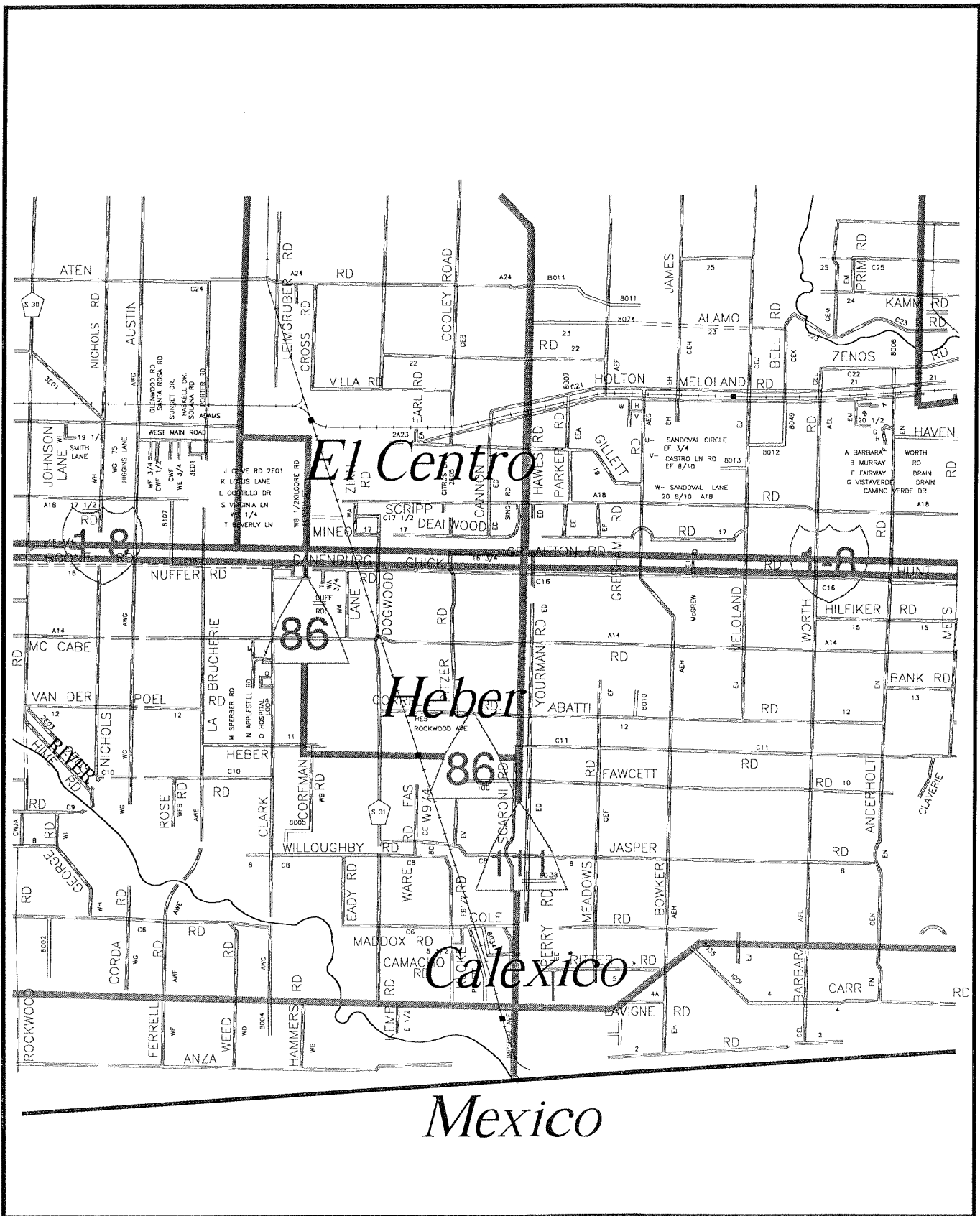
APPENDICES



McCABE RANCH
SUBDIVISION

GENERAL PLAN SURROUNDINGS

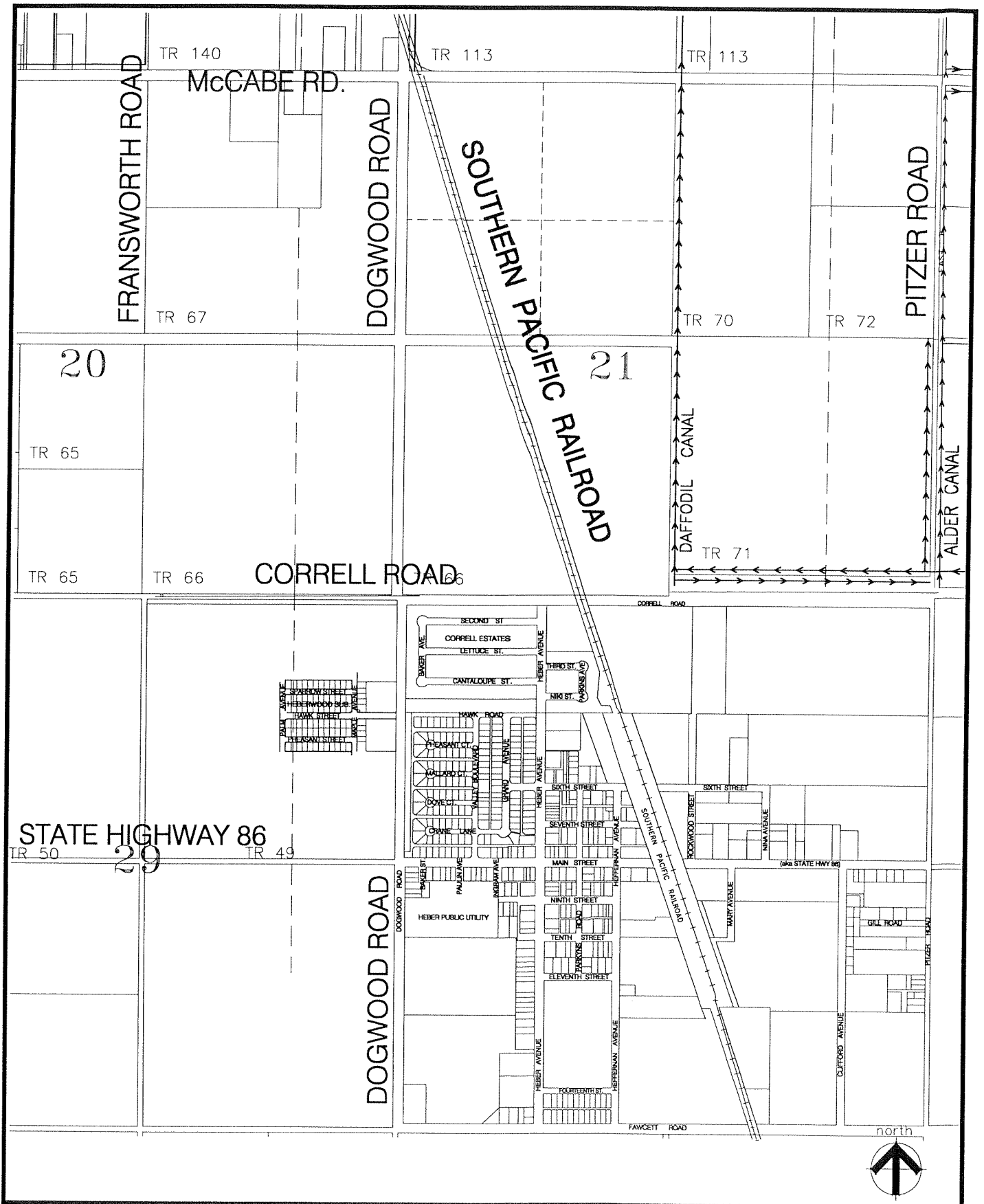
FIGURE
III-4



McCABE RANCH
SUBDIVISION

County of Imperial
CIRCULATION PLAN

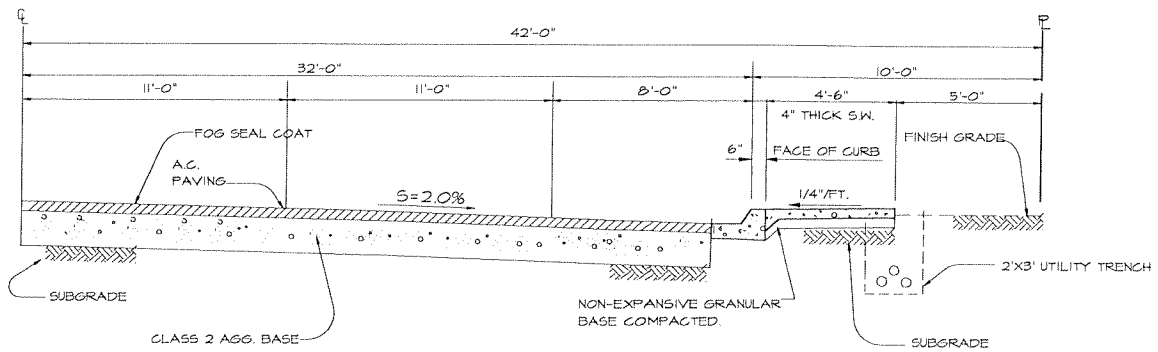
FIGURE
III-6



McCABE RANCH
SUBDIVISION

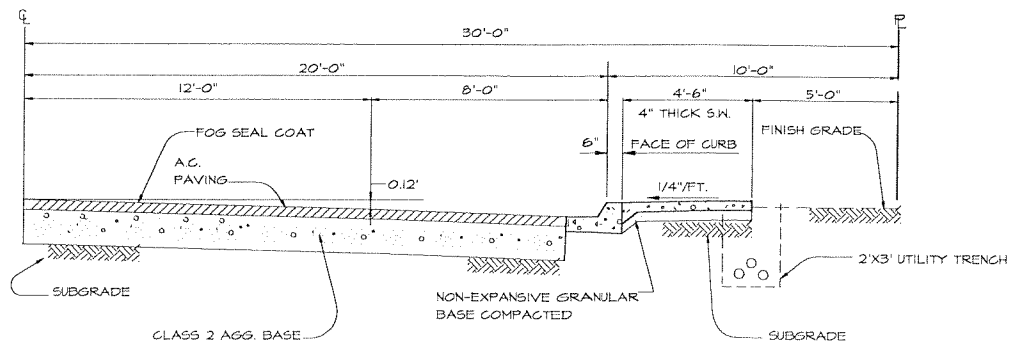
AREA AROUND
PROJECT

FIGURE
III-7



TYPICAL INTERIOR STREET 1/2 SECTION - 84' R/W

NO SCALE



LOCAL RESIDENTIAL STREET
RESIDENTIAL CUL-DE-SAC/LOOP STREET
1/2 SECTION - 60' R/W

NO SCALE

McCABE RANCH
SUBDIVISION

TYPICAL ROAD SECTIONS

FIGURE
III-8

IV. PROJECT DESCRIPTION

A. General Description

The MCCABE RANCH development is primarily a residential community located north of the Townsite of Heber. The project consists of developing a residential community with its own identity and with a series of internal neighborhoods. These neighborhoods are designed to foster a community atmosphere through the design of the subdivision and the residential units. The project envisions two lot sizes ranging from the smallest unit at a minimum of 5,000 square feet to the largest being in excess of 6,000 to 7,000 sq ft. Additionally the arrangement of these neighborhoods will be through the extensive use of cul-de-sac streets intended to reduce traffic flow and foster street identity.

The project will create about 300 single-family parcels, a high-density component for apartments or condominiums or perhaps a senior complex.

B. Goals and Objectives

The overall goal of a Specific Plan is to be to provide a comprehensive set of land use plans, regulations, development standards and implementation programs to insure the development of the proposed project in conformance with the General Plan. An additional goal in preparing the MCCABE RANCH Specific Plan is to insure that the project will be designed to satisfy the land use development standards, infrastructure improvement standards and requirements for providing public services from a variety of districts and agencies that is acceptable to both Imperial County and the Heber Public Utility District.

The following specific goals are results of the developers desire to create a project that can be successfully completed while responding to the concerns of a variety of public agencies.

1. Residential Development

Provide a well-designed residential development that will provide for a variation of housing opportunities and choices for a mixture of economic and lifestyle groups desiring to live in Imperial County.

Objective

Design the project with a mixture of several different lot sizes in order for a variety of different housing types to be provided within a range of prices.

Objective

Group the housing types within the project so that similar housing types are grouped together.

Objective

Maximize short cul-de-sacs having similar housing types to create smaller neighborhoods within the project.

2. Circulation

Design a circulation system that will provide safe and adequate access for residents, guests and emergency vehicles. At the same time minimize the ability for the high-speed traffic through the design of the internal system of streets.

Objective

Provide both primary and secondary points of access to accommodate emergency vehicle access, and efficient traffic flow.

Objective

Design the interior circulation system in a loop pattern to both further accommodate emergency vehicle access and to divide interior vehicle trips over several ingress/egress routes.

Objective

Design the interior circulation system with enough curves and turns to both discourage vehicles from using the interior streets as a short cut between adjacent circulation streets as well as slow the vehicles of project residents and visitors.

3. Public Services

Provide a safe, functional and approved sewage treatment and drinking water supply at a cost that is reasonable to install, operate and maintain.

Objective

Extend sewage collection lines and water distribution lines from existing treatment facilities to make efficient use of existing treatment capacities and reduce per dwelling unit operation and maintenance costs.

Objective

Provide the opportunity for a needed sewer and water infrastructure for existing adjacent development not adequately served by existing infrastructure.

4. Parks and Recreation

A 5.35 acre linear park will be provided with this project. A dedicated bike and walking trail will be provided that is separated by trees and ground cover. The base of the park will offer raised sand boxes for toddlers, and cement areas for older youth to use for hop scotch, dodge ball, or four square. Modified basketball hoops will also be provided for the older youths. There will be a tree canopy to shade these areas, and park benches and bar-b-ques will be scattered throughout. One side of the park will be left open for informal ball play. Maintenance will be by a property tax assessment with HPUD employees doing the work.

5. Storm Water Detention

A drainage system will be placed under the linear park to capture the nuisance flows before discharging into Imperial Irrigation District drains.

Objective

Construct a secured storm water detention basin to retain a majority of the storm water runoff generated by the maximum theoretical design storm. The 5.35 acre linear park site will be designed to be capable of detaining runoff from a 100 year flood occurrence until the IID drain system can handle the volume of water, but in no case for longer than 72 hours.

C. Proposed Land Use Issues

1. Land Uses

The MCCABE RANCH Specific Plan will allow for development of the following residential, recreation, drainage related and circulation land uses.

Residential

The primary land use in the MCCABE RANCH Specific Plan is residential. Three types of residential housing products are expected to be provided:

a. Zero-Lot-Line (127 units)

The smallest of the single-family lots are designed to accommodate both zero-lot-line attached and detached housing product. This zero-lot-line attached product essentially offsets the house to one side of the lot to create a usable side yard on one side of the house

and no side yard on the other side of the house. This component of the single family-housing portion will provide approximately 29% of the total dwelling units. The nominal lot dimensions are 50 feet wide by 100 feet deep. These dimensions may vary slightly depending upon site conditions. Certainly the concept of "zero lot line" construction is not

new but it is new to the Valley. A similar project was undertaken in Calexico and sales are better than anticipated. Also, the configuration intended is to allow construction of a single family home on one side to be on the property line, with a five (5) foot easement being applied on the contiguous lot. Therefore the parcel with the home on the property line would be allowed access for maintenance purposes to that side of the house while at the same time, the adjoining parcel can use the open space for its benefit.

b. 6,000 Sq. Ft. Standard Lots (173 Units)

The average size single-family lots are designed to accommodate a typical single-family housing product. This component will add approximately 39% of the total dwelling units to the project. The nominal lot dimensions are 60 feet wide by 100 feet deep, however they can vary in dimension and size by a maximum of 25%.

c. Multi-Family Apartment or Condominium or Special Use

A portion of the residential housing mixture will add a multi-family component. The multi-family housing will add up to 29% of the total dwelling units on about 7.06 acres of the site, for a total of 127 units.

D. Traffic Circulation

Correll road and Dogwood Road will serve the project site. The project proposes three access points, with one driveway connecting directly to Dogwood Road and the two remaining access points connecting to Correll Road.

Based on field observations, Dogwood Road is a high speed roadway which currently has two travel lanes, one in each direction. Based on existing conditions and project traffic volumes utilizing the northern access point, a northbound left-turn pocket should be provided. **(SEE TRAFFIC STUDY PREPARED BY LINSCOTT LAW & GREENSPAN)**

E. Public Services

1. Sewer

The sanitary sewer improvements proposed for the project are to include a local collection system consisting of 8" gravity flow lines located in the streets of the proposed McCabe Ranch Subdivision. The sewage will then flow by gravity through existing Heber Public Utility District lines to the District's existing treatment facility.

2. Water

A potable water system will be designed, engineered and constructed within the project site to meet the County and Heber Public Utility District's standards. This water is expected to be delivered from the Heber Public Utility District's treatment plant. Heber Public Utility District obtains raw water from the Imperial Irrigation District, which is then treated at the existing facility. The water will be distributed to the project through a 12" main line located in Dogwood Road. Water will be supplied to individual lots through local lateral lines. Upon completion of the project, and upon further contiguous development by the Heberwood project, the water distribution system will loop back to the District's system.

3. Irrigation Water

Will be for landscape purposes only.

F. Phasing

1. Residential

The MCCABE RANCH Specific Plan is primarily a residential project.. Since the project includes several types of housing products that are intended to be marketed concurrently, the development schedule of the various residential housing products will be highly dependent upon market absorption rates

Development of the various residential housing types within the project may occur independently of each other, however, the required public services infrastructure improvements required to support each part of the development must and will be completed concurrently.

The tentative map will be unitized according to housing type. Each of the three housing types will be divided into logical phases according to infrastructure and marketing considerations. Each of the housing types will be built according to the utilization however each housing type may proceed independently of each other depending on market absorption rates.

2. Storm Water Detention

The primary storm water detention basin will be completed prior to the 50% units being issued any construction permits.

3. Traffic Circulation

The primary entrance to the project site will be by way of Dogwood and Correll Roads.

4. Site Access

Based on the established significance criteria, no significant capacity-related project impacts are calculated. The key intersections operate at LOS C or better for all conditions analyzed. Therefore, no mitigation measures are required. Based on speeds on Dogwood Road and the forecasted traffic volumes on this roadway, a northbound left-turn pocket should be provided on Dogwood Road at the project driveway.

The MCCABE RANCH development will create approximately 2,680 new trips each day. These trips will access the site from Dogwood and Correll Road. It has been shown that at full build-out of the project, the service level of the internal and adjacent streets will be adequate to handle the traffic from this project. Turning lanes installed to mitigate traffic impacts should provide the storage lengths at a minimum. The following recommendations will ensure safe and efficient handling of the traffic:

a. On-site Improvements

Site Access Streets

According to the County of Imperial Public Road Standards, Primary Arterials should be 106 feet wide in 126 feet of Right-of-Way (RW), providing four through lanes, and a raised or painted median. Major Roads should be 64 feet wide in 84 feet of RW, providing four undivided thru lanes, and curbside parking. Collectors should be 40 feet wide in 70 feet of RW providing two-thru undivided lanes.

b. Off-site Improvements

State Route 86

Is classified as a State Highway and is a north/south route within the project area. It is constructed with one travel lane in each direction, with no bike lanes. The speed limit is posted at 50 MPH, with parking prohibited within the project area.

State Route 111

Is classified as a State Highway and is a north/south route, primarily constructed with two lanes of travel in each direction within the project area. The posted speed limit is 60 MPH. No bike lanes are provided for and parking is generally prohibited.

McCabe Road

Is classified as a Collector within the project area, providing one lane of travel in each direction. It is located south of I-8 between Brockman Road (S30) and Orchard Road. The posted speed limit is posted at 35 MPH. No bike lands are provided for and parking is generally permitted within the project area.

Dogwood Road

Is classified as a Collector within the project area. This facility is a two lane undivided

Roadway with lane of travel in each direction within the project area. The speed limit is posted at 50 MPH. No bike lanes are provided for and parking is generally prohibited.

Heber Road

Is classified as a Collector within the project area and provided one travel lane in each direction. It is located south of I-8 between Brockman Road (S30) and Orchard Road. The posted speed limit is posted at 35 MPH. No bike lanes are provided for and parking is generally permitted within the project area.

The design of all intersections and roadways shall be accordance with Cal Trans Standard Drawings, Imperial County Public Works guidelines, and the latest editions of the MUTCD and AASHTO Green Book.

5. Public Services

a. Sewer

The Heber Public Utility District will provide all of the sewer treatment services necessary for this development. All of the sewer infrastructure within the subdivision will be designed and installed to meet the District's and County's standards. The proposed locations of facilities are shown on the submitted tentative maps.

The sewer service will follow the Heber Public Utility District's Master Facilities Plan

b. Water

The Heber Public Utility District will provide all of the necessary water treatment services for this development. A new 12" water line has been installed in Dogwood Road adjacent to the project.

The infrastructure required providing both potable drinking water as well as fire flows will be provided prior to occupancy of the first dwelling unit. The remaining portion of the infrastructure required to complete the loop through the subdivision will be completed as the phases of the project are completed. The loop back system may be required, based on engineering studies prior to the full development of all phases, determined necessary by the Heber Public Utility District.

In order to maintain adequate water flow for this as well as the future developments, the system will be designed for a looped system back to Dogwood Road which will allow it to be connected in the future to the Heberwood Development south of Correll Road. However this development alone will not be required to provide for the installation of a loop back to the main system.