



Imperial County Planning & Development Services Planning / Building

Jim Minnick
DIRECTOR

TO: Commissioner Mike Goodsell
Commissioner Eddie Cedeno
Commissioner Dennis Logue
Commissioner Kristopher Haugh

FROM: Jim Minnick, Secretary
Airport Land Use Commission

SUBJECT: Public Hearing to Re-Consider the Proposed Minor Subdivision for Parcel Map #2488, for consistency with the 1996 Airport Land Use Compatibility Plan (ALUCP) (ALUC 01-21)

DATE OF REPORT: February 17, 2021

AGENDA ITEM NO: 1

HEARING DATE: February 17, 2021

HEARING TIME: 6:00 p.m.

HEARING LOCATION: County Administrative Center
Board of Supervisors Chambers
940 Main Street
El Centro, CA 92243

SECRETARY'S RECOMMENDATION

It is the Secretary's recommendation that the attached proposed project for the subdivision of one parcel into four lots within the ALUCP's "B2 & C Zone", could be considered consistent with the 1996 Airport Land Use Compatibility Plan. The applicant is required to locate structure(s) a maximum distance from extended runway centerline, minimum Noise Level Reduction (NLR) of 25 dBA for residences, a Dedication of Avigation Easement (for Zone B2) and, a Dedication of Overflight Easement for residential uses (for Zone C) as found under the "Other Development Conditions" of the B2 and C Zones (ALUC Table 2A Compatibility Criteria, attached).

SECRETARY'S REPORT

Project Description:

The County Planning & Development Services received the proposed Parcel Map (PM#02488) application as submitted by Jeffrey M. Carter. The intent of the project is to subdivide the existing parcel which totals approximately 9.4 acres, into four (4) lots being approximately 2.35 acres each, for future residential development. The proposed new lots would all have access to water from the canal and be on septic systems. The proposed access would be from Belford Road.

The proposed minor subdivision has been submitted for the Airport Land Use Commission's review and determination of consistency with the 1996 Airport Land Use Compatibility Plan since the project is located within the attached "B-2 & C Zone" of the Imperial County Airport's Compatibility Map, Figure 3E.

The ALUCP's Table 2A "Compatibility Criteria" shows that the B-2 Zone is located within an "Extended Approach/Departure Zone", and the "Impact Elements" indicate that there is "Significant Risk - aircraft commonly below 800 ft. AGL" and "Significant noise". It also shows that 1 residential unit per acre is the maximum density allowed. It requires that 30% of Open Land be reserved. Finally, it requires that a Dedication of Avigation Easement be recorded to the property.

The ALUCP's Table 2A "Compatibility Criteria" also shows that the C Zone is located within "Common Traffic Pattern", and the "Impact Elements" indicate that there is "Limited Risk - aircraft commonly below 800 ft. AGL" and "Frequent noise intrusion". It also shows that 6 residential units per acre are the maximum density allowed. And 15% of Open Land is required to be reserved. Finally, it requires that a Dedication of Overflight Easement for residential uses be recorded to the property.

Project Location:

The project is located at 653 W Belford Road Imperial CA. The property is identified as Assessor Parcel Number 063-020-002-000 and is further described as Lot 35 of Imperial Subdivision No. 1; Latitude: 32° 51' 26.60296N", Longitude: 115° 35' 29.57613W".

The specific location of the proposed project location is identified within the attached Imperial County Airport Compatibility Map, Zone B2 & C, of the 1996 Airport Land Use Compatibility Plan.

General Plan/ALUCP Analysis:

The Airport Land Use Compatibility Plan, Chapter 2, "Policies", Section 3.2, provides "Types of Actions Reviewed" shall include:

"...h) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities..."

Location Map

PROJECT LOCATION MAP

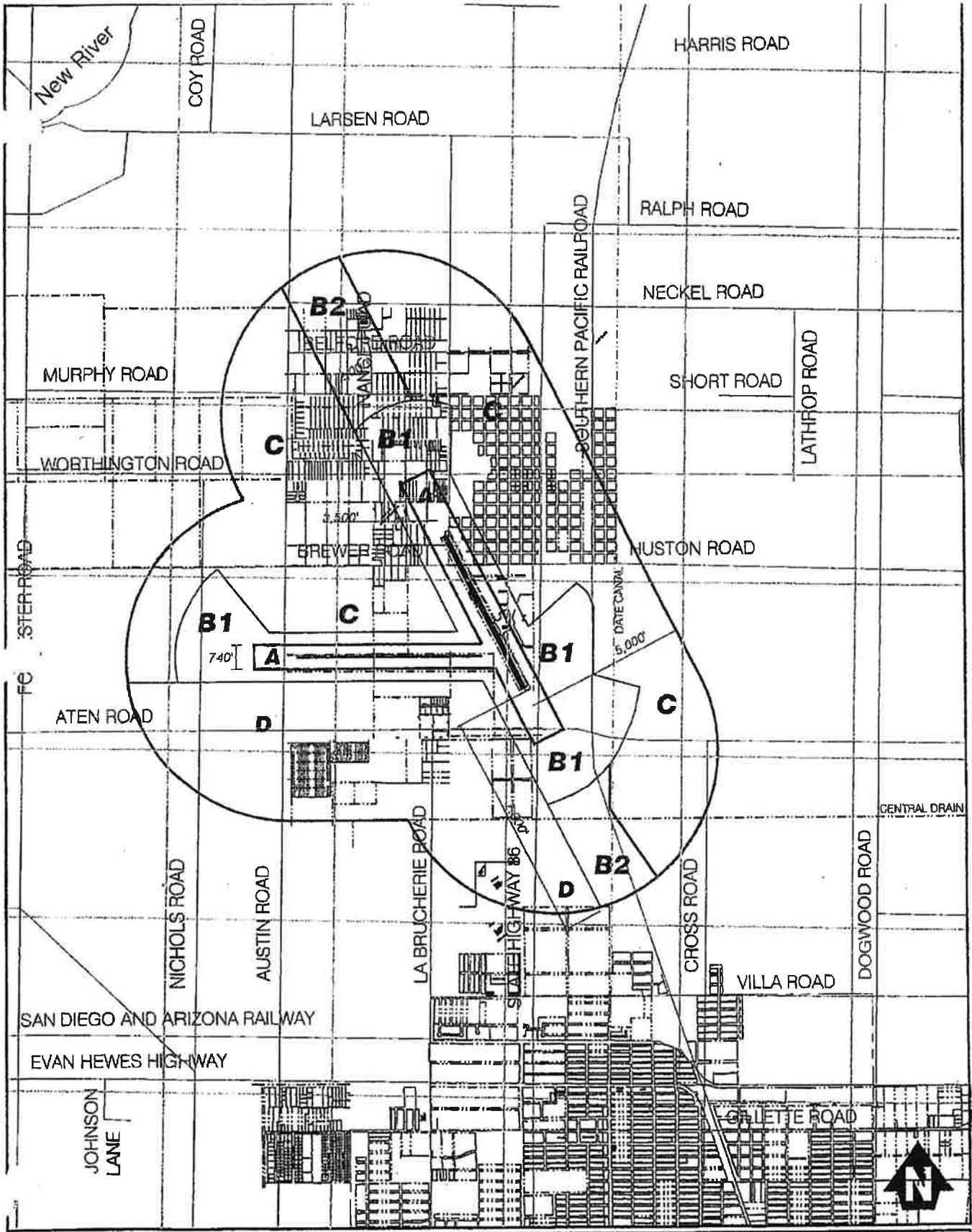


**JEFFREY M. CARTER
PARCEL MAP #002488
APN 063-020-002-000**

- HIGHWAYS
- PROJECT LOCATION



ALUC Section



Compatibility Map
Imperial County Airport

FIGURE 3E

airport land use compatibility plan

Policies

1. SCOPE OF REVIEW

1. Geographic Area of Concern

The Imperial County Airport Land Use Commission's planning area encompasses:

1. *Airport Vicinity* - All lands on which the uses could be negatively affected by present or future aircraft operations at the following airports in the County and lands on which the uses could negatively affect said airports. The specific limits of the planning area for each airport are depicted on the respective *Compatibility Map* for that airport as presented in Chapter 3.

- (a) Brawley Municipal Airport.
- (b) Calexico International Airport.
- (c) Calipatria Municipal Airport.
- (d) Holtville Airport.
- (e) Imperial County Airport.
- (f) Salton Sea Airport.
- (g) Naval Air Facility El Centro.

2. *Countywide Impacts on Flight Safety* - Those lands, regardless of their location in the County, on which the uses could adversely affect the safety of flight in the County. The specific uses of concern are identified in Paragraph 2.
3. *New Airports and Heliports* - The site and environs of any proposed new airport or heliport anywhere in the County. The Brawley Pioneers Memorial Hospital has a heliport area on-site.

2. **Types of Airport Impacts**

The Commission is concerned only with the potential impacts related to aircraft noise, land use safety (with respect both to people on the ground and the occupants of aircraft), airspace protection, and aircraft over-flights. Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are beyond the scope of this plan. These impacts are within the authority of other local, state, and federal agencies and are addressed within the environmental review procedures for airport development.

3. **Types of Actions Reviewed**

1. *General Plan Consistency Review* - Within 180 days of adoption of the *Airport Land Use Compatibility Plan*, the Commission shall review the general plans and specific plans of affected local jurisdictions to determine their consistency with the Commission's policies. Until such time as (1) the Commission finds that the local general plan or specific plan is consistent with the *Airport Land Use Compatibility Plan*, or (2) the local agency has overruled the Commission's determination of inconsistency, the local jurisdiction shall refer all actions, regulations, and permits (as specified in Paragraph 3) involving the airport area of influence to the Commission for review (Section 21676.5 (a)).
2. *Statutory Requirements* -As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the Commission's plan *prior to their approval* by the local jurisdiction:

- (a) The adoption or approval of any amendment to a general or specific plan affecting the Commission's geographic area of concern as indicated in Paragraph 1 (Section 21676 (b)).
- (b) The adoption or approval of a zoning ordinance or building regulation which (1) affects the Commission's geographic area of concern as indicated in Paragraph 1 and (2) involves the types of airport impact concerns listed in Paragraph 2 (Section 21676 (b)).
- (c) Adoption or modification of the master plan for an existing public-use airport (Section 21676 (c)).
- (d) Any proposal for a new airport or heliport whether for public use or private use (Section 21661.5).

3. *Other Project Review* - State law empowers the Commission to review additional types of land use "actions, regulations, and permits" involving a question of airport/land use compatibility if either: (1) the Commission and the local agency agree that these types of individual projects shall be reviewed by the Commission (Section 21676.5 (b)); or (2) the Commission finds that a local agency has not revised its general plan or specific plan or overruled the Commission and the Commission requires that the individual projects be submitted for review (Section 21676.5 (a)). For the purposes of this plan, the specific types of "actions, regulations, and permits" which the Commission shall review include:

- a) Any proposed expansion of a city's sphere of influence within an airport's planning area.
- b) Any proposed residential planned unit development consisting of five or more dwelling units within an airport's planning area.
- c) Any request for variance from a local agency's height limitation ordinance.
- d) Any proposal for construction or alteration of a structure (including antennas) taller than 150 feet above the ground anywhere within the County.

- e) Any major capital improvements (e.g., water, sewer, or roads) that would promote urban development.
- f) Proposed land acquisition by a government entity (especially, acquisition of a school site).
- g) Building permit applications for projects having a valuation greater than \$500,000.
- h) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

4. Review Process

1. *Timing of Project Submittal* - Proposed actions listed in Paragraph 3.1 must be submitted to the Commission for review prior to approval by the local government entity. All projects shall be referred to the Commission at the earliest reasonable point in time so that the Commission's review can be duly considered by the local jurisdiction prior to formalizing its actions. At the local government's discretion, submittal of a project for Airport Land Use Commission review can be done before, after, or concurrently with review by the local planning commission or other local advisory bodies.
2. *Commission Action Choices* - When reviewing a land use project proposal, the Airport Land Use Commission has a choice of either of two actions: (1) find the project *consistent* with the *Airport Land Use Compatibility Plan*; or, (2) find the project *inconsistent* with the Plan. In making a finding of inconsistency, the Commission may note the conditions under which the project would be consistent with the Plan. The Commission cannot, however, find a project consistent with the Plan subject to the inclusion of certain conditions in the project.

Table 2A
Compatibility Criteria

Imperial County Airport Land Use Compatibility Plan

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

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses ⁴	Uses Not Normally Acceptable ⁵
A	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Hazards to flight⁶ 	<ul style="list-style-type: none"> Dedication of avigation easement 	<ul style="list-style-type: none"> Aircraft tiedown apron Pastures, field crops, vineyards Automobile parking 	<ul style="list-style-type: none"> Heavy poles, signs, large trees, etc.
B1 and B2	<ul style="list-style-type: none"> Schools, day care centers, libraries Hospitals, nursing homes Highly noise-sensitive uses Above ground storage Storage of highly flammable materials Hazards to flight⁶ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR⁷ of 25 dBA in residential and office buildings Dedication of avigation easement 	<ul style="list-style-type: none"> Uses in Zone A Any agricultural use except ones attracting bird flocks Warehousing, truck terminals Single-story offices 	<ul style="list-style-type: none"> Residential subdivisions Intensive retail uses Intensive manufacturing or food processing uses Multiple story offices Hotels and motels
C	<ul style="list-style-type: none"> Schools Hospitals, nursing homes Hazards to flight⁶ 	<ul style="list-style-type: none"> Dedication of overflight easement for residential uses 	<ul style="list-style-type: none"> Uses in Zone B Parks, playgrounds Low-intensity retail, offices, etc. Low-intensity manufacturing, food processing Two-story motels 	<ul style="list-style-type: none"> Large shopping malls Theaters, auditoriums Large sports stadiums Hi-rise office buildings
D	<ul style="list-style-type: none"> Hazards to flight⁶ 	<ul style="list-style-type: none"> Deed notice required for residential development 	<ul style="list-style-type: none"> All except ones hazardous to flight 	

Table 2A Continued
Compatibility Criteria

Imperial County Airport Land Use Compatibility Plan

NOTES

- | | |
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| <p>1 Residential development should not contain more than the indicated number of dwelling units per gross acre. Clustering of units is encouraged as a means of meeting the Required Open Land requirements.</p> <p>2 The land use should not attract more than the indicated number of people per acre at any time. This figure should include all individuals who may be on the property (e.g., employees, customers/visitors, etc.). These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses.</p> <p>3 See Policy 2.6.</p> | <p>4 These uses typically can be designed to meet the density requirements and other development conditions listed.</p> <p>5 These uses typically do not meet the density and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists.</p> <p>6 See Policy 3.4</p> <p>7 NLR = Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure.</p> |
|--|--|

BASIS FOR COMPATIBILITY ZONE BOUNDARIES

The following general guidelines are used in establishing the Compatibility Zone boundaries for each civilian airport depicted in Chapter 3. Modifications to the boundaries may be made to reflect specific local conditions such as existing roads, property lines, and land uses. Boundaries for NAF El Centro are modified in recognition of the differences between civilian and military aircraft characteristics and flight tracks.

- | | | | | | | | | | |
|---|-----------------------------------|----------|-----------------------------------|----------|--|----------|-----------------------------|----------|---|
| <p>A The boundary of this zone for each airport is defined by the runway protection zones (formerly called runway clear zones) and the airfield building restriction lines.</p> <p>Runway protection zone dimensions and locations are set in accordance with Federal Aviation Administration standards for the proposed future runway location, length, width, and approach type as indicated on an approved Airport Layout Plan. If no such plan exists, the existing runway location, length, width, and approach type are used.</p> <p>The building restriction line location indicated on an approved Airport Layout Plan is used where such plans exist. For airports not having an approved Airport Layout Plan, the zone boundary is set at the following distance laterally from the runway centerline:</p> <table border="0" style="margin-left: 20px;"> <tr> <td>Visual runway for small airplanes</td> <td style="text-align: right;">370 feet</td> </tr> <tr> <td>Visual runway for large airplanes</td> <td style="text-align: right;">500 feet</td> </tr> <tr> <td>Nonprecision instrument runway for large airplanes</td> <td style="text-align: right;">500 feet</td> </tr> <tr> <td>Precision instrument runway</td> <td style="text-align: right;">750 feet</td> </tr> </table> <p>These distances allow structures up to approximately 35 feet height to remain below the airspace surfaces defined by Federal Aviation Regulations Part 77.</p> <p>B1 The outer boundary of the Approach/Departure Zone is defined as the area where aircraft are commonly below 400 feet above ground level (AGL). For visual runways, this location encompasses the base leg of the traffic pattern as commonly flown. For instrument runways, the</p> | Visual runway for small airplanes | 370 feet | Visual runway for large airplanes | 500 feet | Nonprecision instrument runway for large airplanes | 500 feet | Precision instrument runway | 750 feet | <p>altitudes established by approach procedures are used. Zone B1 also includes areas within 1,000 feet laterally from the runway centerline.</p> <p>B2 The Extended Approach/Departure Zone includes areas where aircraft are commonly below 800 feet AGL on straight-in approach or straight-out departure. It applies to runways with more than 500 operations per year by large aircraft (over 12,500 pounds maximum gross takeoff weight) and/or runway ends with more than 10,000 total annual takeoffs.</p> <p>C The outer boundary of the Common Traffic Pattern Zone is defined as the area where aircraft are commonly below 1,000 feet AGL (i.e., the traffic pattern and pattern entry points). This area is considered to extend 5,000 feet laterally from the runway centerline and from 5,000 to 10,000 feet longitudinally from the end of the runway primary surface. The length depends upon the runway classification (visual versus instrument) and the type and volume of aircraft accommodated. For runways having an established traffic solely on one side, the shape of the zone is modified accordingly.</p> <p>D The outer boundary of the Other Airport Environs Zone conforms with the adopted Planning Area for each airport.</p> |
| Visual runway for small airplanes | 370 feet | | | | | | | | |
| Visual runway for large airplanes | 500 feet | | | | | | | | |
| Nonprecision instrument runway for large airplanes | 500 feet | | | | | | | | |
| Precision instrument runway | 750 feet | | | | | | | | |

sm/Impcrit.

Parcel Map #02488 Application Package

MINOR SUBDIVISION

I.C. PLANNING & DEVELOPMENT SERVICES DEPT
801 Main Street, El Centro, CA 92243 (760) 482-4236

- APPLICANT MUST COMPLETE ALL NUMBERED (black) SPACES - Please type or print -

1. PROPERTY OWNER'S NAME JEFFREY M CARTER		EMAIL ADDRESS Carterengineering@gmail.com	
2. MAILING ADDRESS 673 W. BELFORD ROAD, IMPERIAL, CA		ZIP CODE 92251	PHONE NUMBER 760-457-7567
3. ENGINEER'S NAME DAVID BELTRAN		EMAIL ADDRESS dbeltran@dceinc.pro	
4. MAILING ADDRESS 2415 IMPERIA BUSINESS PARK DR. SUITE B		ZIP CODE 92251	PHONE NUMBER 760 545 0162
5. PROPERTY (site) ADDRESS 673 W. BELFORD ROAD, IMPERIAL CA, 92251		LOCATION	
6. ASSESSOR'S PARCEL NO. 063-020-002-000		SIZE OF PROPERTY (in acres or square foot) 9.40 AC.	
7. LEGAL DESCRIPTION (attach separate sheet if necessary) LOT 35 IMPERIAL SUBD NO 1, PEL MAP NO. 899 ON FILE IN THE OFFICE OF COUNTY RECORDER IMPERIAL COUNTY.			
8. EXPLAIN PURPOSE/REASON FOR MINOR SUBDIVISION TO SUBDIVIDE THE EXISTING VACANT LOT INTO FOUR (4) PARCELS @ 2.34 AC EACH.			

9. Proposed DIVISION of the above specified land is as follows:

PARCEL	SIZE in acres or sq. feet	EXISTING USE	PROPOSED USE	ZONE
1 or A	2.35 AC	VACANT LOT	RESIDENTIAL	A-1-U
2 or B	2.35 AC	VACANT LOT	RESIDENTIAL	A-1-U
3 or C	2.35 AC	VACANT LOT	RESIDENTIAL	A-1-U
4 or D	2.35 AC	VACANT LOT	RESIDENTIAL	A-1-U

PLEASE PROVIDE CLEAR & CONCISE INFORMATION (ATTACH SEPARATE SHEET IF NEEDED)

10. DESCRIBE PROPOSED SEWER SYSTEM(s)	SEPTIC SYSTEM
11. DESCRIBE PROPOSED WATER SYSTEM	CANAL SYSTEM
12. DESCRIBE PROPOSED ACCESS TO SUBDIVIDED LOTS	BELFORD RD AND NANCE RD.
13. IS THIS PARCEL PLANNED TO BE ANNEXED? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	IF YES, TO WHAT CITY or DISTRICT?

I HEREBY APPLY FOR PERMISSION TO DIVIDE THE ABOVE SPECIFIED PROPERTY THAT I OWN CONTROL, AS PER ATTACHED INFORMATION, AND PER THE MAP ACT AND PER THE SUBDIVISION ORDINANCE.

I, CERTIFY THAT THE ABOVE INFORMATION, TO THE BEST OF MY KNOWLEDGE, IS TRUE AND CORRECT.

Print Name (owner) _____ Date _____
Signature (owner) _____
Print Name (Agent) _____ Date _____
Signature (Agent) _____

REQUIRED SUPPORT DOCUMENTS

A. <input checked="" type="checkbox"/> TENTATIVE MAP
B. <input checked="" type="checkbox"/> PRELIMINARY TITLE REPORT (6 months or newer)
C. <input checked="" type="checkbox"/> FEE \$ 5,700.00
D. <input checked="" type="checkbox"/> OTHER PHOTOS

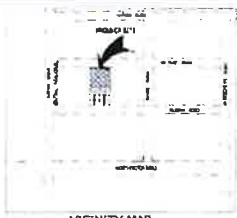
Special Note:
An notarized owners affidavit is required if application is signed by Agent.

APPLICATION RECEIVED BY: _____	DATE _____	REVIEW / APPROVAL BY _____
APPLICATION DEEMED COMPLETE BY: _____	DATE _____	<input type="checkbox"/> P. W.
APPLICATION REJECTED BY: _____	DATE _____	<input type="checkbox"/> E. H. S.
TENTATIVE HEARING BY: _____	DATE _____	<input type="checkbox"/> A. P. C. D.
FINAL ACTION: <input type="checkbox"/> APPROVED <input type="checkbox"/> DENIED	DATE _____	<input type="checkbox"/> O. E. S.
		<input type="checkbox"/> _____
		<input type="checkbox"/> _____

PM#

TENTATIVE PARCEL MAP No: APN 063-020-002-000

LOT 35 OF IMPERIAL SUBDIVISION NO. 1, AS PER MAP NO. 099 ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, A COPY OF SAID MAP BEING ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF IMPERIAL COUNTY.



VICINITY MAP

APPLICABLE INTERSECTION
 IMPERIAL COUNTY
 IMPERIAL, CALIF. 92543

PROPERTY ADDRESS

1000 W. MAIN STREET
 IMPERIAL, CALIF. 92543

LEGAL DESCRIPTION

LOT 35 OF IMPERIAL SUBDIVISION NO. 1, AS PER MAP NO. 099 ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF IMPERIAL COUNTY.

APPROVED EASEMENTS AND ERECTIONS

FOR THE CITY OF IMPERIAL, CALIF. (APN 063-020-002-000)

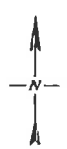
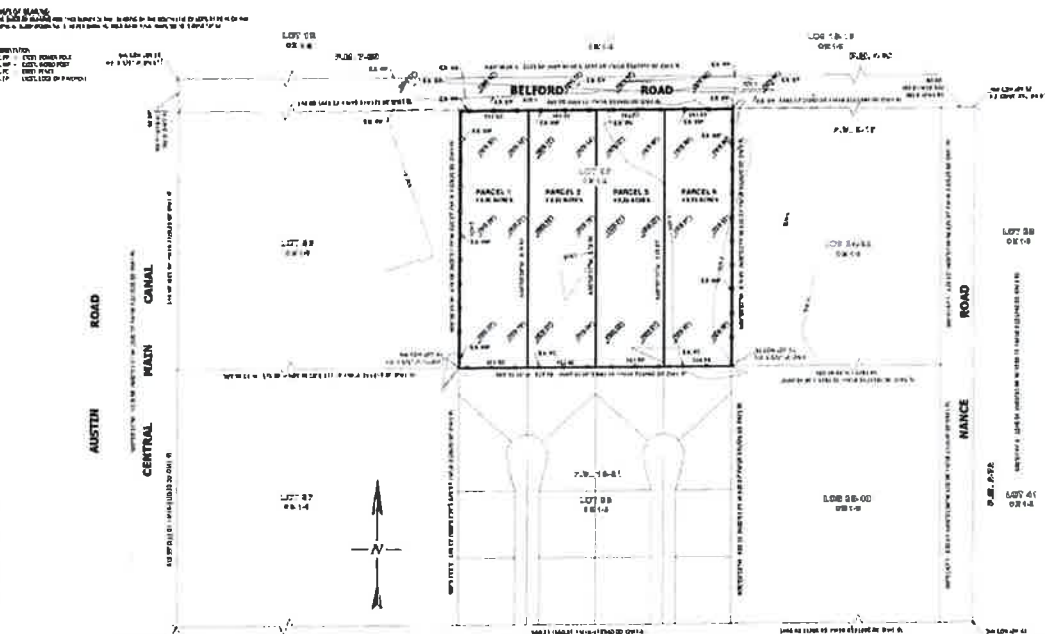
1. THESE RIGHTS SHALL BE THE PROPERTY OF THE PUBLIC AND SHALL BE SUBJECT TO THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS.
2. THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS SHALL BE THE PROPERTY OF THE PUBLIC AND SHALL BE SUBJECT TO THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS.
3. THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS SHALL BE THE PROPERTY OF THE PUBLIC AND SHALL BE SUBJECT TO THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS.
4. THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS SHALL BE THE PROPERTY OF THE PUBLIC AND SHALL BE SUBJECT TO THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS.
5. THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS SHALL BE THE PROPERTY OF THE PUBLIC AND SHALL BE SUBJECT TO THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS.

GENERAL NOTES

1. ALL DIMENSIONS ARE TO THE CENTERLINE UNLESS OTHERWISE SPECIFIED.

ADDITIONAL NOTES

1. THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS SHALL BE THE PROPERTY OF THE PUBLIC AND SHALL BE SUBJECT TO THE PUBLIC USES AND PURPOSES OF THE PUBLIC RECORDS.



Dynamic CONSULTING ENGINEERS 100 INDUSTRIAL CENTER DRIVE, SUITE 100 IMPERIAL, CALIF. 92543 TEL: (619) 937-1111	SHEET NO. 1 OF 1 SHEETS
	DATE: 08/15/2018 TIME: 10:00 AM DRAWN BY: J. SMITH CHECKED BY: M. JONES

TENTATIVE PARCEL MAP No: APN 063-020-002-000

LOT 35 OF IMPERIAL SUBDIVISION NO. 1, AS PER MAP NO.899 ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, A COPY OF SAID MAP BEING ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF IMPERIAL COUNTY.



VICINITY MAP

BASE OF BEARING:
THE BASE OF BEARING FOR THIS SURVEY IS THE BEARING OF THE SOUTH LINE OF LOTS 27 TO 40 OF THE IMPERIAL SUBDIVISION NO. 1, AS PER BOOK 15 PAGE 63 OF FINAL MAPS (BOOK 8 BY 267 17 19).

ABBREVIATION:
EX. RP - EXIST. POWER POLE
EX. MP - EXIST. MUD ROAD
EX. FC - EXIST. FENCE
EX. LP - EXIST. EDGE OF PAVEMENT

APPLICANT INFORMATION:
BRYAN H. CARTER
673 W BELFORD ROAD
IMPERIAL, CA 92521

NOTES:
1. TOTAL PROPOSED LOTS: 4
TOTAL PARCEL BOUNDARY: 4.2391 AC.

PROPERTY ADDRESS:
673 W BELFORD ROAD, IMPERIAL, CA 92521
LOCATED 11.821 FT WEST FROM THE INTERSECTION OF TROWWOOD AND BELFORD ROAD (APN 063-020-002-000)

ZONING INFORMATION:
ELECTRIC, R-1 (URBAN AREA)
PROPOSED R-1 (URBAN AREA)

LEGAL DESCRIPTION:
LOT 35 OF THE BECK (E) OF IMPERIAL SUBDIVISION NO. 1 AS PER MAP NO.899 ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, A COPY OF SAID MAP BEING ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF IMPERIAL COUNTY.

PRECEDING PARCEL NUMBERS: 063-020-002-000

RECORDED EASEMENTS AND RESTRICTIONS:

PRELIMINARY TITLE REPORT OF REFERENCE
STEWART TITLE OF CALIFORNIA, INC. ORDER NO. 841370
DATED MAY 25, 2019

1. WATER RIGHTS, CLAIMS OR TITLE TO WATER IN OR UNDER SAID LAND, WHETHER OR NOT SHOWED BY THE PUBLIC RECORDS.
2. REMAINS OF WHATEVER COKE, SUBMERGED AND SURFACE CONDUITS, INCLUDING BUT NOT LIMITED TO CABLE, LIGHTS, GAS, GEOTHERMAL, TELEPHONE, WIRE, POWER, CANAL, ROAD, SAND AND GRAVEL IN, ON, UNDER AND THAT MAY NOT BE PRODUCED FROM THE LAND, TOGETHER WITH ALL RIGHTS, PRIVILEGES, AND OBLIGATIONS RELATING THERETO, NOT WITHSTANDING ANY INTEREST IN THE PUBLIC RECORDS OR LATER RECORDED IN ANY PUBLIC RECORDS, INCLUDING BUT NOT LIMITED TO ANY INTEREST, THEREAS, MAY LEASE, GRANT, DEVISE OR OTHERWISE ACQUIRE RIGHTS THAT ARE NOT LISTED.
3. ANY FACTS IN ANY SURVEY WOULD BE LIABLE AS TO THE LOCATION OF THE EXISTING BOUNDARIES OF SAID LAND OR AS TO THE LOCATION OF CANALS, LAYERS, WELLS AND DRAIN DITCHES THEREON IN USE BY THE IMPERIAL IRRIGATION DISTRICT AS PART OF ITS IRRIGATION SYSTEM.
4. [EASEMENTS AND RIGHTS OF ANY PUBLIC OR PRIVATE CANAL OR HIGHWAY ALONG THE BOUNDARIES OF SAID LAND AS THE SAME NOW EXIST AND BE IN USE.
5. RESERVATIONS AND EXCEPTIONS IN THE PATENT BY STATE OF CALIFORNIA RECORDED IN BOOK 18 PAGE 186 OF PATENTS.
6. COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN A DOCUMENT RECORDED JANUARY 27, 1911 IN BOOK 20 PAGE 63 OF RECORDS, NOT WITHSTANDING ANY INTEREST THEREIN AS TO RACE, COLOR, ETHNICITY, SEX, GENDER, SENIORITY, VETERAN OR MILITARY STATUS, COGNITIVE INFORMATION, NATIONAL ORIGIN, SOURCE OF FUNDING, AS SET FORTH IN SUBDIVISION OR SECTION LINES OR ANY CITY, THAT RESTRICTION RELATES TO STATE AND FEDERAL LAND HOLDING LAWS AND IS VOID, AND MAY BE REVOKED OR SUBJECT TO CHANGE ON LOSS OF THE GOVERNMENT COAF. LAYERS RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN HOUSING HOUSING OF HOUSING FOR OLDER PERSONS SHALL NOT BE CONSIDERED AS RESTRICTIONS BASED ON RACIAL STATUS.
7. SAID COVENANTS, CONDITIONS, AND RESTRICTIONS PROVIDE THAT A VIOLATION THEREOF SHALL NOT BE WAIVED OR FORFEIT, UNLESS THE SIGN OF ANY VIOLATION IS FIRST MADE IN GOOD FAITH AND FOR VALUE.

8. AN EASEMENT FROM THE ALFARO CANAL BELOW AND A POWER OF ATTORNEY AS SET FORTH IN A DOCUMENT RECORDED IN BOOK 17 PAGE 372 OF RECORDS, AFFECTS:

REASON FOR PURPOSE: IRRIGATION, IRRIGATION DITCH, IRRIGATION CANALS OR DITCHES OR TELEPHONE LINES, RIGHT-OF-WAY, DRAINAGE, DRAINAGE AND WATERWAYS AND TELEPHONE LINES, TOGETHER WITH CONVEYMENT RIGHTS OF INTERESTS ACCORDING TO IMPERIAL IRRIGATION DISTRICT.

RECORDED: JANUARY 19, 1911 IN BOOK 17, PAGE 372 OF RECORDS.

AFFECTS: AS SET FORTH IN SAID INSTRUMENT. (NOT RECORDED)

9. DEEDS OF TRUST TO SECURE AN INTEREST IN THE PROPERTY SHOWN BELOW, AND ANY OTHER COLLATERAL SECURED THEREBY:

AMOUNT:

TRUSTEE: BRYAN H. CARTER, AN UNARRANGED MAN

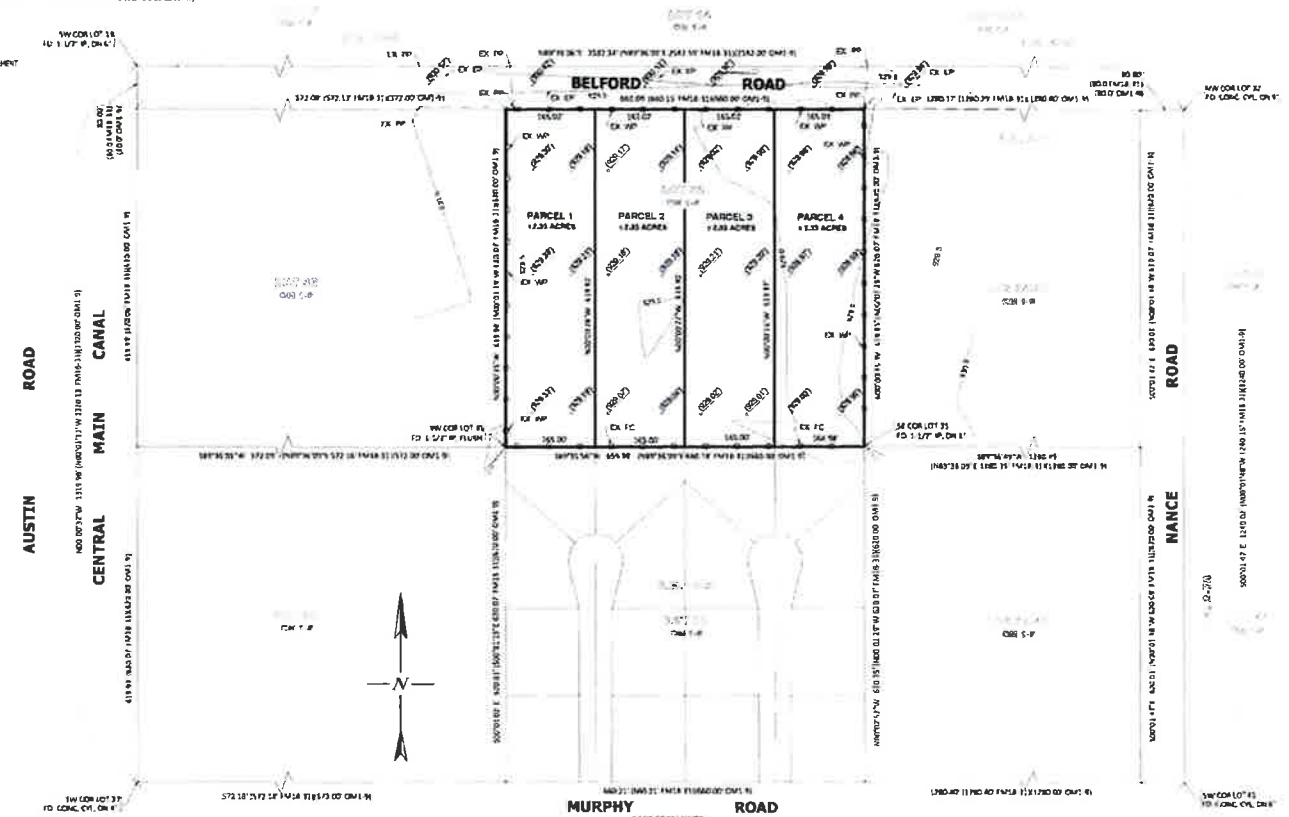
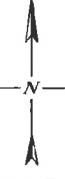
TRUSTEE: COMPANY TITLE OF CALIFORNIA, INC.

RECORDING: BENEVOLENT 1 WILLIAMS, A PERSON

RECORDED: APRIL 13, 2018 AS INSTRUMENT NO. 201804000 OF OFFICIAL RECORDS

TITLE DATA NOTE:
AS TO THE TITLE MATTER SHOWN AND NOTED HEREIN, DYNAMIC CONSULTING ENGINEERS AND DAVID BELTRAN, PLS. HAVE REVIEWED ALL RECORDS PERTAINING TO THIS PARCEL AS PROVIDED BY STUART TITLE OF CALIFORNIA, INC., AND WE HAVE TITLE RECORDS OPEN AND HAVE REVIEWED THEM AND WE MAY BE SUBJECT TO OTHER CLAIMS AFFECTING TITLE SUCH AS "BLIND DEEDS, TRUSTS, ETC." ARE CONTAINED IN SAID PRELIMINARY TITLE REPORT AND INCORPORATED THEREIN BY REFERENCE. DYNAMIC CONSULTING ENGINEERS AND DAVID BELTRAN, PLS. HAVE NO STATEMENT AS TO THE ACCURACY AND COMPLETENESS OF THE PUBLIC RECORDS PERTAINING TO THIS REPORT.

UNDERGROUND UTILITY NOTE:
IF UNDERGROUND PUBLIC WORKS (WATER UTILITIES, OTHER UTILITIES OR CANALS AND BARRIERS DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY. HAVING BEEN OBTAINED FROM THE BEST AVAILABLE SOURCES BUT FROM OTHERS NOT CONNECTED WITH THIS COMPANY, THEREFORE, NO GUARANTEE IS MADE AS TO THE ACCURACY OR THROUGHNESS OF SAID INFORMATION.



MURPHY ROAD
BASE OF BEARING: S87°18'10" W 154.27' (31.17' x 2.92) TO 154.27' (31.17' x 2.92) 00' (0.00) 01'

SURVEYOR'S STATEMENT:
THIS MAP WAS PREPARED BY ME OR UNDER MY SUPERVISION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES OF THE COUNTY OF IMPERIAL, CALIFORNIA, IN AUGUST 2023.

Dynamic CONSULTING ENGINEERS
CIVIL, ENGINEERING, LAND SURVEYING - CONSTRUCTION MANAGEMENT
2415 IMPERIAL BUSINESS PARK DRIVE, SUITE B
IMPERIAL, CA 92521
TEL: 623-567-0400 FAX: 623-567-0400

SHEET NO
1
OF 1 SHEETS



Facing North



Facing West



Facing South



Facing East



Belford Facing East



Belford Facing West