



Imperial County Planning & Development Services Planning / Building

Jim Minnick
DIRECTOR

TO:

Commissioner Mike Goodsell
Commissioner Marlynn Lopez
Commissioner Yvonne Cordero
Commissioner Jerry Arguelles

FROM:

Jim Minnick, Secretary
Planning & Development Services Director

SUBJECT:

Public Hearing for the consideration of the City of Imperial Subdivision of Lot "F" of Monterrey Park Sub. 1 (Parcel 1) and Lot "A" of Monterrey Park Sub. 2 Unit 3C (Parcel 2) into 11 Single Family Lots of 6,000 SF Minimum, located at the Southwest corner of Las Cuspides Street and Valle Verde Lane, Imperial, CA 92251, to determine Consistency with the Airport Land Use Compatibility Plan APNs; 064-281-068 & 064-295-084; Zoning: R-1 (Residential Single Family) General Plan Designation: Residential Low Medium Density Latitude 32° 50' 0.0996" N, Longitude 115° 35' 38.436" W

[Alan C. Molina, Planner II] (ALUC 04-25).

DATE OF REPORT: November 19, 2025

AGENDA ITEM NO: 3

HEARING DATE: November 19, 2025

HEARING TIME: 6:00 p.m.

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

STAFF RECOMMENDATION

It is Staff's recommendation that the Airport Land Use Commission finds the proposed Subdivision of Lot "F" of Monterrey Park Sub. 1 (Parcel 1) and Lot "A" of Monterrey Park Sub. 2 Unit 3C (Parcel 2) into 11 Single Family Lots of 6,000 SF Minimum project incompatible with the adopted 1996 Airport Land Use Compatibility Plan, in accordance with Policies/Chapter 2, Table 2A Compatibility Criteria, Zone B1 and C, where it states

that the maximum densities should be no more than 0.1 du/ac (1 dwelling per 10 acres) and 6 residential units per acre, respectively.

SECRETARY'S REPORT

Project Location:

The project location consists of two adjacent parcels within Tentative Map Monterrey Park Sub #2 Unit 3D in the City of Imperial, County of Imperial, State of California. The subject parcels are located on the Southwest corner of the Monterrey Park Subdivision and are described as follows:

Parcel 1: (APN 064-295-084)

Lot F of MONTERREY PARK SUBDIVISION NO. 1, in the City of Imperial, as per Map recorded in Book 24, Page(s) 63 of Final Maps.

Parcel 2: (APN 064-281-068)

Lot A of MONTERREY PARK SUBDIVISION NO. 2 – UNIT 3C, in the City of Imperial, as per Map recorded in Book 28, Page(s) 70 through 72 of Final Maps, in the Office of the County Recorder of Imperial County, California.

Latitude 32° 50' 0.0996" N, Longitude 115° 35' 38.436" W

Project Description:

Jupiter Ventures is currently proposing modifications to the previously approved Monterrey Park Subdivision. The proposed revision involves the subdivision of the two abovementioned parcels into eleven (11) single-family residential lots, resulting in an increase in the total unit count from 598 to 609. The new lots comprise a net area of 2.43 acres and are designated as Residential Low Medium (RLM) Density in the City of Imperial's General Plan, which permits a maximum density of six units per acre.

Background:

The Airport Land Use Commission (ALUC) reviewed the General Plan Amendment, Zone Change, Tentative Tract Map, and Planned Unit Development for the Monterrey Park Project by Westshore Development on March 16, 2005. The project proposed the development of a 152-acre parcel into 598 detached residential dwelling units on 6,000-square foot parcels and an approximately 20-acre open space set aside area as a "...buffer from the city airport and to be used for recreation and as a stormwater retention basin..." ALUC found the project consistent with the Airport Land Use Compatibility Plan. Steve Birdsall, Director of Airports, opposed such determination.

On April 16, 2008, ALUC reviewed the proposed General Plan Amendment/Revised Tentative Tract Map/PUD for the Monterrey Park project which would increase the number of single-family dwellings in Units 3 and 4 to a total of 483 units (an increase of 186 units). The Commission determined that the new density in a C Zone of 6.9 dwelling units per acre was not compatible. Furthermore, it was determined that the 15% open space development requirement within a C Zone was not compatible without assurances from the City of Imperial that this minimum 15% open space requirement be maintained and still meet the City of Imperial's landscaping requirements prior to development being approved.

No additional development proposals have been received since 2008, but the current proposal is now under review. The proposed subdivision project which would increase density and reduce open land area is being presented for the Imperial County Airport Land Use Commission (ALUC)'s review and their determination of consistency with its 1996 Compatibility Plan.

General Plan/ALUCP Analysis:

This project is subject to the Airport Land Use Commission's review for determination of consistency with the 1996 ALUC Plan and policies as stated below:

Policies-Scope of Review, Types of Actions Reviewed, **Other Project Review-states:**

"State law empowers the Commission to review additional types of land use "actions, regulations, and permits" involving a question of airport/land use compatibility... For purposes of this plan, the specific types of "actions, regulations and permits" which the Commission shall review include:

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

On April 23, 2025, the City of Imperial Planning Commission recommended approval of Tentative Tract Map TM 24-02 for Monterrey Park to the City of Imperial City Council, with the recommendation to forward the project to ALUC to determine the land use compatibility within Imperial County's Airport's sphere of influence.

The proposed project location is within the Airport's "B-1 and C Zones". The B-1 Zone has a residential maximum density of "0.1 du/ac" (1 dwelling per 10 acres), a maximum "other uses (people/acre)" (100 people per acre) and the development condition requiring "30% open land", locate structures maximum distance from extended runway centerline, minimum NLR7 of 25 dBA in residential and office buildings, and a dedication of avigation easement. Within the B-1 Zone (totaling 55,860 SF), the proposed project includes six lots exceeding the maximum density by 5.87 units (assuming one dwelling unit per lot and not considering potential ADU development). Per Policy 2.5, to qualify as open land, an area must be free of structures and other major obstacles (i.e. walls, large trees, etc.) and have minimum dimensions of at least 75 feet by 300 feet. As such, no open land is provided within the subject site.

The C Zone has a residential maximum density of 6 dwelling units per acre, a maximum of 200 people/acre, the development condition requiring "15% open land", and a

dedication of overflight easement for residential uses. Within the C Zone (totaling 34,272 SF), the proposed project includes five lots exceeding the maximum density by 0.65 units (assuming one dwelling unit per lot and not considering potential ADU development). Furthermore, no open land is provided within the subject site.

The original Monterrey Park Subdivision, covering 146.82 acres, included 20.93 acres of Zone C open land, which was approved by ALUC despite not meeting the 15% open land requirement. The revised subdivision reduces the open land to 19.67 acres (13.40%), further deviating from the requirement.

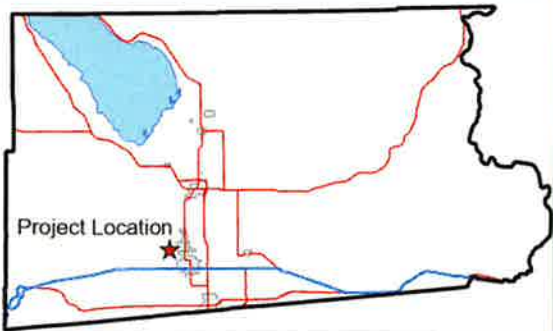
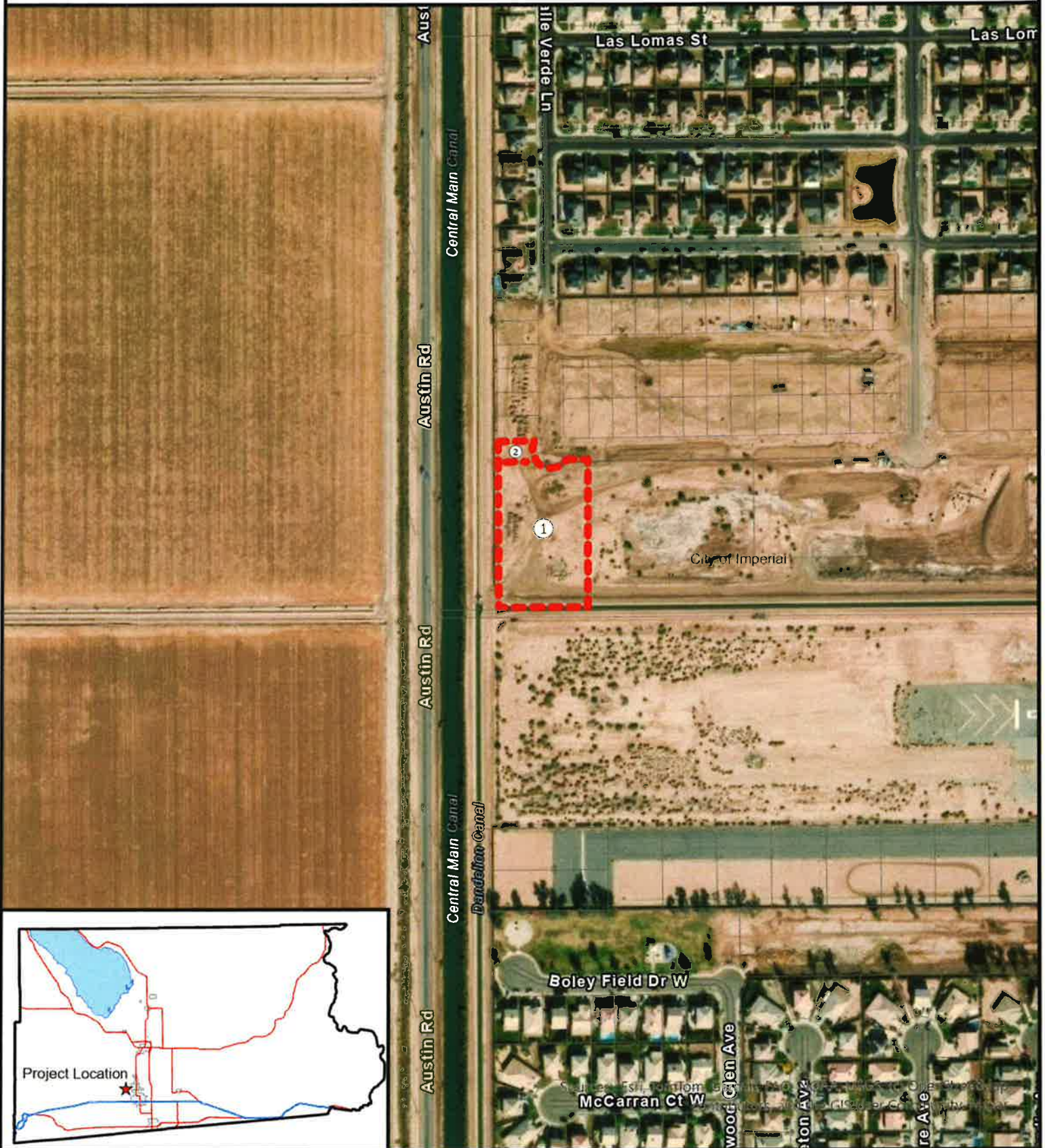
After review of project and the supporting documents, it is the staff's recommendation that the proposed project is incompatible with the adopted Airport Land Use Compatibility Plan (ALUCP), according to Policies/Chapter 2, Table 2A Compatibility Criteria in Zone B-1 and Zone C, where it states the development condition requiring "30% open land" and "15% open land" and that the maximum densities should be no more than .01 (1 dwelling per 10 acres) and 6 residential units per acre, respectively.

Attachments:

- A. Vicinity Map
- B. ALUC Map
- C. Assessor's Plat Map
- D. Tentative Map
- E. Application & Supporting Documents
- F. ALUCP Section

ATTACHMENT “A”
VICINITY MAP

PROJECT LOCATION MAP



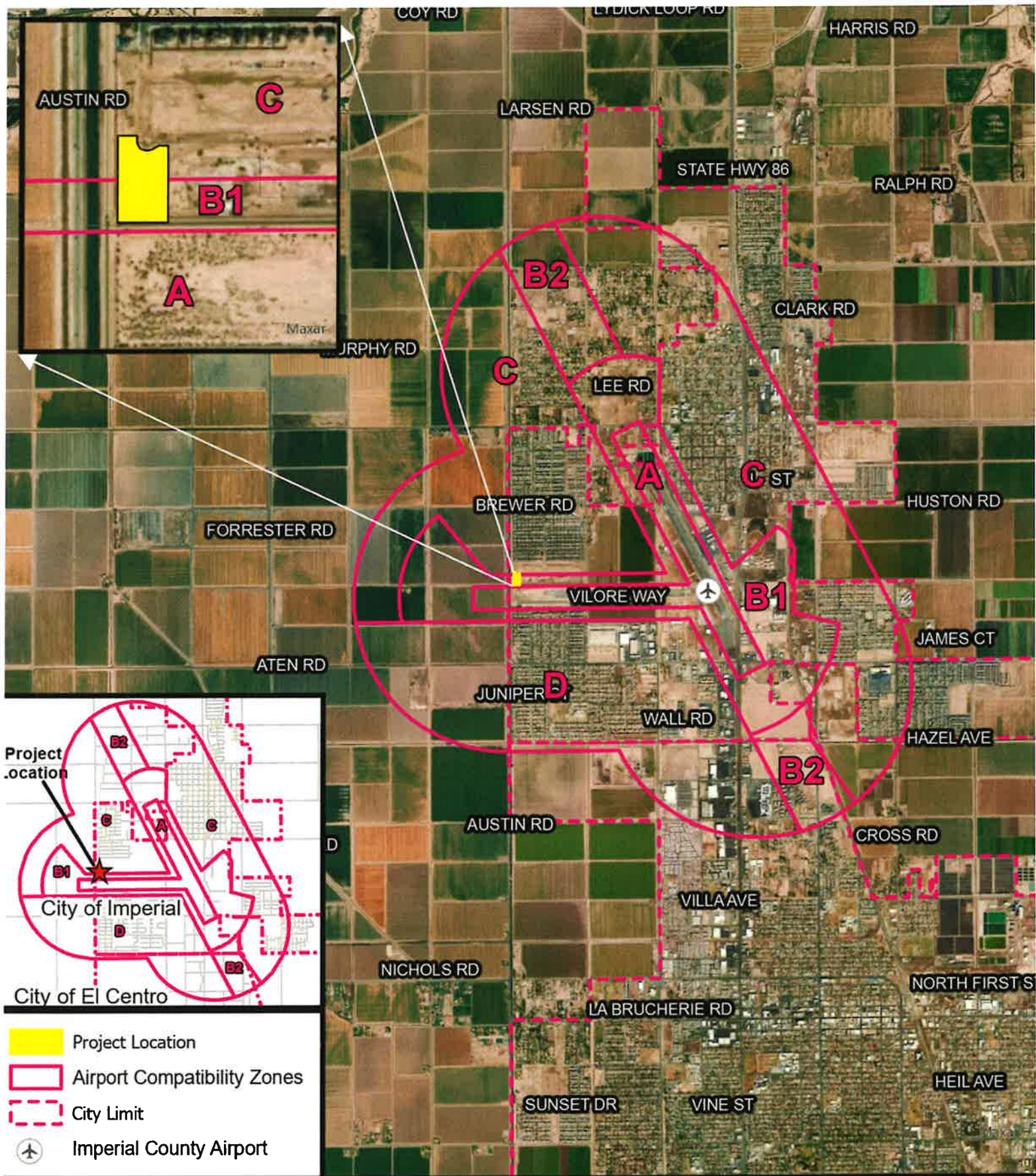
JUPITER VENTURES
ALUC 04-25
APNs: 064-281-068 & 064-295-084

-  Project Location
-  Parcels
-  Centerline



ATTACHMENT “B”

ALUC MAP



IMPERIAL COUNTY AIRPORT LAND USE COMMISSION
ALUC #04-25
JUPITER VENTURES
APN's # 064-281-068 & 064-295-084



ATTACHMENT “C”
ASSESSOR’S PLAT MAP

POR MONTERREY PARK SUB NO.1 & MONTERREY PARK SUB NO.2-UNIT 1 & UNIT 3A & UNIT 3B & UNIT 3C
FM 24-63 FM 27-51 FM 28-1 FM 28-70

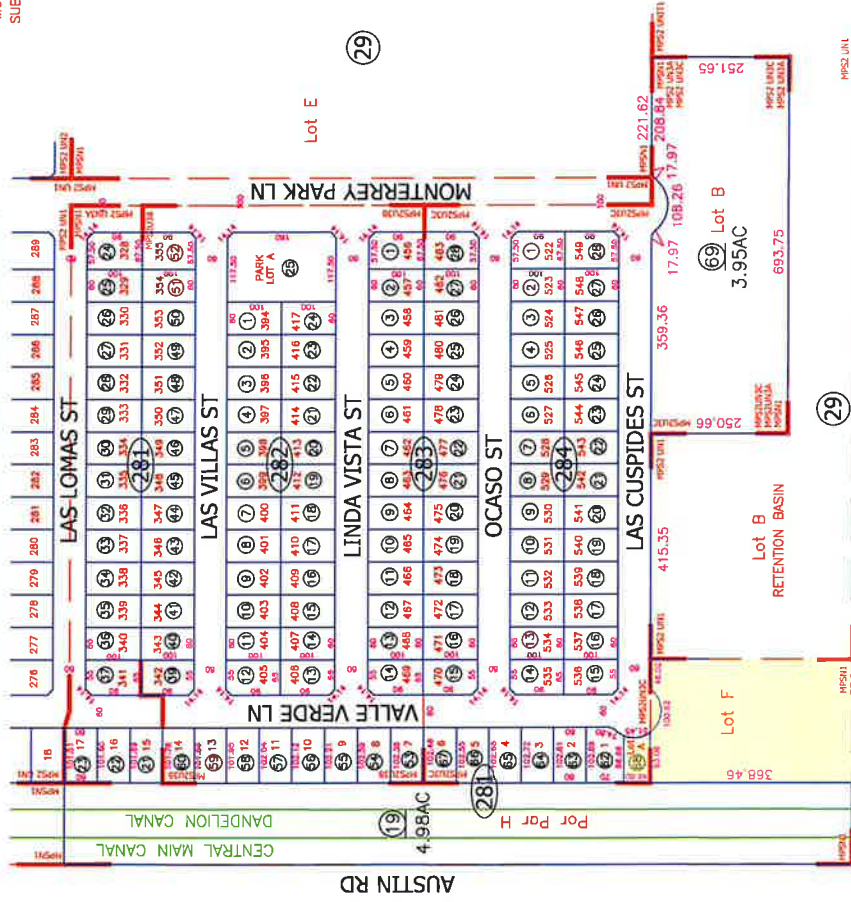
Tax Area Code
6-014

64-28

(27)

(26)

MONTERREY PARK
SUB. NO.2-UNIT 2



AUSTIN RD

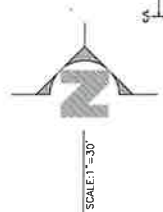
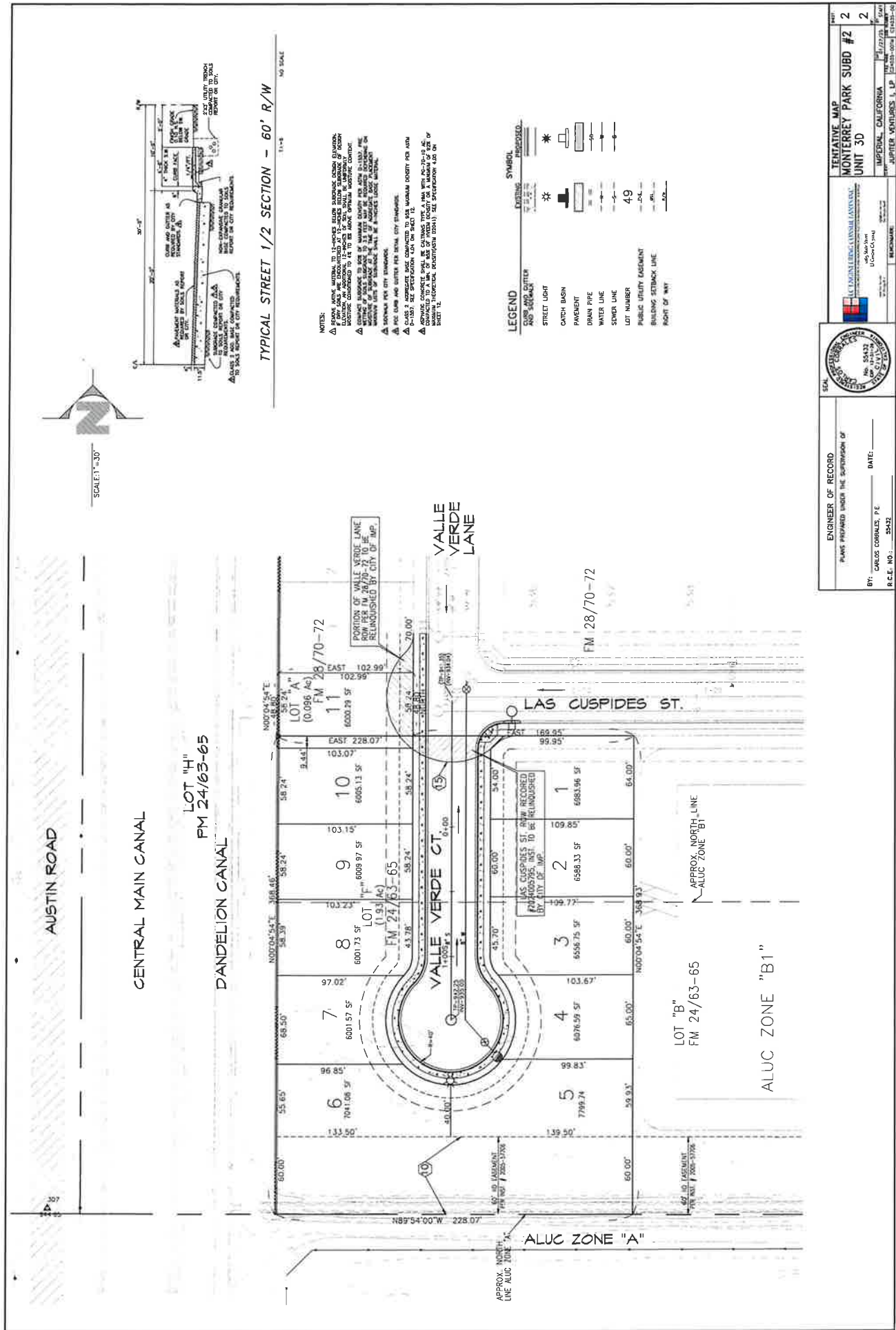
Bk.62
Pg.05

DISCLAIMER:
THIS IS NOT AN OFFICIAL MAP.
THIS MAP WAS CREATED FOR THE IMPERIAL COUNTY
ASSESSOR, FOR THE SOLE PURPOSE OF AIDING IN
THE PERFORMANCE OF THE DUTIES OF THE ASSESSOR.
ANY ERRORS OR OMISSIONS IN THIS MAP ARE NOT
THE RESPONSIBILITY OF THE ASSESSOR, BUT ARE
THE RESPONSIBILITY OF THE USER OF THE MAP.
OR THE ASSESSOR. (REV. & TAX CODE SEC.327)

10-18-24 MA
4-22-24 MA
2-17-22 MF
8-23-18 MF
6-1-06 RM
FROM 43-32

CITY OF IMPERIAL
Assessor's Map Bk.64-Pg.28
Imperial County, Calif.

ATTACHMENT “D”
TENTATIVE MAP



SCALE 1"=30'

CENTRAL MAIN CANAL

LOT "H"
FM 24/63-65

DANDELION CANAL

TYPICAL STREET 1/2 SECTION - 60' R/W

- NOTES:
- 1. EXISTING UTILITY LOCATIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - 2. ALL NEW UTILITY LOCATIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - 3. ALL NEW UTILITY LOCATIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - 4. ALL NEW UTILITY LOCATIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - 5. ALL NEW UTILITY LOCATIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - 6. ALL NEW UTILITY LOCATIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - 7. ALL NEW UTILITY LOCATIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - 8. ALL NEW UTILITY LOCATIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - 9. ALL NEW UTILITY LOCATIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.
 - 10. ALL NEW UTILITY LOCATIONS TO BE MAINTAINED UNLESS OTHERWISE NOTED.

LEGEND	SYMBOL
EXISTING	SYMBOL
NEW	SYMBOL
STREET LIGHT	SYMBOL
CATCH BASIN	SYMBOL
PAVEMENT	SYMBOL
DRAIN PIPE	SYMBOL
WATER LINE	SYMBOL
SEWER LINE	SYMBOL
LOT NUMBER	49
PUBLIC UTILITY FACILITY	SYMBOL
BUILDING SETBACK LINE	SYMBOL
RIGHT OF WAY	SYMBOL

ENGINEER OF RECORD
PLANS PREPARED UNDER THE SUPERVISION OF
BY: CARLOS CORRALES, P.E.
DATE: 01/27/2025
R.C.E. NO.: 55432

SEAL
CARLOS CORRALES, P.E.
No. 55432
Exp. 12/31/2026
CIVIL ENGINEER
STATE OF CALIFORNIA

TENTATIVE MAP
MONTEREY PARK SUBD #2
UNIT 3D
IMPERIAL, CALIFORNIA
JUPITER VENTURES, L.P.
1/27/2025

ATTACHMENT “E”
APPLICATION & SUPPORTING
DOCUMENTS



Planning Application

Community Development Department
400 South Imperial Avenue, Suite 101
Imperial, CA 92251
Phone (760) 355-1152 | Fax (760) 355-4718

Permit Number _____

Applicant/Owner Information

Applicant: Jupiter Ventures
Contact Person: Daniel Dobron
Mailing Address: 3823 Temecula Pkwy., Suite A
Temecula, CA 92592
Email: Dan@pwdevelopment.com
Phone: (951) 240 5230

Owner Name(s): Jupiter Ventures
Daniel Dobron
Mailing Address: 3823 Temecula Pkwy., Suite A
Temecula, CA 92592
Email: Dan@pwdevelopment.com
Phone: (951) 240 5230

Permit Information

Administrative Review

- ☐ Lot Line Adjustment
- ☐ Parcel Map Waiver
- ☐ Downtown Architectural Permit
- ☐ Off-Site Improvements
- ☐ Temporary Use Permit
- ☐ Temporary Use Permit for Mobile Food Facility
- ☐ Other _____

Commission/Council Review

- ☐ Zoning & Code Text Amendment
- ☐ Zone Change / Pre-Zone
- ☐ General Plan Amendment
- ☐ Planned Unit Development
- ☐ Specific Plan / Specific Plan Amendment
- ☐ Variance
- ☐ Conditional Use Permit
- ☐ Land Use Classification
- ☒ Tentative Map
- ☐ Annexation
- ☐ Other _____

Project Information

Project Location (address): _____
SW Cor. of Las Cuspides St. and Valle Verde Lane
Existing Zoning: R-1 (Single Family)
Proposed Zoning: Same as Existing

Assessor's Parcel Number(s): _____
061-255-022-000, and (P.O.N.) 001-201-001-000
Parcel/Lot Size: 2.03 Ac.
Building Sq Ft: 1566 Sq Ft to 2564 Sf Ft

Detailed Project Description (attach additional sheets if necessary): _____

Subdivision of Lot "F" of Monterrey Park Sub. 1 and Lot "A" of Monterrey Park Sub. 2 Unit 3C into 11 Single Family Lots
6,000 SF Minimum

Filing Fees

Every application, request for permit, or request for a planning review or service procedure to the Community Development Department shall include a fee and deposit as prescribed herein. The department shall not accept or receive any such request without the proper fee, and no fee shall be waived by the department.

Use/Cost of Consultants

The Community Development Department, at the discretion of the Community Development Director, may use or employ outside independent consultants to assist in processing applications, conduct special studies or provide expertise not available within the department.

The cost for such consultants shall be a charge against the project and is in addition to the City's fees. As consultant fees are paid, the applicant may be required to maintain the deposit at a level determined by the Community Development Director. Failure to maintain the required deposit shall result in a cessation in the processing of the subject application. The City shall return that portion of the deposit, if any, remaining at project completion. In accordance with City policy to ensure cost recovery, staff time spent on these projects will be tracked, and developers will be billed based on actual labor, material, equipment, and the indirect cost rate. The deposit amount will be maintained in a City Trust Fund account and used to pay for staff and consultant services on a time and materials basis. If the consultant's services amount exceeds the deposit, the applicant will be billed for the difference. The deposit must be maintained in the full amount as directed by the Community Development Director.

Applicant is responsible for any fees associated with the City of Imperial City Clerk's office and any department required for processing said application from the County of Imperial.

Fire Department Fees are paid and processed separately from the Community Development Department.

Indemnification Agreement

Applicant and Owner agree, as part of and in connection with each and any of the application(s), to defend, indemnify, and hold harmless the City of Imperial ("City") and its officers, contractors, consultants, attorneys, employees and agents from any and all claim(s), action(s), or proceeding(s) (collectively referred to as "proceeding") brought against City or its officers, contractors, consultants, attorneys, employees, or agents to challenge, attack, set aside, void, or annul:

- Any approvals issued in connection with any of the above described application(s) by City, and/or
- Any action taken to provide related environmental clearance under the California Environmental Quality Act of 1970, as amended ("CEQA") by City's advisory agencies, boards or commissions; appeals boards or commissions; Planning Commission; or City Council. Applicant's indemnification is intended to include, but not be limited to, damages, fees and/or costs awarded against or incurred by City, if any, and costs of suit, claim or litigation, including without limitation attorneys' fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by Applicant, City, and/or parties initiating or involved in such proceeding.

Applicant's defense and indemnification of City set forth herein shall remain in full force and effect throughout all stages of litigation including any and all appeals of any lower court judgments rendered in the proceeding.

After review and consideration of all of the foregoing terms and conditions, Applicant, by its signature below, hereby agrees to be bound by and to fully and timely comply with all of the foregoing terms and conditions.

Executed at

California on

Applicant

Property Owner

(If different from Applicant)

By:

Signature:

Printed Name:

Title:

By:

Signature:

Printed Name:

Title:

Signatures

The undersigned hereby declare and certify that they are all the owners of the property described in this application and that the information stated above and on forms, plans and other materials submitted herewith in support of the application is true and correct to the best of our knowledge.

Applicant

Property Owner

(If different from Applicant)

By:

Signature:

Printed Name:

Title:

By:

Signature:

Printed Name:

Title:

RESOLUTION NO. 2005-24

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL,
CALIFORNIA, APPROVING THE MONTERREY PARK TENTATIVE TRACT
MAP (APN 043-320-42) AND CERTIFYING A MITIGATED NEGATIVE
DECLARATION**

WHEREAS, Westshore Development, LLC., has submitted an application for a Tentative Tract Map for certain real property described as Parcel 2 of Parcel Map M-962, County of Imperial, State of California, according to Map on File in Book 4, Page 45 or Parcel Maps, in the Office of the County of Imperial; Said Land being a portion of the East half of Tract 46, Township 15 South, Range 13 East, San Bernardino Meridian; Excepting therefrom that portion conveyed to David E. Shenck and Catherine Shenck in Deed recorded July 27, 1983 in book 1505, Page 1089 of Official Records, otherwise known as APN 043-320-25-01; and

WHEREAS, a duly notified public hearing was held by the Planning Commission on April 27, 2005 (continued to May 11, 2005 and May 18, 2005) and by the City Council on June 1, 2005 (continued to June 15, 2005 and June 20, 2005); and

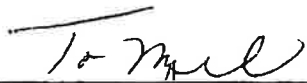
WHEREAS, upon hearing and considering all testimony and arguments, examining the Initial Environmental Study, analyzing the information submitted by staff and considering any written and oral comments received, the City Council considered all facts relating to the Tentative Tract Map.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial as follows:

- A) That the foregoing recitations are true and correct; and
- B) That based on the evidence presented at the public hearing, the City Council hereby **APPROVES** the Tentative Tract Map for the Monterrey Park Tentative Tract Map subject to the conditions of approval outlined in Exhibit A and based on the following findings:
 - 1. The project has been reviewed in accordance with the requirements set forth by the City of Imperial for implementation of the California Environmental Quality Act.
 - 2. The project is in compliance with the California Environmental Quality Act, Section 2100 through 21176 of the Public Resources Code.
 - 3. The initial environmental assessment shows that there is no substantial evidence that the Tentative Tract Map may have a significant impact on the environment.

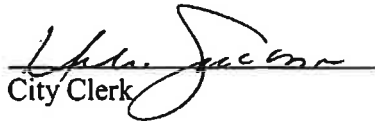
4. There are no sensitive resources located within the area of the project or adjacent to the area of the project so as to be significantly impacted by the project.
5. The proposed Tentative Tract Map is consistent with the intent of the Imperial General Plan to maintain land use designation consistency within the incorporated area of a City's and its sphere of influence.
6. The proposed Tentative Tract Map is consistent with the policies and the land uses of the existing City of Imperial General Plan.
7. The proposed Tentative Tract Map is consistent with the objective of the City of Imperial Zoning Ordinance.

PASSED, ADOPTED AND APPROVED by the City Council of the City of Imperial, this 20th day of June 2005.



Mayor of the City of Imperial

ATTEST:



City Clerk

STATE OF CALIFORNIA)
COUNTY OF IMPERIAL)ss
CITY OF IMPERIAL)

I, the undersigned, City Clerk of the City of Imperial, DO HEREBY CERTIFY that the foregoing Resolution No. 2005-24 was duly and regularly adopted at an adjourned regular meeting of the Imperial City Council held on the 20th day of June 2005, by the following vote:

AYES: COX, SAMPSON, AND MAZEROLL

NAYES: NONE

ABSENT: DALE

ABSTAIN: GRAN

MOTION CARRIED 3-0-1



DEBRA JACKSON, CITY CLERK
CITY OF IMPERIAL, CALIFORNIA

RESOLUTION 2005-24

EXHIBIT A

CONDITIONS OF APPROVAL

for

**MONTERREY PARK TENTATIVE TRACT MAP
(APN 043-320-42)**

1. Developer/Applicant shall comply with all local, State and Federal laws, regulations, rules, ordinances, and standards as they pertain to this project, whether specified herein or not. Where conflicts occur, the most stringent shall apply.
2. The Developer/Applicant shall offer for dedication all rights of way, easements, or parcels of land required for both on-site and off-site construction of streets, pipelines, utilities and the storm water retention basin.
3. The Developer/Applicant shall pay all impact and capacity fees.
4. The Developer/Applicant shall pay any and all amounts as determined by the City of Imperial to defray all costs for the review of maps, drawings, reports, field investigations, or other activities related to compliance of this project with City ordinances and/or any other laws, regulations, or requirements that apply. No Tract Map shall record until such costs have been paid to the City.
5. All maps, plans, studies, cost estimates, designs and calculations required for this project shall be subject to the review and approval of the City Engineer, Department of Public Works and Department of Community Development prior to submittal for approval to record the Tract Map.
6. All infrastructure improvements shall be constructed, or in lieu thereof, security provided to ensure construction, prior to the recordation of a Tract Map. A Phasing Plan for infrastructure improvements shall be submitted to and approved by the City of Imperial City Council. The construction of on-site and off-site improvements shall adhere to the schedule set forth in the phasing plan and improvement plans.
7. The Developer shall initiate through the City Council, the formation of a Special District for the maintenance of drainage/park facilities, street lighting, fencing and landscaping.
8. The Developer shall provide adequate financial assistance to offset the impacts to local law enforcement, fire and school services to ensure the level of service of these departments are not adversely affected by the estimated population increase as a result of the development of this project.

9. The Developer shall comply with the City's Water Master Plan to ensure sufficient volume and flow of water. The Developer shall construct new water mains and storage facilities in the project area if necessary and built according to City development standards. In the event that the collection system is improved by the City or another developer, this project shall pay its fair share of the cost of improvements.
10. The Developer shall comply with the City's Sewer Master Plan to ensure sufficient handling of wastewater. The Developer shall improve the collection system through the construction of new sanitary sewer mains and lift stations where required and in accordance with City development standards. In the event that the collection system is improved by the City or another developer, this project shall pay its fair share of the cost of improvements.
11. Developer acknowledges that the potential pace of growth in the City and resulting demand on City services such as water and wastewater may result in such services not being available. Developer acknowledges particular concern with wastewater and agrees that capacity is not allocated until issuance of a building permit. Developer acknowledges that a building permit will not issue unless there is sufficient wastewater capacity based on the total amount of building permits already issued at that time. In order to address a shortage in wastewater capacity, the parties may agree upon fair share fees for the construction of a new wastewater treatment plant to respond to this project's wastewater demand.
12. The Developer/Applicant shall submit a lighting plan prior to any construction activity. All lighting installed shall be shielded and directed so as to minimize significant off-site glare or adverse light intrusion into neighboring properties. Lighting improvements shall include street lights on Brewer Road, Nance Road interior streets, at bus stops and at mail kiosks. The lighting plan shall be reviewed and approved by the City of Imperial Planning Department, Building Department and the Imperial County Airport.
13. A Landscaping Plan shall be submitted to the City of Imperial for review and approval prior to the recordation of a Tract Map. Landscaping shall be provided in all parks and retention basins. Where noise walls are required along roadways and adjacent to the Imperial County Airport, landscaping shall also be provided. All landscaped areas shall be irrigated with automatic sprinkler systems.
14. The Developer shall provide a minimum of 10.5 acres of parks with recreational amenities. The type of amenities to be installed shall be as follows:
 - a. The 8.4-acre park/retention basin shall be developed with suitable landscaping, decomposed granite walking paths, and a total of two (2) park benches. This park/retention basin shall be developed and dedicated to the City prior to the occupancy of the first Final Map.
 - b. The half-acre pocket parks along Monterrey Park Lane shall be improved with sufficient landscaping, trees, park benches, walking paths and trash and

recycling receptacles. Both pocket parks shall be dedicated to the City and developed prior to the occupancy of Phase III.

- c. The 4-acre park shall be developed with sufficient landscaping, trees, picnic tables, a gazebo, a restroom (for both males and females), barbecue pits, a volleyball court, and playground equipment for a small tot lot. This park shall be dedicated to the City and developed prior to the occupancy of Phase III.
 - d. All trees installed within the project site and the park areas shall be low-lying to prevent any conflicts with over-flight of aircrafts. No trees shall be planted within seventy-five feet (75') of the northern boundary of the relocated canal.
 - e. The Developer/Applicant shall install lighting within all park areas for night-time security. All lighting shall be shielded and oriented so as not to create nuisance light and glare.
15. The Developer shall comply with the Financial Responsibility clause of the Memorandum of Understanding between the City of Imperial and the Imperial Unified School District with regards to mitigation of school impacts. The terms of the Financial Responsibility shall be satisfied prior to the recordation of any Final Map as it relates to cash deposits, dedications and funding from a Community Facilities District (CFD). The Development Impact Fees for schools shall be paid prior to issuance of any building permit. The City and the School District will jointly confirm that the terms of the Financial Responsibility have been fulfilled.
16. The Developer shall provide centrally located school bus turnout(s) within the project site as specified by the Superintendent of the Imperial Unified School District. The bus turnout(s) shall be at least 40 feet in length and will be provided with crosswalks, signage, night-time lighting, and any other traffic calming devices specified by the School District or City in order to ensure student safety during loading and unloading.
17. Prior to the start of any construction activity, a qualified California Department of Fish and Game (CDFG) biologist shall survey the site for any active owl burrows. Any burrows found shall be identified and flagged. Burrows shall not be disturbed during the mating season (February 15 to August 15). After the mating season ends, the burrows shall be destroyed by a qualified CDFG biologist to prevent the return of the owls to these burrows during the next mating season. All mitigation measures outlined in the Mitigated Negative Declaration shall apply.
18. A Grading and Drainage Plan/Study shall be submitted to the City Engineer for review and approval. The Grading and Drainage Plan/Study shall address property grading and erosion control which shall include the prevention of sedimentation or damage to off-site properties. A Storm Water Pollution Prevention Plan (SWPPP) shall be submitted to the City of Imperial for review and approval. Best Management Practices shall be utilized to minimize or prevent storm water pollution. Prior to the recordation of a Tract Map, the Developer/Applicant shall provide the City with a letter from the Imperial Irrigation District (IID) stating that the plans have been reviewed and approved for the discharge of storm water onto IID facilities.

19. The retention ponds must be designed to drain out within seventy-two (72) hours of any storm event. Retention ponds must be landscaped so as to mitigate fugitive dust. The bottom of the retention ponds shall have a minimum separation with the top of the groundwater table such that the ponds will function in their intended use. Such ponds will not be credited as meeting the park requirement unless approved by the City.
20. Construction sites shall control dust (PM-10) generation through implementation of the construction mitigation measures detailed in Regulation VIII of the Air Pollution Control District's CEQA handbook and as outlined in the Mitigation Monitoring Program.
21. The Developer/Applicant shall construct a six-foot (6') solid masonry wall along the west boundary of the project site adjacent to Austin Road, and along the North boundary of the site adjacent to Brewer Road, prior to the occupancy of any structure. The masonry wall adjacent to Austin Road must be at minimum five feet higher than the grade of the Central Main Canal. Landscaping shall be provided along the walls on Brewer Road; and the Developer/Applicant shall also install landscaping along the fence line adjacent to the Imperial County Airport runway to provide an additional noise buffer. The material and color of all walls required by this section shall be decorative and subject to the review and approval by the Planning Commission. The Developer/Applicant shall also construct a chain-link fence along the northern boundary of the relocated canal adjacent to the airport boundary. The height of the fence shall be a minimum of six feet (6') in height or similar to the height of the fence along the northern boundary of the airport property, whichever is greater. Honeysuckle or other similar climbing plant shall be installed by the Developer/Applicant along the fence to provide visual and noise buffer.
22. All on-site utilities including power lines, telephone lines, and cable television lines shall be installed underground. In the event that the utility companies, such as the Imperial Irrigation District, determines that on-site utilities cannot be located underground, the Developer/Applicant may install such utilities as needed above ground.
23. The Developer/Applicant shall relocate all on-site canals (e.g. Central Main canal) and drains underground as shown on the Tentative Tract Map. In the event that the Imperial Irrigation District determines that on-site canals and drains cannot be located underground, the Developer/Applicant may install such utilities as needed above ground.
24. The Developer/Applicant shall provide a soils report indicating, among other things, the suitability of the site for the proposed development, specifications for earthwork, design guidelines for slabs and foundations and recommended roadway sections. Soils directly below and adjacent to the sewer outfall pipeline that was found in the northeast corner of the site shall be tested for hydrocarbon residues, volatiles and other heavy metals before construction begins within the vicinity. In the event that hazardous materials are found, the project site shall be remediated.
25. The conditional approval of the Tentative Subdivision Map, Zone Change and General Plan Amendment shall not constitute the waiver of any requirement of the City's

Ordinances or regulations, except where a condition set forth herein specifically provides for a waiver. All mitigation measures outlined in the Mitigated Negative Declaration are hereby incorporated and made conditions of approval whether restated herein or not.

26. The Developer/Applicant shall obtain, pay for and comply with all permits from the Imperial Irrigation District, and other applicable agencies for all improvements within, across, or affecting the respective rights of way.
27. All Final Tract Maps shall provide for 10-foot public utility easements adjacent to all street rights of way for underground power, communications and cable television systems.
28. All off-site and on-site improvements shall comply with the City of Imperial Development Standards. Where no standards exist, the improvements shall be completed in accordance with the City Engineer's recommendations.
29. The Developer/Applicant shall comply with all requirements of the Imperial County Fire Department. Such requirements may include, but are not limited to, the location and sizing of fire hydrants, premise identification numbers (address numbers), and roadway access.
30. The Tentative Subdivision Map shall be valid for a period of two years following the City Council approval and the appeal period.
31. The Developer/Applicant shall record agricultural easements, to put new homeowners on notice regarding the noise, dust, odors and other potential impacts associated with active farming of nearby lands. The Developer/Applicant shall also make homeowners aware of the Imperial County Right to Farm Ordinance when they purchase new homes in the project area.
32. A Phasing Plan shall be submitted, reviewed and approved by the City of Imperial City Council. Phasing of the development shall demonstrate each phase can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed.
33. The Tract Map shall include an avigation easement for all lots created. In addition, all lots will be developed and sold with a hold harmless agreement with the City of Imperial and the County of Imperial Airport, and the US Naval Air Facility – El Centro. The avigation easement shall be reviewed and approved by the Imperial County Airport Manager and shall be consistent with the avigation easement recorded for the Sky Ranch Subdivision.
34. The Developer shall extend Brewer Road from its terminus at Nance Road to connect to Austin Road. The Developer shall improve Nance and Brewer Roads to residential collector standards with continuous left turn lanes. The Developer shall improve Austin Road with a continuous left turn lane. The Developer shall comply with all mitigation measures recommended by the most recently revised traffic study (May 6, 2005) which

states, among other things, that the Nance/Worthington intersection must have stop controls added to the east and west legs to convert the intersection to an all-way stop-controlled intersection. A southbound right hand turn lane shall be added to the Nance/Brewer Road intersection. Northbound right hand turn lanes shall be added to the Brewer/Austin Road and Austin/Worthington Road intersections. Installation of portions of the above-referenced improvements will require acquisition of land in which neither Developer nor City has sufficient title or interest. Prior to approval of a final map, the Developer shall either acquire the necessary interest or enter an agreement provided for by Government Code Section 66462.5 to complete the improvements prior to issuance of any building permit. At City's sole discretion, Developer will either undertake private condemnation or pay all costs associated with annexation. Installation of the above-referenced improvements will be subject to a fair share reimbursement at the time development occurs (i.e., building permits are issued) within the surrounding areas.

35. The Developer shall pay fair share fees for the improvement of Worthington Road between Nance Road and Highway 86 to a four lane road with secondary arterial status. The cumulative impacts to the Highway 86/Worthington Road intersection shall be mitigated by re-striping the approaches so that there is an eastbound left lane, an eastbound shared through-right lane, a westbound left lane, and a shared westbound through-right lane. The intersection will also have the following additional lanes added: southbound and northbound through lanes, eastbound through, eastbound left, westbound through, and westbound left. The Developer shall pay fair share fees for the mitigation of these cumulative impacts.
36. A Class II bikeway shall be constructed within the project site and along Brewer Road to ensure connectivity with those bikeways identified within the City of Imperial Bicycle Master Plan. Worthington Road shall be improved with a Class II bikeway.
37. In a meeting with Imperial Irrigation District (IID) Staff on June 14, 2005, the IID stated that it will reconfigure existing circuits to provide the necessary electrical power to the area, and as such, an electrical substation is not needed. The Developer may relocate the proposed RV parking area to that area designated for an IID substation shown on the Tentative Tract Map. The area formerly occupied by the proposed RV parking area shall remain a landscaped, open space area. In the event that IID will require a substation on the project site, the substation shall be screened on all sides with a six foot (6') high masonry wall that matches the masonry walls to be built on the boundaries of the project site. The color and material type of these walls will be subject to the approval of the Planning Commission. The perimeter of the substation shall also be landscaped with turf, shrubs, and trees to the greatest extent feasible in order to reduce the aesthetic impact that this substation will have on the project site. The City acknowledges that the substation will be shared with surrounding developments and Developers may enter into fair share agreement(s) amongst themselves.
38. All residential development within the project site shall be constructed using building materials and techniques such as dual pane windows, and increased insulation to decrease interior noise levels within dwelling areas to 45 dba or lower.

39. The Developer/Applicant shall agree to defend, indemnify and hold harmless the City of Imperial, Imperial County Airport, and the US Naval Air Facility – El Centro and their agents, including consultants, officers and employees from any claim, action or proceeding against the City, County Airport, or Naval Air Facility or their agents, including consultants, officers and employees to attack, set aside, void, or annul the approval of the Tentative Tract Map and associated Zone Change, General Plan Amendment and Mitigated Negative Declaration. This indemnification obligation shall include, but not be limited to, damages, costs, expenses, attorneys fees, or expert witness costs that may be asserted by any person or entity, including the Developer/Applicant arising out of or in connection with the approval of the Tentative Tract Map and associated Zone Change, General Plan Amendment and Mitigated Negative Declaration, including any claim for private attorney general fees claimed by or awarded to any party from the City, County Airport or Naval Air Facility.

RESOLUTION NO. 2005-33

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL
APPROVING AND ADOPTING THE ENVIRONMENTAL DOCUMENTS FOR THE
MONTERREY PARK SUBDIVISION LOCATED AT THE SOUTHEAST CORNER OF
AUSTIN AND BREWER ROADS**

WHEREAS, the Environmental Evaluation Committee has conducted an initial study on the possible environmental consequences of the proposed Monterrey Park project, which study was initially completed November 11, 2004; and

WHEREAS, the study, in its final form, did not identify any significant effects on the environment which would result from the proposed project provided certain mitigation measures therein identified and listed were adopted and implemented; and

WHEREAS, the Environmental Evaluation Committee, based on the Initial Study, determined that any potential environmental effects of the proposed project have been clearly mitigated by the identified mitigation measures to the point where no significant environmental effects would occur and the Planning Director, based upon this determination, prepared a Negative Declaration, subject to mitigating requirements, with respect to the environmental consequences of the subject project; and

WHEREAS, a notice of the preparation and the posting of the proposed Mitigated Negative Declaration was duly posted and given and comments from the public and interested persons were invited; and

WHEREAS, the Council of the City of Imperial has reviewed and considered the environmental study, the findings and determination of the Environmental Evaluation Committee and the Planning Commission, the proposed Mitigated Negative Declaration, the proposed Mitigation Monitoring Program, the staff reports, oral and written, and the comments, statements, and other evidence presented by all persons, including members of the public, who appeared and addressed the City Council at the public hearing held on June 15, 2005, and June 20, 2005, all comments and materials submitted prior thereto; and

WHEREAS, the Council of the City of Imperial has before it all of the necessary environmental information required by the California Environmental Quality Act (CEQA) to properly analyze and evaluate any and all of the potential environmental impacts of the proposed project.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Imperial, based upon the findings and the records and files herein, and the findings above made, hereby determines that the proposed Monterrey Park project will not have a significant effect upon the environment if the mitigation measures listed and identified in the Mitigated Negative Declaration and associated Mitigation Monitoring Program are implemented prior to development of the subject property.

BE IT FURTHER RESOLVED that the Council approves and adopts the Mitigated Negative Declaration and Mitigation Monitoring Program.

PASSED AND ADOPTED this 20th day of June, 2005.



Mayor

ATTEST:



City Clerk

**STATE OF CALIFORNIA)
COUNTY OF IMPERIAL)ss
CITY OF IMPERIAL)**

I, the undersigned, City Clerk of the City of Imperial, DO HEREBY CERTIFY that the foregoing Resolution No. 2005-33 was duly and regularly adopted at an adjourned regular meeting of the Imperial City Council held on the 20th day of June 2005, by the following vote:

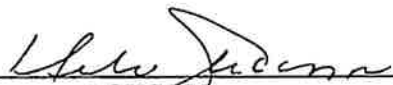
AYES: COX, SAMPSON, AND MAZEROLL

NAYES: NONE

ABSENT: DALE

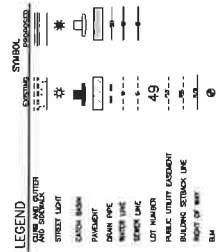
ABSTAIN: GRAN

MOTION CARRIED 3-0-1



DEBRA JACKSON, CITY CLERK
CITY OF IMPERIAL, CALIFORNIA

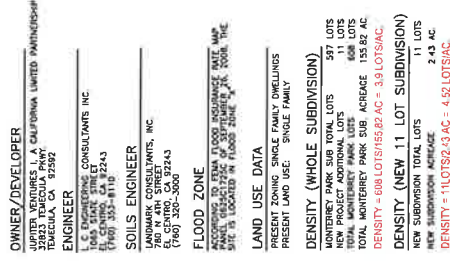
L:\Projects\2024\C24035-00 (PWD-TM Monterey Park-Parc F)\Engineering\CAD\C24035-00MSTR.dwg 07/29/2025 14:29



SITE MAP

THE INSTITUTION OF ENGINEERS (INDIA)
 40, RAJENDRA NAGAR, NEW DELHI - 110028
 E-MAIL: info@indian-engineers.org
 WEBSITE: www.indian-engineers.org

1	DENSITY AND OPEN LAND EXHIBIT	1	2/21/73
1	MONTERREY PARK SUBD UNIT 3D	1	2/21/73



OPEN LAND (MONTERREY PARK SUB.)		PROJECT AREA 143.62 AC +/-	
	ZONE	ACREAGE	OPEN LAND %
	ZONE "C" BOUNDARY	129.75 AC +/-	16.72 %
	ZONE "C" OPEN SPACE	21.38 AC +/-	100.0 %
	ZONE "B"	13.87 AC +/-	100.0 %

Daniel Dobron

32823 Temecula Pkwy., Suite A
Temecula, CA 92592
(951) 240-5230 x-102 office
(951) 240-5075 fax

www.pwdevelopment.com



Pacific West
development

From: Yvonne Cordero <ycordero@imperial.ca.gov>

Sent: Thursday, April 24, 2025 1:39 PM

To: Luis Valenzuela <luisvalenzuela@co.imperial.ca.us>

Cc: Othon Mora <omora@imperial.ca.gov>; Daniel Dobron <Dan@pwdevelopment.com>; Diane Dean <diane@pwdevelopment.com>

Subject: ALUC Compatibility Review

Hello Luis,

As discussed, please review the ALUC Review submittal information to initiate the ALUC review process. Diane Dean from Pacific West has called in with the \$2,500 deposit to the Accounting Division and the receipt is attached. The application submittals, Tentative Map, and pertinent resolutions from 2005 are attached as well.

Applicant: Daniel Dobron, Jupiter Ventures/Pacific West

Project Location: APN 064-2958-084 and APN 064-281-068 304 S. Imperial Avenue

Project Description: Tentative Tract Map to subdivide eleven (11), single-family residential lots

Background

Jupiter Ventures/Pacific West has proposed the subdivision of two adjacent parcels into eleven (11) single-family residential lots within the Monterrey Park Subdivision. The single-family residential lots encompass a net area of 2.43 acres designated as Residential Low-Medium (RLM) density in the City of Imperial's General Plan. The typical lot size within an RLM zoned property is 6,000 - 6,500 square feet with a maximum density of six units per acre. The Monterrey Park Subdivision project was originally approved in 2005 through the City's certification of a Mitigated Negative Declaration and associated entitlements, which included 598 residential units, three park sites, and a retention basin. The current proposal modifies the original map by increasing the total number of units to 609 residential units and amending the original conditions of approval to align with the updated project requirements. The City of Imperial Planning Commission approved the project on April 23, 2025, with the recommendation to forward the project to ALUC to determine the land use compatibility within Imperial County's Airport's sphere of influence.

Project Site Description

The project site consists of two parcels identified as Assessor's Parcel Number (APN) 064-281-068 (Lot F) and APN 064-295-084 (Lot A) in Tentative Map Monterrey Park Sub #2 Unit 3D. The adjacent parcels encompass a total net area of approximately 2.43 acres and are located on the Southwest corner of the Monterrey Park Subdivision, located at the Southeast corner of Austin and Brewer Roads.

Please reach out if you need any additional information. I would appreciate it if you could provide me with ALUC's review process and an estimated completion time. The applicant is eager to have this

project finalized as soon as possible, as it is tentatively scheduled for a public hearing before our City Council once ALUC completes its review.

Best Regards,



YVONNE CORDERO

P L A N N E R

ycordero@imperial.ca.gov

Community Development Department

400 S. Imperial Avenue, Suite 101

Imperial, CA 92251

(760)355-3326

ATTACHMENT “F”
ALUCP SECTION

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 (dw/ac) ¹	Other Uses (people/ac) ²	
A	Runway Protection Zone or within Building Restriction Line	- High risk - High noise levels	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	- 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	- Significant risk - aircraft commonly below 800 ft. AGL - Significant noise	1	100	30%
C	Common Traffic Pattern	- Limited risk - aircraft at or below 1,000 ft. AGL - Frequent noise intrusion	6	200	15%
D	Other Airport Environs	- 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	- All structures except ones with location set by aeronautical function - Assemblages of people - Objects exceeding FAR Part 77 height limits - Hazards to flight⁶	Dedication of aviation easement	- Aircraft tiedown apron - Pastures, field crops, vineyards - Automobile parking	Heavy poles, signs, large trees, etc.
B1 and B2	- Schools, day care centers, libraries - Hospitals, nursing homes - Highly noise-sensitive uses - Above ground storage - Storage of highly flammable materials - Hazards to flight⁶	- Locate structures maximum distance from extended runway centerline - Minimum NLR⁷ of 25 dBA in residential and office buildings - Dedication of aviation easement	- Uses in Zone A - Any agricultural use except ones attracting bird flocks - Warehousing, truck terminals - Single-story offices	- Residential subdivisions - Intensive retail uses - Intensive manufacturing or food processing uses - Multiple story offices - Hotels and motels
C	- Schools - Hospitals, nursing homes - Hazards to flight⁶	Dedication of overflight easement for residential uses	- Uses in Zone B - Parks, playgrounds - Low-intensity retail, offices, etc. - Low-intensity manufacturing, food processing - Two-story motels	- Large shopping malls - Theaters, auditoriums - Large sports stadiums - Hi-rise office buildings
D	Hazards to flight⁶	Deed notice required for residential development	All except ones hazardous to flight	

Table 2A Continued Compatibility Criteria

Imperial County Airport Land Use Compatibility Plan

NOTES

- 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.
- 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.
- 3 See Policy 2.5.
- 4 These uses typically can be designed to meet the density requirements and other development conditions listed.
- 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.
- 6 See Policy 3.4
- 7 NLR = Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure.

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.

- 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.

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.

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:

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

These distances allow structures up to approximately 35 feet height to remain below the airspace surfaces defined by Federal Aviation Regulations Part 77.

- 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

altitudes established by approach procedures are used. Zone B1 also includes areas within 1,000 feet laterally from the runway centerline.

- 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.

- 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.

- D The outer boundary of the Other Airport Environs Zone conforms with the adopted Planning Area for each airport.

sm/Impritt.

- (b) More stringent land use controls shall be applied to the areas with greater potential risk.

2. *Risks to People on the Ground* - The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents.

- (a) A method for determining the concentration of people for various land uses is provided in Appendix C.

3. *Land Uses of Particular Concern* - Land uses of particular concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Schools, hospitals, nursing homes, and other uses in which the majority of occupants are children, the elderly, and the handicapped shall be prohibited within Compatibility Zones A, B, and C.

4. *Other Risks* - Any use involving the potential for aboveground explosion or the release of toxic or corrosive materials shall be prohibited in Compatibility Zones A and B.

5. *Open Land* - In the event that an aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the large majority of aircraft accidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.

- (a) To qualify as open land, an area must be: (1) free of structures and other major obstacles such as walls, large trees, and overhead wires; and (2) have minimum dimensions of at least 75 feet by 300 feet. Roads and automobile parking lots are acceptable as open land areas if they meet the preceding criteria.

- (b) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large-acreage projects.

- (c) Clustering of development and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.
- (d) Building envelopes and the approach zones should be indicated on all development plans and tentative maps within an airport's planning area in order to assure that individual development projects provide the open land areas identified in a general plan, specific plan, or other large-scale plan.

3. **Airspace Protection**

1. *Height Limits* - The criteria for limiting the height of structures, trees and other objects in the vicinity of an airport shall be set in accordance with Part 77, Subpart C, of the Federal Aviation Regulations and with the United States Standard for Terminal Instrument Procedures (TERPS). Airspace plans for each airport which depict the critical areas for airspace protection are provided in Chapter 4.
2. *Avigation Easement Dedication* - The owner of any property proposed for development within Compatibility Zones A and B shall be required to dedicate an avigation easement to the jurisdiction owning the airport.
 - (a) The avigation easement shall: (1) provide the right of flight in the airspace above the property; (2) allow the generation of noise and other impacts associated with aircraft overflight; (3) restrict the height of structures, trees and other objects; (4) permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and (5) prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an avigation easement is provided in Appendix E.
 - (b) Within Compatibility Zones A and B, height restrictions of less than 35 feet may be required.
 - (c) The ALUC adopted an Avigation Easement and Release which is in Exhibit E-4 in the appendices.