

PROJECT REPORT

**TO: ENVIRONMENTAL EVALUATION
COMMITTEE**
FROM: PLANNING & DEVELOPMENT SERVICES

AGENDA DATE: October 29, 2020
AGENDA TIME 1:30 PM / No.1

INFORMATION ONLY

PROJECT TYPE: Glamis Specific Plan 19-0001, ZC19-0006, CUP19-0027 SUPERVISOR DIST # 5

LOCATION: 5384 E Hwy 78 APN: 039-310-029-000 et al

GLAMIS, CA PARCEL SIZE: 141 AC

GENERAL PLAN_(existing) Glamis SPA Area GENERAL PLAN_(proposed) N/A

ZONE_(existing) Open Space Preservation (S2) & Gen Commercial (C2) ZONE_(proposed) _____

GENERAL PLAN FINDINGS ☒ CONSISTENT ☐ INCONSISTENT ☐ MAY BE/FINDINGS

PLANNING COMMISSION DECISION:

HEARING DATE: N/A

☐ APPROVED ☐ DENIED ☐ OTHER

PLANNING DIRECTORS DECISION:

HEARING DATE: N/A

☐ APPROVED ☐ DENIED ☐ OTHER

ENVIRONMENTAL EVALUATION COMMITTEE DECISION:

HEARING DATE: 10/29/2020

INITIAL STUDY: 19-0030

☐ NEGATIVE DECLARATION ☐ MITIGATED NEG. DECLARATION ☐ EIR

DEPARTMENTAL REPORTS / APPROVALS:

PUBLIC WORKS	<input checked="" type="checkbox"/> NONE	<input type="checkbox"/> ATTACHED
AG	<input checked="" type="checkbox"/> NONE	<input type="checkbox"/> ATTACHED
APCD	<input checked="" type="checkbox"/> NONE	<input type="checkbox"/> ATTACHED
E.H.S.	<input checked="" type="checkbox"/> NONE	<input type="checkbox"/> ATTACHED
FIRE / OES	<input checked="" type="checkbox"/> NONE	<input type="checkbox"/> ATTACHED
SHERIFF	<input checked="" type="checkbox"/> NONE	<input type="checkbox"/> ATTACHED
OTHER		<input type="checkbox"/> ATTACHED

REQUESTED ACTION:

(See Attached)

3.0 PROJECT BACKGROUND

3.1 Project Location

The Glamis Specific Plan Area (GSPA) is located in the unincorporated community of Glamis, a remote area in the central portion of Imperial County. Glamis is located approximately 27 miles east of the City of Brawley; approximately 32 miles northeast of the City of El Centro; approximately 20 miles north of Interstate 8; and approximately 35 miles southeast of the Salton Sea (Figure 3-1 and Figure 3-2).

3.2 Project Background

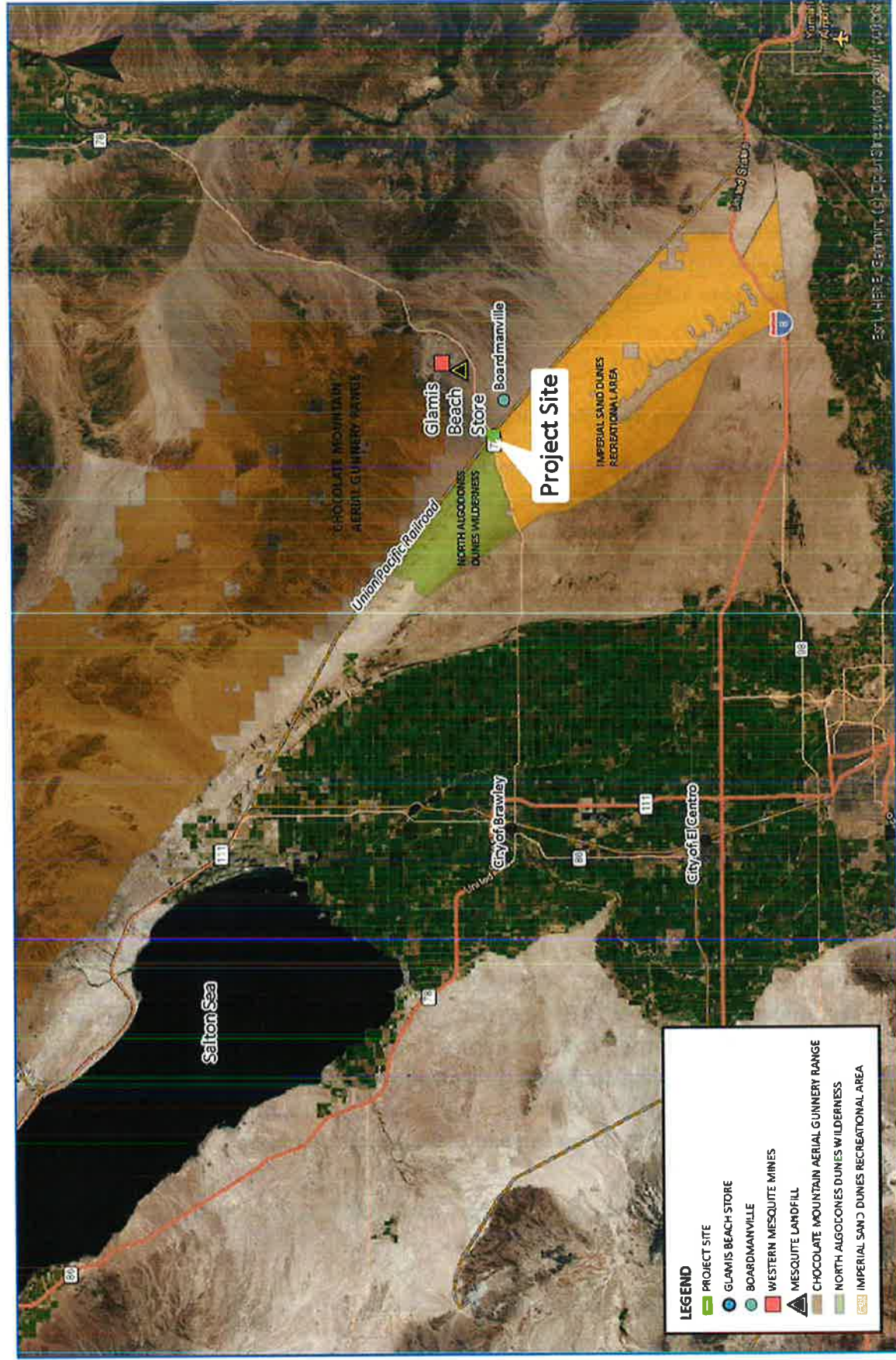
3.2.1 History of the Glamis Specific Plan Area

Glamis and the Imperial Sand Dunes Recreation Area (ISDRA) have been utilized for off-highway vehicle (OHV) recreational activities since the 1960s. Enthusiasm for dune buggies and other sand vehicles brought 30,000 people to Glamis during the 1979 Thanksgiving weekend. By the 2010s, tens of thousands of OHV enthusiasts were visiting the ISDRA during the holidays in autumn, winter and early spring months, many of them camping in Recreational Vehicles (RVs) near Glamis. Glamis became known as the Sand Toy Capital of the World. As a result, events and activities such as “Camp RZR” started to occur within Glamis that attracted as many as 20,000 visitors each year.

3.3 Current Activities at the Glamis Specific Plan Area

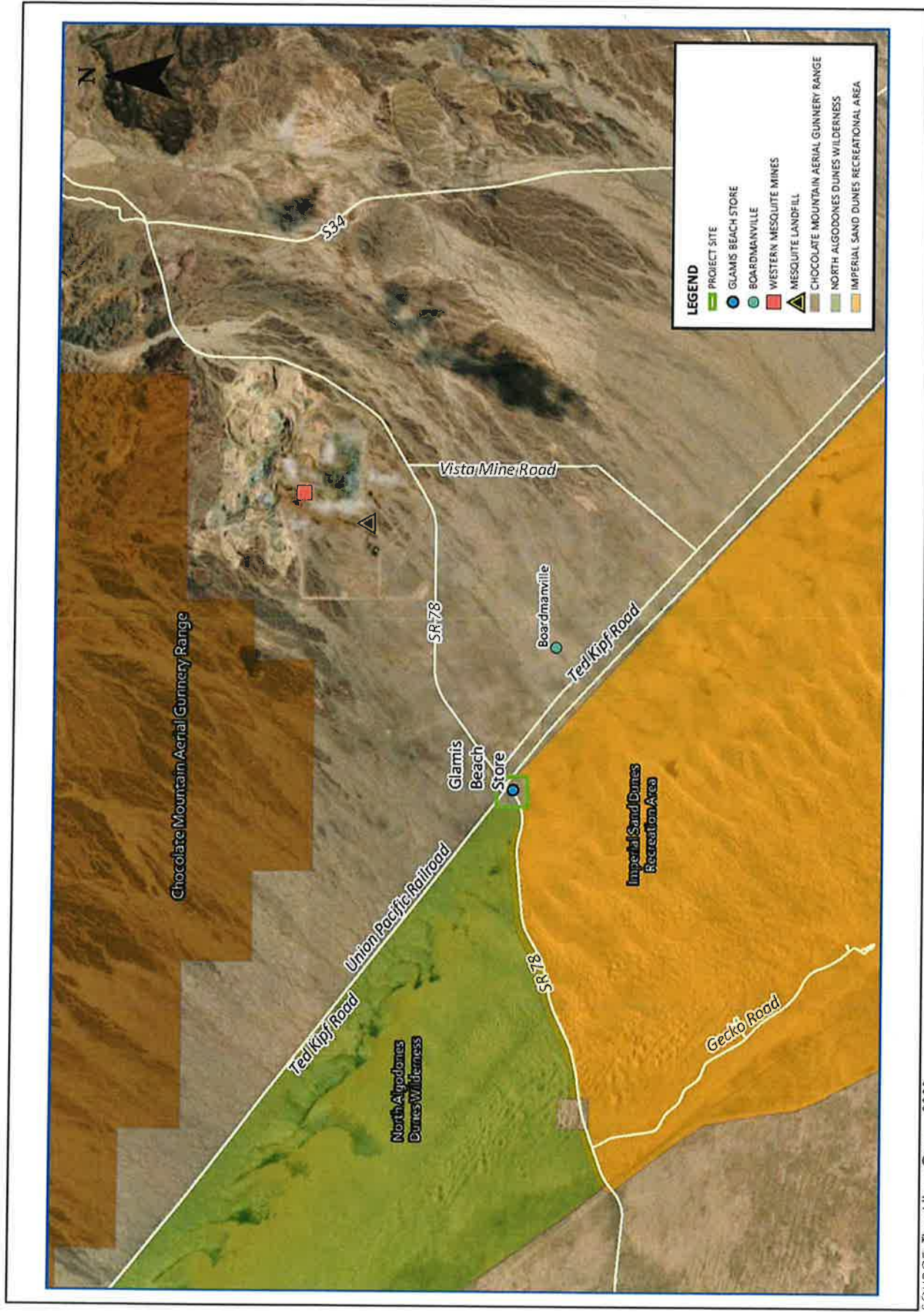
3.3.1 Existing Characteristics

The GSPA is located on private land that is directly adjacent to the ISDRA in an unincorporated area of Imperial County. It contains the small unincorporated community of Glamis which is centered around the Glamis Beach Store (Figure 3-3). The project vicinity encompasses approximately 143 acres and is composed of seven (7) parcels of land identified as assessor parcel numbers (APN) 039-310-017; -022; -023; -026; -027; -029; and -030. The project vicinity is regionally accessible via State Route 78 (SR-78) (a.k.a. Ben Hulse Highway), which serves as the primary form of access for motorists. Ted Kipf Road, a County-maintained dirt road serves as a secondary form of access extending northwesterly for approximately 17 miles to Niland-Glamis Road from SR-78. The project vicinity is also crossed by the Union Pacific Railroad (UPRR) which runs north and south through the eastern half of the project vicinity and Wash Road which parallels the UPRR south of SR-78.



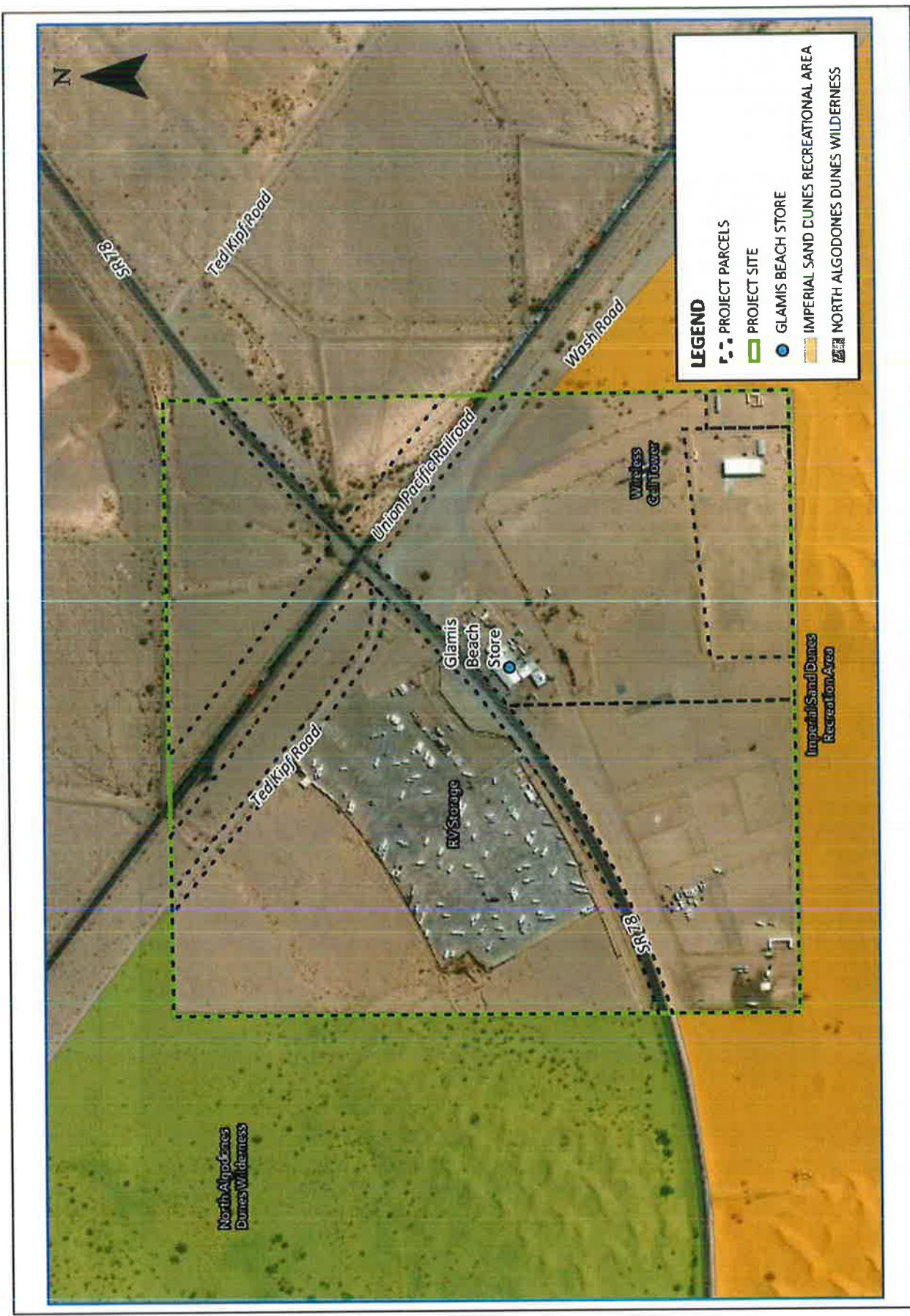
SOURCE: The Altum Group, 2020

Regional Setting
Glamis Specific Plan
Figure 3-1



SOURCE: The Altum Group, 2020

Project Vicinity
Glamis Specific Plan
Figure 3-2



SOURCE: The Altum Group, 2020

Project Site
Glamis Specific Plan
Figure 3-3

The project vicinity can be characterized as an area of open desert with several adjoined one- and two-story metal building structures representing the Glamis Beach Store, and metal corrugated water tanks situated directly behind the store. Additionally, there is a separate seasonal OHV repair business connected to the Glamis Beach Store. A wood fence for delineated parking/vendor areas is located directly west of the store. A communications facility tower, approximately 180 feet in height, is located at the southeast portion of the project vicinity. Due south is a single-family residence, large RV storage garage, and other related equipment storage buildings. Additionally, a prefabricated residential structure is located on the southeast corner of the project vicinity. To the west, across SR-78 and opposite the Glamis Beach Store, there is an existing RV storage area as well as vacant desert land. There is also an existing 20-acre paved RV storage area for Glamis Dunes Storage and Luv 2 Camp RV Trailer Rentals, and the existing historical cemetery located at the southwest corner of SR-78 and Ted Kipf Road. Last, on the northeast side of the project vicinity, crossing the UPRR, there are two triangular parcels that are currently vacant.

The topography for the project vicinity can be characterized as relatively flat. The only minor changes in topography are found along the northeast portion of the property (northeast side of the UPRR), which can be attributed to existing elevated flood control earthen dikes and a slight, gradual southwest to northeast trending slope contour. Overall, elevation contours of the project vicinity range from 325 feet above mean sea level (AMSL) at the southwest corner of the property to 344 feet AMSL at the northeast corner. Areas of wind-blown sand dunes with sporadic native vegetation are found situated and encroaching upon the southeast corner of the project vicinity.

As discussed above, the project vicinity and the ISDRA have been a popular OHV recreational destination since the 1960s. By the 2010s, Glamis and the ISDRA were experiencing exponential growth from RVers and OHV enthusiasts. As a result, events and activities such as “Camp RZR” started to occur within the project vicinity that attracted as many as 20,000 visitors each year during Halloween weekend or the weekend before Halloween. With the advent of special events within the Glamis area discretionary temporary event permits and conditional use permits (CUPs) required by the County of Imperial were deemed necessary to allow for the continued provision of such events. Currently, special and temporary events are permitted under CUP #08-0025. Events such as “Camp RZR” are required to undergo review and approval of event operations and protocols with the County and key stakeholder agencies.

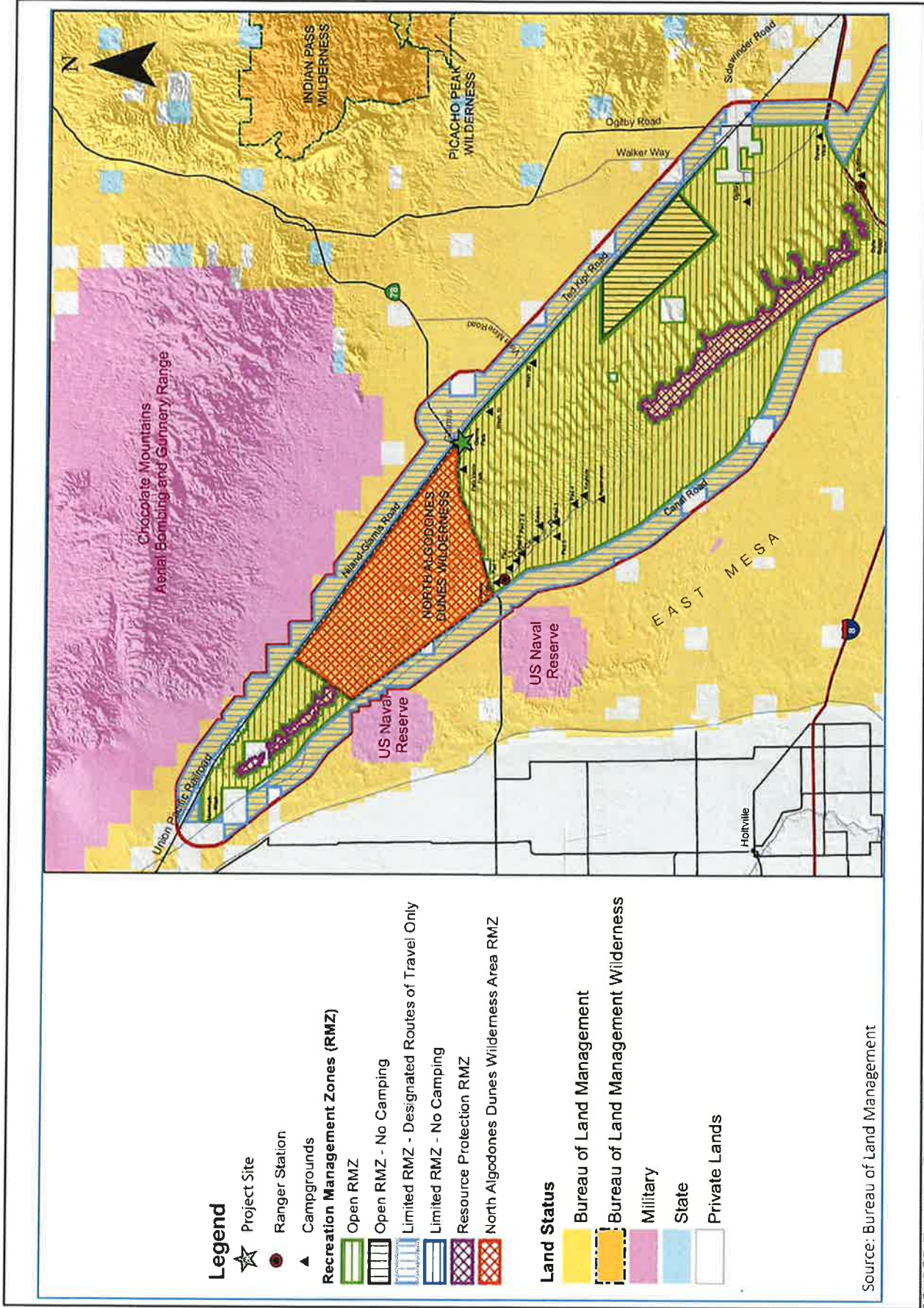
3.1.2 Surrounding Land Uses

The project vicinity is surrounded by open desert land that is managed almost entirely by the Bureau of Land Management (BLM). Directly northwest of the project vicinity, is the North Algodones Dunes Wilderness (NADW); which consists of approximately 26,000 acres of land managed by the BLM as part of the National Wilderness Preservation System. The NADW is closed to all vehicles and mechanized use, however, camping is allowed. The project vicinity is

directly adjacent to the ISDRA to the southwest, south and southeast. The ISDRA is the largest mass of sand dunes in the State of California. North of the NADW is the Chocolate Mountain Aerial Gunnery Range (CMAGR) which is a live-fire training range used for developing and training Marine Corps and Navy aviators. The area to the north east of the project vicinity is BLM land but is not part of the ISDRA (Figure 3-4).

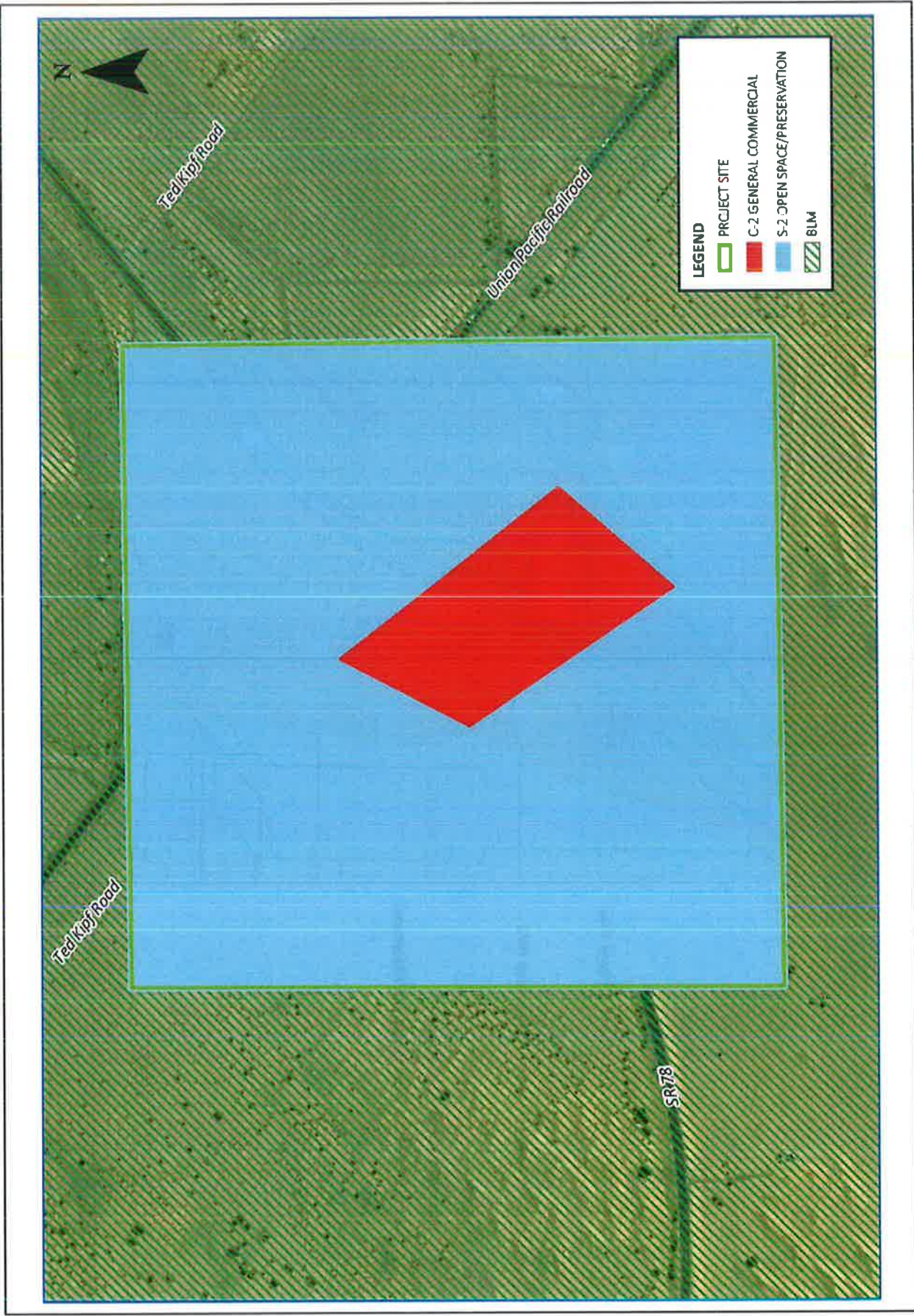
3.1.3 General Plan and Zoning Designation

The project vicinity is designated on the adopted Land Use Element of the County of Imperial's General Plan as the GSPA (County of Imperial, 2015). As noted in the County's Land Use Element, approval of a specific plan by the Imperial County Board of Supervisors is required prior to any significant new use or development in this area, except agricultural use. The GSPA allows for the development of a Specific Plan in accordance with design criteria, objectives and policies that are consistent with the County's General Plan Land Use Element. The general area of the Glamis Beach Store is currently zoned as C-2 (Medium Commercial), while the remainder of the GSPA is zoned as S-2 (Figure 3-5).



SOURCE: The Altum Group, 2020

Surrounding Land Use
Glamis Specific Plan
Figure 3-4



SOURCE: The Altum Group, 2020

Project Zoning
Glamis Specific Plan
Figure 3-5

4.0 PROJECT DESCRIPTION

4.1 Introduction and Overview

Polaris Inc. (the Applicant) is proposing a Specific Plan for the development of the GSPA. The proposed Glamis Specific Plan (GSP) would implement the County's objectives for the development of this area which is to *accommodate recreation supporting land uses including retail and service commercial, motel accommodations, recreational vehicle and mobile home parks, and community facilities* (Imperial County, 2015).

4.1.1 Specific Plan Process

A specific plan is a regulatory tool for the thoughtful and systematic implementation of a General Plan for a defined area. The GSP is intended to meet the Specific Plan requirements as set forth in California State Law (California Government Code [CGC] Section [§] 65450) through which the State authorizes cities and counties to adopt Specific Plans as appropriate tools in implementing their General Plans. Under the provision of this Statute the County has the authority to include detailed regulations, conditions, programs and all proposed legislation within the Specific Plan that are necessary for the systematic implementation of the General Plan.

During the preparation of the GSP, stakeholder meetings were held (in June through August 2019) with Caltrans District 11, the Imperial County Transportation Commission, the County of Imperial - Public Works Department, the BLM – El Centro Field Office, and other local governmental agencies, to get input into the overall development and implementation of the GSP as well as to make sure the proposed circulation plan for the project vicinity would be consistent with their requirements and general direction, and that the GSP would be properly integrated with the County's Transportation System with the Regional Transportation System.

4.1.2 Regulatory Context

4.1.2.1 Land Use Designations

The GSPA is designated on the adopted Land Use Element of the County of Imperial's General Plan (County of Imperial, 2015). As noted in the Land Use Element, approval of a specific plan by the Imperial County Board of Supervisors, is required prior to any significant new use or development in this area, except agricultural use.

4.1.2.2 Zoning Regulations

The County's Zoning Ordinance (Title 9, Division 5 of the County's Land Use Ordinance) establishes regulations to protect the public health, safety and welfare, to provide for orderly development, classify, regulate and where applicable segregate land uses and building uses; to

regulate the height and size of buildings; to regulate the area of yards and other open spaces around buildings; to regulate the density of population, and to provide the economic and social advantages resulting from orderly planned land uses and resources (Imperial County Zoning Ordinance).

The general area of the Glamis Beach Store is currently zoned as C-2 (Medium Commercial), while the remainder of the project vicinity is zoned as S-2 (Figure 3-5).

4.2 Proposed Project

The GSP creates a distinctive masterplan for recreation-serving land uses which are consistent with the historical use of the Glamis area. It provides for a great deal of flexibility as to the development of potential land uses within the GSP to promote the concept of an open desert playground that derives from the “Camp RZR” event, historically held in October of each year at the GSP area, and the surrounding ISDRA. This area attracts hundreds of thousands of OHV enthusiasts every Halloween, Thanksgiving, Christmas, New Years, and President’s Day weekend.

The GSPA consists of eight proposed Planning Areas. Planning Areas 1, 2, 3, and 4 are proposed for designation as Commercial-Recreation 3 (CR-3) (Figure 4-1). This designation is intended to accommodate a large variety of commercial uses that are generally supportive of OHV activities and provide for large scale events to be held both on private property as well as adjoining federal lands.

Planning Areas 5 and 6 are designated Commercial-Recreation 1 (CR-1). This designation is intended to allow small scale, low density development of projects that will not enhance or contribute to the use of off-road vehicles on public highways or roads. This could include employee housing, research and development (R & D) facilities, RV park with restrictions and the like.

Planning Area 7 is designated Commercial-Recreation 2 (CR-2). This designation is intended to accommodate recreational related commercial opportunities and projects that will support the OHV and recreational uses of the area at a higher density and allowable uses than CR-1 but still be limited to specific uses that are less intense and more occasional than those allowed in CR-3. This could include small repair shops, limited housing, RV park with restrictions and the like.

Planning Area 8 would be re-zoned to the County’s existing S-1 (Open Space/Recreation) designation. S-1 is used to recognize areas that embody the unique Open Space and Recreational character of Imperial County including the deserts, mountains and water-front areas. The S-1 designation is primarily characterized by low intensity human utilization and small-scale recreation related uses.



SOURCE: The Altum Group, 2020

Zoning Designations and Planning Areas
Glamis Specific Plan
Figure 4-1

As envisioned, the GSP will facilitate an entertainment enclave among the iconic dunes. This enclave will enhance the historic experiences that OHV riders and visitors expect when they visit the dunes.

The following is a brief description of the proposed land uses within the GSP (Figure 4-2).

Recreational - The GSP provides an opportunity for a variety of recreational activities to complement the established “Glamis” sand dunes experience of the surrounding ISDRA. These include an Adventure Center (offering activities such as OHV training, OHV rentals, etc.), amusement facilities, desert tours (off road experience), racetrack, shooting range, park/playground/picnic area, and other recreational-based activities.

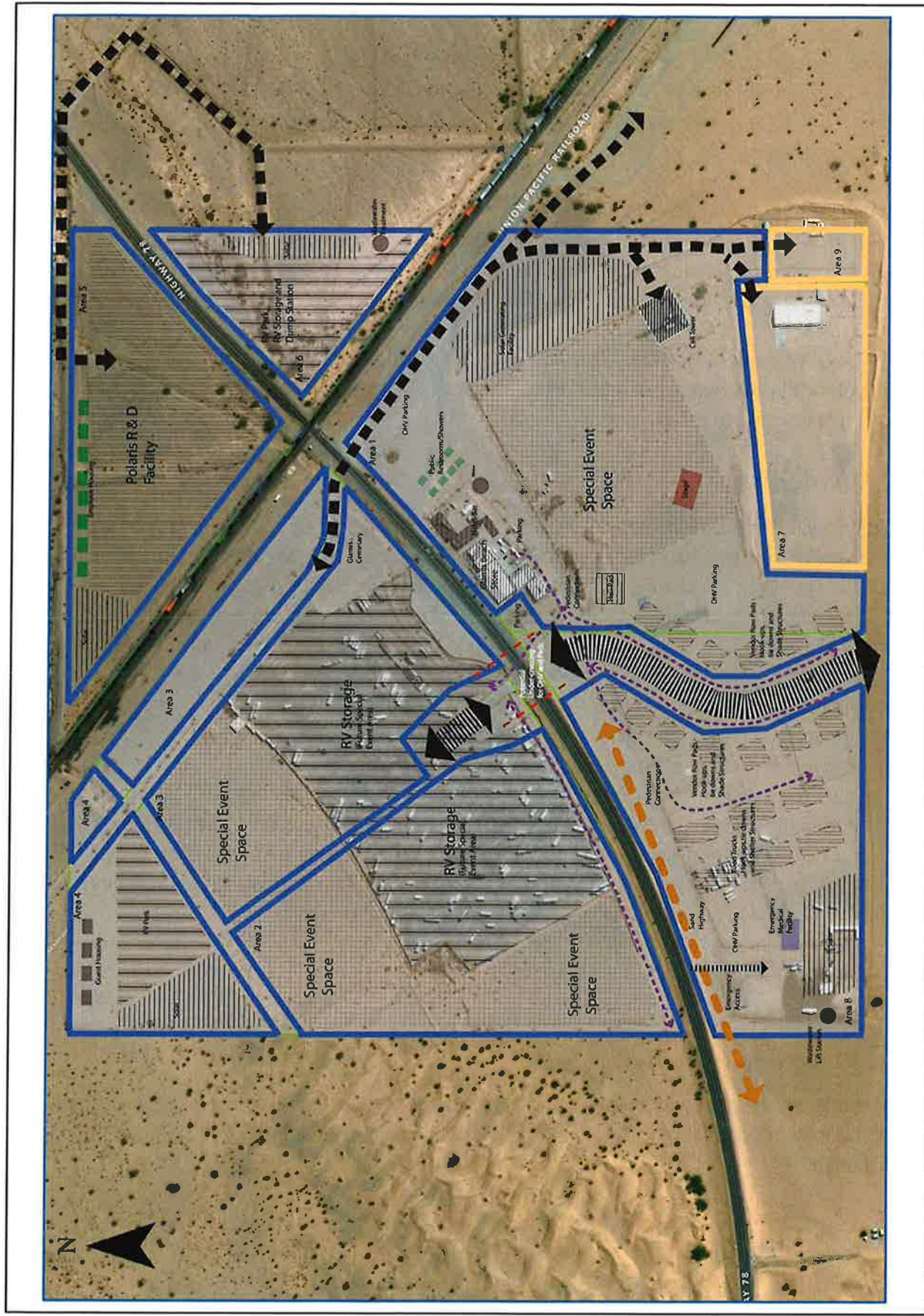
Commercial/Retail - The GSP will allow for a wide range of commercial and retail development, which include fuel stations, rental facilities, and sporting goods stores to accommodate the needs of visitors to the Glamis area. It may also provide for RV Park(s) to accommodate a small number of users that desire to have conveniences not found in open dry camping.

Storage - OHV and RV storage is an existing land use within the project vicinity. The GSP will provide for storage for OHVs and RVs to allow visitors to store their vehicles at Glamis year around.

Entertainment - The Glamis area has long been known as the premier destination for OHV enthusiasts to enjoy their recreational activities within the world-renowned ISDRA. The GSP will allow for a range of entertainment land uses whose purpose is to enhance the visitors experience to the Glamis Area. Entertainment land uses could include an obstacle courses, fireworks display area, and racetrack.

Hospitality - With an average annual attendance of 200,000 visitors to the Glamis area, the GSP will provide for the development of various hospitality services to provide visitors with the accommodations they need to fully enjoy all that the Glamis area has to offer. Hospitality land uses may include medical services facility, mobile food trucks, tourist information center, public showers, public restrooms, and hotel/motel facilities.

Residential - The GSP will allow for limited residential development to accommodate those who require temporary housing in Glamis. Housing will be developed in the form of guest, employee housing, seasonal private residences and temporary use of RVs.



SOURCE: The Altum Group, 2020

Renewable Energy - Due to the remote location of the project vicinity, renewable energy facilities will be developed to provide electricity to the project vicinity. The GSP will allow for the development of a solar generation facilities (including battery storage) located throughout the project vicinity (Figure 4-2).

Infrastructure Improvements - In order to properly accommodate the large volume of visitors to the project vicinity, existing water and wastewater facilities will need to be improved along with the development of additional infrastructure. The GSP will allow for the development of utility buildings, utility substation(s), and water/wastewater treatment facilities.

Research & Development Facility - The GSP provides for a R&D facility that will take advantage of the close proximity of the ISDRA. This R&D facility will allow Polaris to test their equipment in a natural and private setting.

4.2.1 Project Objectives

The location and historical recreational use of the project vicinity is key to planning the GSP. The Specific Plan Area designation in the County's General Plan establishes the intended general land use character. However, the Glamis community is unique in that it has served, and will continue to serve, as the premiere locale for hundreds of thousands of OHV riders and recreational visitors from around the world. The project vicinity's central location within the County, together with SR-78 bisecting the project site, the proximity to Interstate 8 to the south and the State of Arizona to the east, makes it a desirable location for recreational visitors to travel efficiently east or west. The GSP attempts to build off the historical Glamis experience by providing expanded recreational, commercial, entertainment, and hospitality experiences while addressing environmental, engineering, commercial, public safety, and aesthetic needs that have been identified during the planning process. Finally, the GSP will eliminate the need for special event-related annual CUPs and/or discretionary temporary event permits through implementation of a SEMP that will include standards and protocols in accordance with the regulatory requirements of the County and key stakeholder agencies for regulation of special events.

The objectives for the GSP are the following:

- 1) Create a man-made environment that is compatible with the natural environment, surrounding land uses, and the desert climate.
- 2) Ensure that development within the GSP is consistent with the County's General Plan and will protect public health, safety and general welfare, while complementing surrounding land uses and zoning.

- 3) Provide design criteria that will guide developer(s) and the County in the development of proposed land uses by including descriptive text and illustrative exhibits setting forth the foundation of the overall development of the project site.
- 4) Enable Special Events through implementation of a SEMP.
- 5) Adhere to the Zoning Ordinance for the GSP in Section 3, Zoning Ordinance.
- 6) Provide recreational and ancillary facilities that serve the needs of the Glamis community and recreational visitors.

4.3 Project Components

The GSP is a regulatory document that addresses the GSPA included in the County's General Plan. The County's General Plan requires a Specific Plan to be developed for the GSPA, in accordance with the GSPA design criteria, objectives and policies as outlined in the County's General Plan Land Use Element. The GSP provides a planning framework which accommodates recreation-supporting land uses including retail and service commercial; hotel accommodations; recreational vehicles; RV parks and fuel stations and Special Events. The GSP has been prepared to minimize changes to the natural topography of the project site, and to reduce intrusions upon the existing landscape and to any scenic views. A full draft of the proposed GSP is available online at <http://www.icpds.com>. In compliance with CEQA, only those components of the proposed GSP that would have the potential to result in potential environmental effects are addressed in this EIR.

4.3.1 Development Standards

The proposed GSP provides development standards for maintaining recreation-serving land uses which are consistent with the historical use of the Glamis area. These associated components define the overall master development concept for the Glamis planned mixed-use development and identifies the objectives, descriptions and applicable development standards for each.

Development standards for the GSP have been established at two levels: (1) standards that apply universally to the overall project which are discussed in Sections 4.3.3 through 4.3.8 below, and (2) those standards that apply specifically to the individual planning areas and further reinforce the overall project standards.

The only planning area that would apply the County's existing Zoning Designations would be Planning Area 8. Development standards of Planning Area 8 would be consistent with the standards contained within the S-1 Zoning Ordinance of the County's Municipal Code.

4.3.2 Design Guidelines

The GSP includes design guidelines for the physical arrangement of land uses and open space/recreation areas. Adequate open space shall be provided within the developed areas to

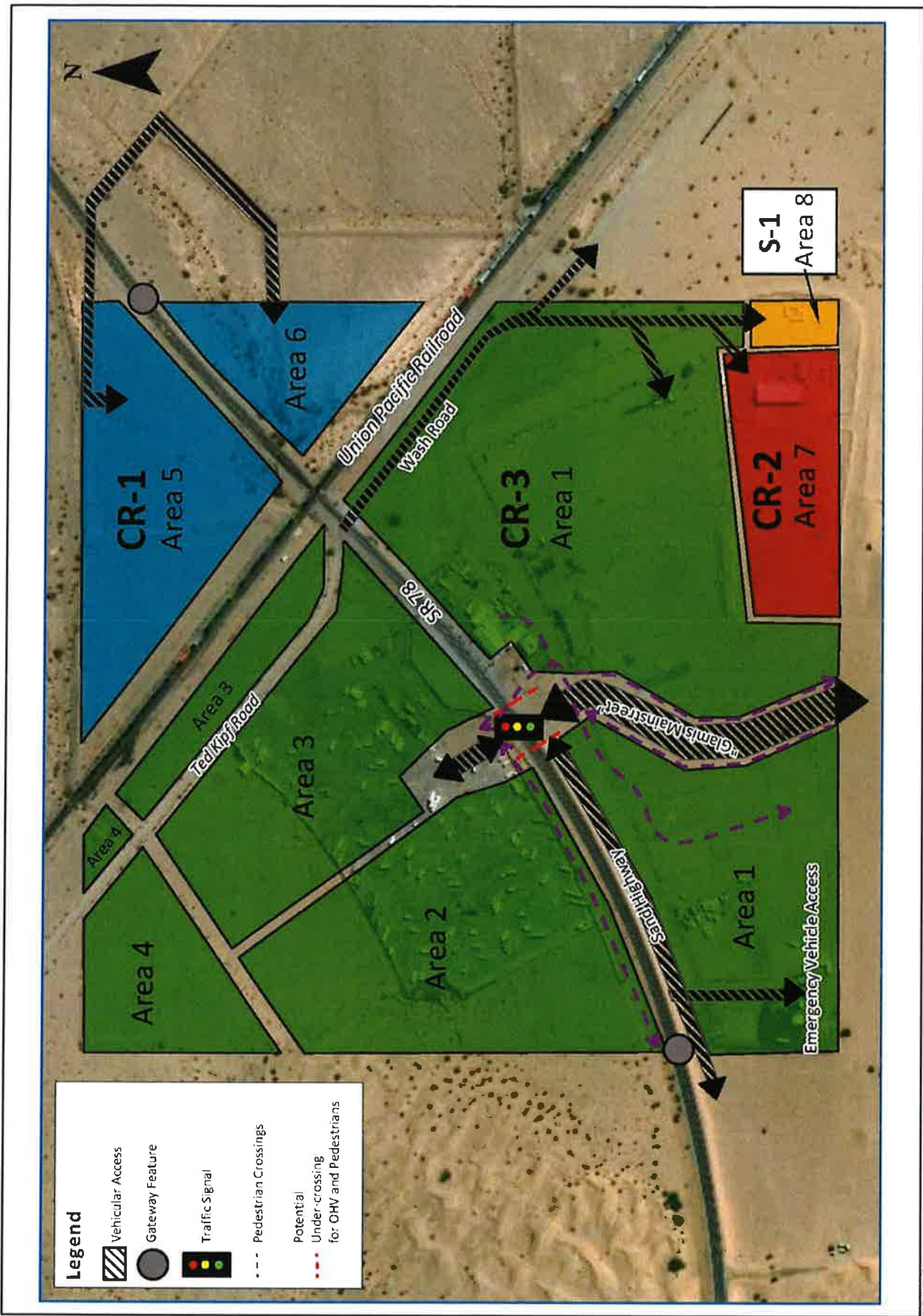
complement the open space character of the area. Each Planning Areas will be seasonally occupied and be left as open space the majority of the year (Figure 4-2), and as allowed for within (particularly) CR-3.

4.3.3 Circulation Plan

The primary objective of the Circulation Plan for the GSP is to meet the vehicular/OHV traffic needs of the recreational visitors by providing safe, direct and convenient access to the project vicinity and the ISDRA. There are a total of six (6) proximate vehicular access points to the project vicinity with a gateway feature on SR-78 at the east and west boundary of the project vicinity (Figure 4-3). Primary accessibility to the project vicinity will be via SR-78 which serves as the main transportation route for cars and trucks traveling between Brawley and Blythe. The primary access point will be an intersection of “Glamis Mainstreet” and SR-78. This intersection may, in the future as traffic counts warrant, be signalized and will provide access to the project vicinity north and south of SR-78.

The “Glamis Mainstreet” will serve as the main thoroughfare for circulation across Planning Areas 1, 2, 3, and 4 and currently serves as the main OHV access route to the ISDRA directly to the south. To accommodate the anticipated vehicular traffic flow, the Applicant has proposed a conceptual intersection plan with proposed cross-sections subject to final design and approval from Caltrans (Figure 4-4). This concept shows the portion of SR-78 traversing through the project vicinity being expanded from two thru lanes with an ultimate right-of-way (ROW) width of 40 feet to a total of five (5) lanes with an ultimate ROW width of 72 feet. The segment of SR-78 west of the proposed intersection would have three easterly lanes – one thru lane, one left turn lane and one right turn lane – and two westerly lanes with one thru lane and an acceleration lane terminating approximately 1,000 feet from the intersection. The segment of SR-78 east of the intersection is of a similar configuration of the western segment with the number of lanes in each direction reversed and the acceleration lane terminating approximately 600 feet from the intersection. The proposed lane configuration would accommodate anticipated turning movements from all directions in a manner that would prevent collisions and provide safe circulatory direction. Extensive coordination with Caltrans and the County will be needed to determine the final design elements for SR-78 within the project vicinity.

Access will also be provided along Wash Road (an unimproved road parallel to the UPRR) from SR-78 from which Planning Areas 1, 7 and 8 will be accessible. Wash Road, which is maintained by the BLM, will continue to function as a primary access road providing access in a southeasterly direction (parallel and west of the UPRR) to ISDRA (and camping areas, etc.) located further southeast. Access to Planning Areas 5 and 6 will be provided east of the UPRR along SR-78 via dirt roads. Access to Planning Areas 5 and 6 will be restricted to passenger and service vehicles and RVs, this will prevent unsafe pedestrian and OHV crossing of the UPRR. Ted Kipf Road is a County-maintained dirt road which serves as access to ISDRA from the NADW and other BLM



SOURCE: The Altum Group, 2020

Conceptual Circulation Plan
 Glamis Specific Plan
 Figure 4-3

- A TRAFFIC STUDY IS NEEDED TO DETERMINE SEVERAL DESIGN ELEMENTS
- EXTENSIVE COORDINATION WITH CALTRANS AND THE COUNTY IS NEEDED TO DETERMINE THE FINAL DESIGN ELEMENTS
- ANY DEVIATIONS TO DESIGN STANDARDS REQUIRE PROCESSING AND APPROVAL BY CALTRANS HEADQUARTERS
- TRAFFIC MANAGEMENT PLAN IS NEEDED DURING LARGE SPECIAL EVENTS (I.E.: CAMP RZR)

- ① PROVIDE A TRAFFIC SIGNAL IF WARRANTED. IF A TRAFFIC SIGNAL IS WARRANTED, ACCELERATION LANES MAY NOT BE NEEDED.
- ② 600 FEET OF ACCELERATION LANE LENGTH IS DEPICTED. TO PROVIDE THE RECOMMENDED 960 FEET OF ACCELERATION LANE LENGTH, COORDINATION IS NEEDED WITH THE UNION PACIFIC.
- ③ 100 FEET OF LEFT AND RIGHT TURN LANE STORAGE IS ASSUMED. THE ASSUMED STORAGE LENGTH PLUS 485 FEET OF DECELERATION LENGTH IS DEPICTED.
- ④ PHYSICAL BARRIER ALONG PROJECT FRONTAGE.



Conceptual Intersection Plan
Glamis Specific Plan
Figure 4-4

lands to the north of the project vicinity. Access will not be provided to Ted Kipf Road. Emergency vehicle access will be provided via the south side of SR-78 immediately due east of the western gateway feature for emergency access to Planning Area 1. The emergency access is primarily intended for use during special events when there is the possibility of large numbers of visitors being on the project site. This access will have minimal improvements and will generally be controlled with a gate when not needed.

The GSP will address the historical uncontrolled OHV and pedestrian movement through implementation of circulatory project design features to promote safe circulation. The GSP will have strategically placed signage for speed limits throughout the project vicinity in order to prevent OHV/pedestrian/vehicular collisions as well as to assist with dust control measures. An OHV and pedestrian undercrossing is a proposed alternative in the vicinity of the SR- 78/Glamis Mainstreet intersection (Figure 4-3). This undercrossing would allow OHV's and pedestrians to cross underneath SR-78, providing for easy and safe access from Planning Area 1 to Planning Areas 2, 3, and 4. The potential undercrossing is intended to eliminate OHV's from crossing SR-78. Furthermore, pedestrian connections throughout the project vicinity are proposed (Figure 4-3 and Figure 4-4). These pedestrian connections will provide for logical and safe movement throughout the project site.

The project vicinity includes the Sand Highway that runs parallel to SR-78 along the northwestern edge of Planning Area 1 (Figure 4-3). The Sand Highway is an existing OHV thoroughfare providing access to the Glamis Beach Store from the adjacent BLM land located to the west of the project site. As such, the Sand Highway will remain as an OHV thoroughfare. OHV circulation will occur primarily via the "Glamis Mainstreet" for access to the ISDRA to the south. While Pedestrian and OHV crossing of UPRR at various locations along the track has occurred for years, this plan attempts to discourage such crossing from the project vicinity and will require the posting of appropriate signage. Keeping the public from crossing the UPRR is beyond the ability of the project and with or without this project those crossings will continue.

Permanent signs and circulatory elements will be implemented as necessary to support the phased build-out of permanent structures within the GSP. All future signs and circulation elements will be implemented in compliance with Federal, State, and local standards and be designed in concert with the designed connectivity of the Conceptual Circulation Plan. Urban hardscape (i.e., paved roads, curb and gutter, etc.) will be built in tandem with all proposed permanent structures. All such improvement will be subject to County and Caltrans review and approval, as applicable. As the GSP is built-out with permanent and/or temporary structures per the proposed phasing plan, driven by market conditions, special design elements (i.e., signage) will be developed with Caltrans during final design. Furthermore, build-out of permanent uses within the GSP will incorporate clearly marked areas designated only for OHVs and passenger vehicles to prevent collisions.

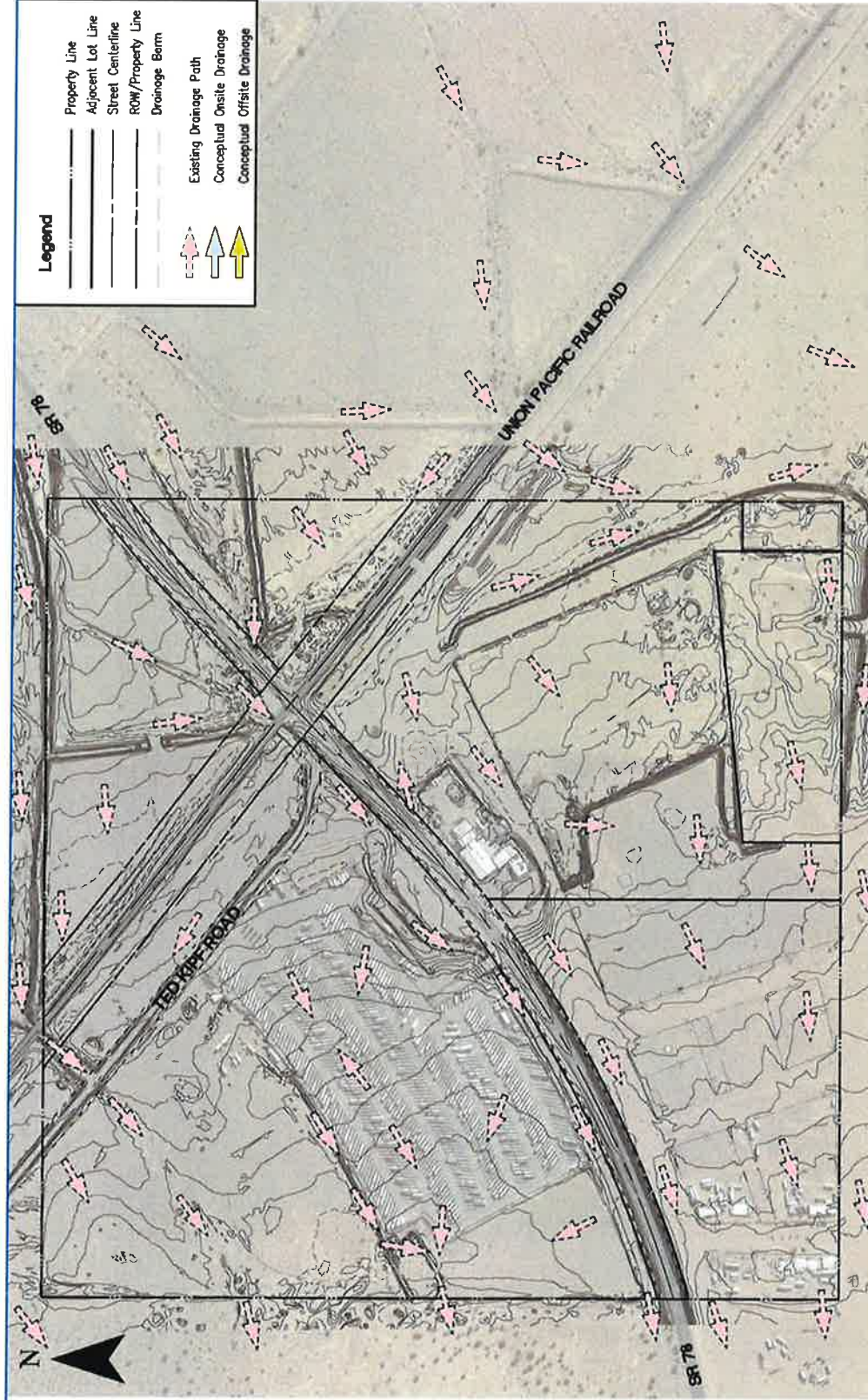
4.3.3.1 Special Events

Special events to be held within the PROJECT VICINITY, such as Camp RZR, that often include large assemblages of people and equipment, will benefit from the circulation improvements described herein, and will also be required to adhere to the traffic regulation standards set forth in the proposed Zoning Ordinance, including notification of Caltrans, the County, California Highway Patrol (CHP), Imperial County Sheriff, and other affected agencies, along with preparation of a Traffic Management Plan. In combination with the standards set forth in the proposed Zoning Ordinance, all special events will also be required to prepare a SEMP notification that subjects special events to standard protocols and conditions, including circulation-related protocols and conditions, to allow for special events to occur. The SEMP is further discussed below.

4.3.4 Drainage Plan

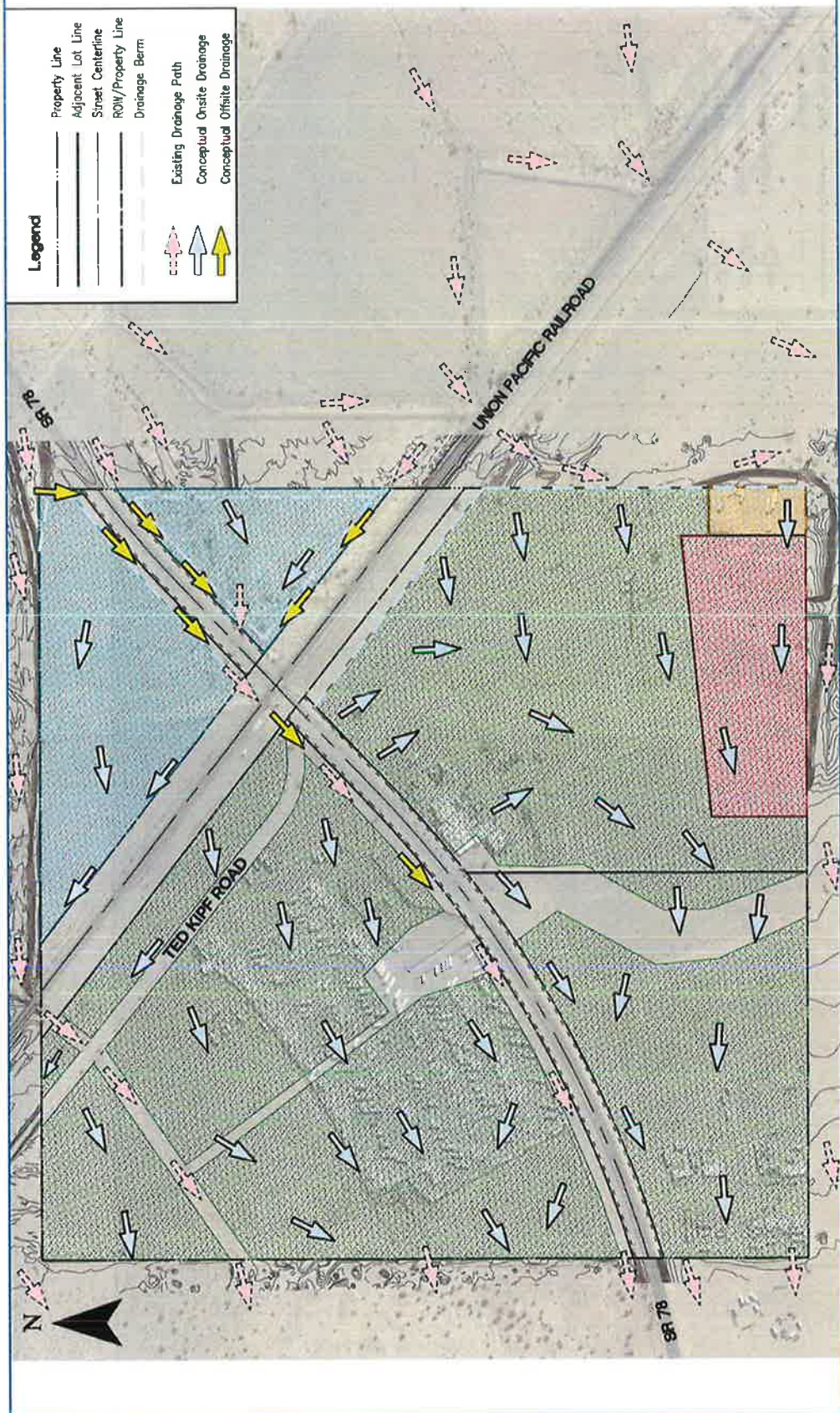
As shown in Figure 4-5, *Existing Drainage*, the existing topography and drainage of the project vicinity generally drains from the northeast to the southwest via existing earthen channels and berms. The northeast portion of the project vicinity (Planning Areas 5 & 6) are openly affected by offsite flows and are directed towards three existing concrete culverts that pass under the UPRR. The drainage flows from these three concrete culverts underneath the UPRR, flow through and/or around portions of the existing project vicinity (Planning Areas 1, 2, 3, 4, 7 and 8) towards the southwest, which are located north and south of SR-78. All planning areas southwest of the UPRR, where future land uses are proposed, are protected by earthen channels and berms. The remaining open areas, throughout the entire site, have areas that are protected by existing earthen channels and berms.

The conceptual grading provides flood protection for future land uses within the entire project site and release the drainage to the southwest in an overall equivalent historical pattern of natural drainage courses consistent with California drainage law (Figure 4-6). The on-site design northeast of the UPRR will provide flood protection (Planning Areas 5 and 6) by continuing the off-site flows with modifications to each of the earthen drainage berms and channels. These modifications will re-direct the drainage around each of the planning areas to the southwest towards the three existing concrete culverts that pass under the UPRR. The modified existing earthen berm north of Planning Area 5 will continue to redirect flows north and west as will a new earthen berm to the southeast for Planning Area 6, to the south and west. The remainder of the drainage will be directed into the modified existing earthen channels along each side of SR 78. Each of these earthen channels and berms will be constructed on-site and will re-direct the existing flows in a manner consistent with the surrounding



SOURCE: The Altum Group, 2020

Existing Drainage
Glamis Specific Plan
Figure 4-5



SOURCE: The Altum Group, 2020

Conceptual Drainage Plan
Glamis Specific Plan
Figure 4-6

drainage patterns and practices. The manner and release of the drainage flows will be equivalent to the existing capture, conveyance and release to the southwest under the UPRR, via existing concrete culverts.

4.3.5 Public Services and Utilities

4.3.5.1 Utilities

Water Supplies

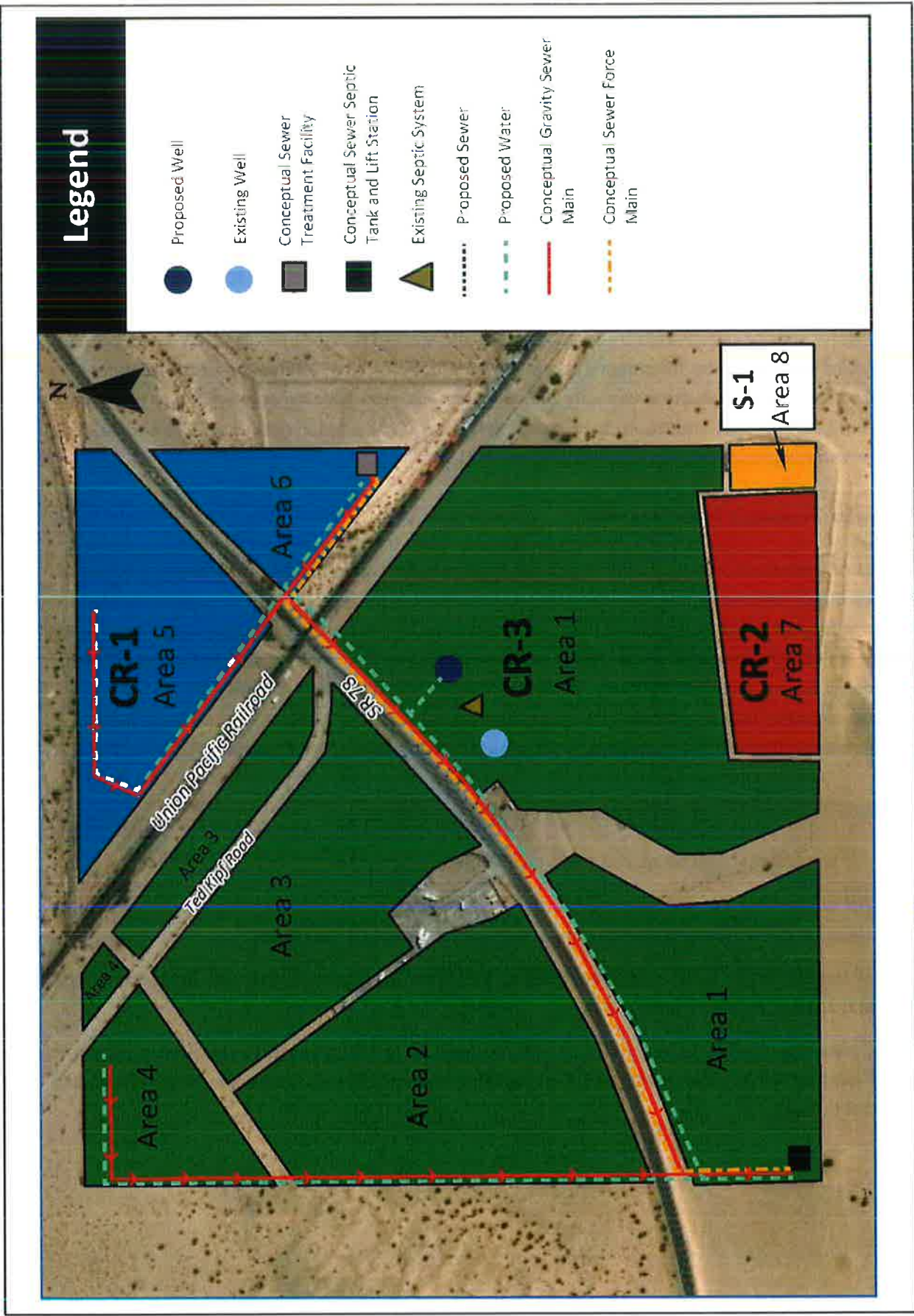
Current water service is provided by an existing on site well to service existing uses of the project vicinity. The existing water treatment system is currently being upgraded and a water treatment plant sized for a total production capacity of 5 acre-feet per year is being constructed to meet the needs of the current uses with room for expansion. Likewise, the water system will be expanded to serve the various phases of development (Figure 4-7).

Wastewater Treatment Plan

Wastewater generated by the Glamis Beach Store, restaurant and bar is currently being discharged into an existing septic tank located near to those buildings. Future wastewater treatment needed (i.e., secondary and tertiary treatment) will be determined by the amount of wastewater forecasted to be generated by each phase of structural improvement. The GSP will implement water efficient appliances (i.e., sinks, toilets, showers, wash-down areas, etc.) that will minimize potential water waste and conserve water to the maximum extent possible. As new development is implemented, this wastewater plant will be expanded as determined by the regulatory agencies (Figure 4-7).

Conceptual Water and Wastewater Treatment Plan Standards

- All water lines shall be placed underground in accordance with County requirements.
- All domestic water and sewer facilities shall be designed per County requirements. Facility sizing and location will be refined during final site plan development.
- Water and sewer facility shall be designed and installed in accordance with the requirements and specifications of the County.
- Construction of domestic water and sewer facilities shall be timed to adequately serve the Planning Areas in each stage of development or as needed to ensure adequate service and public health.



SOURCE: The Altum Group, 2020

Conceptual Water and Sewer Plan
 Glamis Specific Plan
 Figure 4-7

Electricity

The project vicinity currently relies on diesel generators for all of its electrical power demand needs. Diesel generators may not be a feasible option if significant new development occurs in the future since air quality and greenhouse gas (GHG) emissions regulations are likely to become more restrictive over time. Three options are being evaluated to determine which available source of power would best fit as the preferred option for the GSP. The first option would be for Imperial Irrigation District (IID) to construct and install a power line from the nearest substation (approximately 7.2 miles to the northeast). A second option would be to develop a small commercial solar photovoltaic (PV) system, with a backup battery storage component or another green power system. A third option may be wind generation. Although winds in this area are sporadic, there is newer technology and potential future technology that may make wind or other green energy an option. The option applied will be determined/implemented with subsequent development plans.

4.3.5.2 Public Services

Fire Protection

Fire protection services are provided to the project vicinity through the Brawley Fire Department Station, located in the City of Brawley approximately 25 miles east of the project vicinity. There are existing Fire hydrant connections within the "Vendor Row" area. Additional connections will be implemented to meet the needs of the further build-out of the PROJECT VICINITY. During Special Events, onsite fire protection will be provided with applicable fire protection services and apparatus.

Law Enforcement

The County Sheriff's Department provides law enforcement to the project vicinity. Sheriff's officers that patrol the area are based at the Brawley Police Department located approximately 27 miles east of the project vicinity. During Special Events, on-site law enforcement will be provided with applicable services and apparatus.

Waste Removal

Waste management is currently provided by Republic Industries. There will be an appropriate number of dumpsters provided onsite for each Event. The number of dumpsters will be determined by the type of event, the time of day of the event, the projected number of attendees and the size of the designated area.

4.3.5.3 Services

Open Space and Recreation Plan

The Conceptual Open Space and Recreation Plan is intended to complement the existing and future recreational use of adjacent BLM land. In accordance with the policies listed in the County of Imperial General Plan Land Use Element, the GSP provides for adequate open space within the development areas that will complement and maintain the existing open space character of the area. Proposed permanent structures will be sited appropriately to allow views from SR-78 to the open space beyond and will consider the adjacent natural resources. As shown in Figure 4-2, *Conceptual Site Plan*, there are open space areas that have been identified within Planning Areas 1, 2 and 3 to preserve the existing open space character of the area while allowing for adequate space for temporary special events and activities to be held, such as service stations and mobile food trucks located within Vendor Row.

Recreational amenities of the project vicinity will build upon the existing Glamis Beach Store through development of a restaurant and bar. Additionally, recreational amenities will consist an Adventure Center that will offer both off-site and on-site recreational activities that are conducive to the Glamis area. Among the activities that may be included are:

- Off-site training;
- OHV rental;
- Hiking and biking;
- On-site activities that could include a sporting goods store; desert tours; and
- Activities connected with the adjacent BLM lands.

Furthermore, both vehicular and pedestrian oriented desert tour excursions into certain portions of the desert will be provided to allow the public to see the natural resources of the area generally under the direction and control of a tour guide. These tours could be excursions through the sand dunes via OHVs in a controlled tour environment either through vehicles driven by the tour operator or with vehicles driven by individuals that would follow the tour guide in a controlled manner. In concert with the OHV-oriented recreational activities, vehicle repair vendors will be located within Vendor Row. All vehicle repair vendors will be required to conduct all operations over raised impervious concrete pads, or an equivalent station in order to prevent accidental spillage of hazardous materials (i.e., brake fluids) as a result of vehicle repair activities.

With the NADW directly to the northwest of the project vicinity, fencing will be installed along the north-western boundary of Planning Area 4 with interspersed signage to prevent OHV travel into the NADW as restricted by BLM. Prevention of OHV travel into the NADW will serve to

preserve the natural resources present within the NADW. Interpretive signs describing the natural resources (i.e., desert tortoise and other wildlife, as well as native plants) and history of Glamis will be strategically placed throughout the project vicinity, with specific emphasis along the frontage abutting the NADW, for educational purposes. Interpretive signs will be collaboratively developed with BLM. Additionally, development of the project vicinity will incorporate avoidance and minimization measures to mitigate potential impacts to onsite and/or adjacent natural resources to the greatest extent. Such measures will include preconstruction surveys of sensitive wildlife species (i.e., flat-tailed horned lizard), presence of a biological monitor for each area of active construction, removal of all invasive plant species, among other applicable measures. The GSP will allow for the operation of multiple special events to enjoy the unique natural resources and elements provided by the Glamis area. Special events to be held within the project vicinity will allow for either public or private activity events allowing the assembly of a large numbers of people, including but not limited to; a concert, a trade show, an exhibition, a carnival, fireworks display, OHV activities including races, a stunt show, or exhibition, and similar uses. Proposed temporary special events will enhance and continue to build from the historical momentum of the Glamis area regarding past off-road events and the world-wide notoriety as the epicenter of the sand dunes OHV experience. Special events, such as Camp RZR, to be held at the project vicinity will be subject to the standards set within the proposed Zoning Ordinance, and the standards/protocols listed within the SEMP (described further below in this Section). All proposed special events will implement adequate safety procedures and protocols to ensure safe OHV accessibility to ISDRA.

Conceptual Open Space and Recreation Plan Guidelines

- All private recreational facilities and open spaces shall be maintained by the Applicant.
- Landscaping will be desert scape and minimal to be consistent with the existing nature of the project site and achieve reduced water consumption.
- Preservation operations and physical development will consider and protect the adjacent natural resources.

4.3.6 Grading Plan

The purpose of the conceptual grading plan (Figure 4-8) promotes contours similar to existing conditions of the project site; however, it increases the area protected from flooding and provides for more flexibility in creating fluent layouts for each of the conceptual planning area needs.

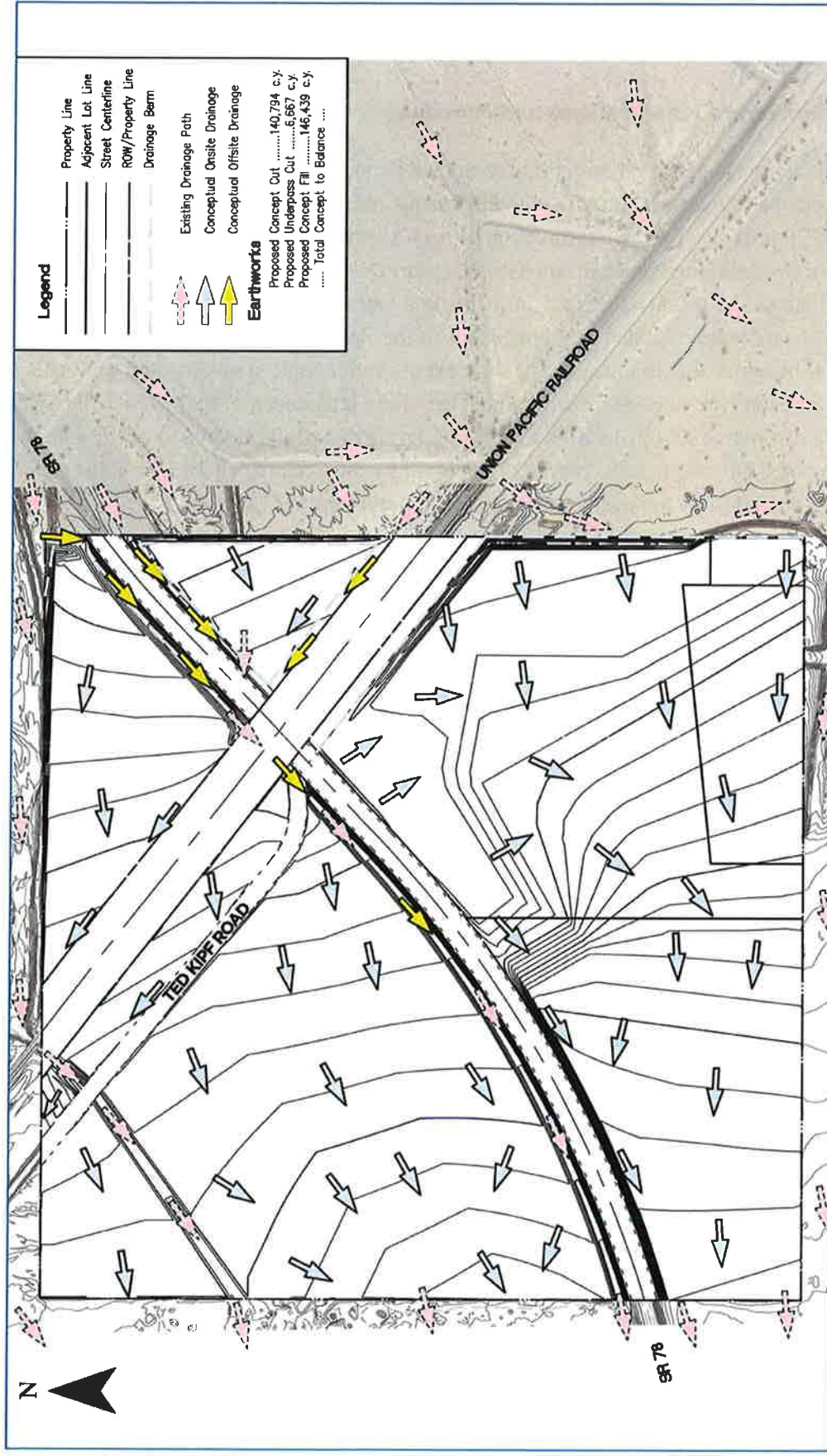
The use of the existing and modified earthen channels and berms for the project assist in providing an environment similar and consistent with the surrounding drainage patterns and practices. The manner of capture, conveyance and release of the drainage flows around and/or through the projects planning areas also assists in preserving the historical pattern of natural drainage courses.

Finally, the conceptual grading and drainage plan, helps the GSP to meet the site drainage requirements and County guidelines.

4.3.6.1 Conceptual Grading Plan Standards

Precise grading plans will be prepared for each phase of development of the GSP. Precise grading plan(s) will comply with the basic development standards and criteria described herein.

- All grading activities shall conform to County standards, shall be in substantial conformance with the Conceptual Grading Plan and shall implement any grading related mitigation measures.
- Prior to development within any Planning Area, an overall Conceptual Grading Plan for the site and the individual development area shall be submitted for County Planning Department approval. The overall Conceptual Grading Plan shall be used as a guideline for subsequent detailed grading plans for individual stages of development within that Planning Area. Such plans shall include techniques employed to prevent erosion and sedimentation as well as eliminate source pollutants during and after the grading process; approximate time frames for grading activity; identification of areas which may be graded during high probability rain months; and preliminary pad elevations. Grading work shall be balanced onsite wherever possible.
- A grading permit shall be obtained from the County prior to the start of grading activity.
- If any historic or prehistoric resources are discovered during grading, a qualified archaeologist shall be consulted to ascertain their significance, as specified in the project environmental document.
- The GSP will comply with all National Pollutant Discharge Elimination System permit requirements prior to commencing grading activities.
- If human remains are discovered, work shall halt in that area and procedures set forth in California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be followed, including notification of the County Coroner. If Native American remains are present, the County Coroner shall contact the Native American Heritage Commission to determine and designate a Most Likely Descendant.



SOURCE: The Altum Group, 2020

Conceptual Grading and Drainage
 Glamis Specific Plan
 Figure 4-8

4.3.7 Special Events

4.3.7.1 *Short Term Event Standards and Permitting*

The project vicinity has hosted a number of exciting OHV and entertainment programs over the years that are open to the general public, with attendance ranging from a few hundred to 20000 persons. The GSP provides for the continuation of such specialty events. To ensure proper health, safety and environmental management, the GSP requires the preparation of Special Event Management Plan (SEMP) that addresses protocols and topics contained herein. The SEMP and the SEMP Notification are included as Appendix A of the Specific Plan (Appendix X of the EIR). The SEMP will be applicable to individual public events and include standards and protocols to be implemented for each type of event based on the size of the attendance of that event. The SEMP will establish a distinctive set of Standard Conditions to allow Special Events to occur without the need for an annual CUP or other discretionary approval by the County. These Standards are intended to be adhered to by the event sponsor at each public event (Table 4-1).

The SEMP will act as a checklist by the agencies involved in each event to ensure compliance with the applicable protocols necessary to protect the public health and safety. Private events with limited attendance (300 or less attendees) and which are not open to the general public would not be considered a Special Event and would be exempted from submitting a SEMP notification. Prior to each event, a SEMP would be prepared and accompany the Special Event Permit notification to the County. The SEMP notification would be subject to administrative approval outlined in the GSP Zoning Ordinance. If the applicant's SEMP Notification is approved by the County there will be no need to have a public hearing for the event. However, if there are Standards within the SEMP Notification that are not approved by the Director then the application can be forwarded to the Planning Commission and Board of Supervisors on appeal for their review.

Once approved by the County of Imperial, the SEMP will be disbursed to all involved agencies. Special Events that are not open to the general public but held within the GSP boundary and that have no more than 300 participants would be exempt from the SEMP. Table 4-2 below shows the components of current special events in the project vicinity. Under the GSP, it is anticipated this number could double to six events per year to coincide with the major holiday periods during the season. Lighting, water, and wastewater services would be provided as part of the overall proposed improvements for the project vicinity.

TABLE 4-1 SUMMARY OF SPECIAL EVENTS STANDARD CONDITIONS

Event Type	Attendance	Standard Conditions
TBD	TBD	<ul style="list-style-type: none">• Security and Public Safety (Police & Fire Protection; Medical: Emergency Service)• Sanitary Facilities• Lighting and Power Supply• Water Supply• Dust Control• Traffic Management Plan• Trash Collection Plan• Dust Abatement

4.3.8 Project Build Out

The proposed GSP would guide the evolution of the GSPA. The GSPA would implement the County's objectives for the development of this area which is to *accommodate recreation supporting land uses including retail and service commercial, motel accommodations, recreational vehicle and mobile home parks, and community facilities* (Imperial County General Plan Land Use Element).

Projections of future land use changes in the project vicinity must account for factors such as the size of the site, existing levels of development; natural and built environmental constraints (e.g., water availability and SR-78), which may limit development potential; economic growth forecasts; market demand for new land uses; and the effect of County policies and standards on the location, type and amount of allowable growth.

Table 4-2. Current Special Events in the GSPA

Current Number of Events	Anticipated Number of Attendees	Hours per Day	Days per Event	Number of Display Areas	Size of Individual Display Areas	Season	Water Trucks	Lighting	Water	Wastewater
3	20000	13	4	25-44	5,000 (sq. ft)	Oct 1 to May 1	10 times a day holiday (weekend and weekday)	Generator	Unknown	Porta john
							4 times a day (non-holiday weekend)			
							2 times a day (weekday)			

This Program EIR analyzes the effect of potential land use changes that could occur in the GSPA from 2022 to 2050 as a result of the implementation of the GSP. Potential land use changes were assessed based on a methodology that reflects the proposed land use changes that would be projected to occur over a 20 to 50-year period beginning with the County's adoption of the proposed GSP. The methodology consisted of:

- Reviewing the proposed land uses in the GSP.
- Estimating the amount of potential developable area in each Planning Area.
- Reviewing pending projects (pipeline proposals).
- Assessing historical development trends and market conditions.
- Assessing anticipated future improvements relative to regional land use trends.
- Evaluating potential horizon year projects tempered by local knowledge, market analysis by economic consultants, and proposed County Development policies and standards.

Based on this methodology, it is estimated that land use changes potentially occurring over the next 20 to 50 years would potentially result in a maximum of approximately 75 acres of net new development (see Table 4-3). These 75 acres of net new development represents the maximum development that could occur in the project vicinity. This scenario reflects the County's commitment to managing and monitoring change in ensuring that new projects.

Financing Plan

The project will be implemented in four phases as described below. The major infrastructure and facilities within the project vicinity will be financed through appropriate funding mechanisms acceptable to the County of Imperial, which may include, but necessarily be limited to: private and/or developer(s) financing; the formation of one or more assessment district(s); and/or the application of funds from County, State and other agency programs.

TABLE 4-2. ANTICIPATED LAND USE CHANGES THROUGH 2051/2071

Current Zoning	Proposed Zoning	Current Developed Acreage	Proposed Developed Acreage	Current Power	Proposed Power	Current Wastewater Treatment	Proposed Wastewater Treatment	Current Water Use	Proposed Water Use	Current Traffic (ADT)	Proposed Traffic (ADT)
Planning Area 1	CR-1	2 acres	10 acres	Unknown	Solar or IID interconnect	Septic and Porta john	Sewage Treatment Plant	3 AFY	Unknown		
Planning Area 2	CR-1	25 acres	25 acres	49 HP Generator	Solar	Porta john	Sewage Treatment Plant	0.03 AFY	Unknown	1920-2240	2390-2420
Planning Area 3	CR-1	25 acres	25 acres		Solar or IID interconnect	Porta john	Sewage Treatment Plant	0.03 AFY	Unknown	1920-2240	2390-2420
Planning Area 4	CR-1	0 acres	0	None	Solar or IID interconnect	None	Sewage Treatment Plant	None	Unknown	1920-2240	2390-2420
Planning Area 5	CR-3	0 acres	7.5 acres	None	Solar or IID interconnect	None	Sewage Treatment Plant	None	Unknown	1920-2240	2390-2420
Planning Area 6	CR-3	0 acres	7 acres	None	Solar or IID interconnect	None	Sewage Treatment Plant	None	Unknown	1920-2240	2390-2420
Planning Area 7	CR-2	<1 acre	<1 acre	Unknown	Solar or IID interconnect	Unknown	Unknown	Unknown	Unknown	1920-2240	2390-2420
Planning Area 8	S-1	<1 acre	<1 acre	Unknown	Solar or IID interconnect	Unknown	Unknown	Unknown	Unknown	1920-2240	2390-2420
Notes: AFY = Acre feet per year				ADT = Average Daily Trip							

4.4 Project Phasing

The timing of development within the GSPA would be subject to local, regional, and national market conditions. Accordingly, the Project Site could be developed in up to four (4) phases, with the earliest construction beginning in late 2012 (Figure 4-9). No uses would be opened prior to 2022 (opening year). The build-out year would be 2051/2071.

Market conditions will be the primary determinant of project phasing. In addition, phases may need to be adjusted due to unforeseen circumstances. The GSP establishes “areas” which are not to be confused with parcels nor with any specific land uses allowed. The approach to Phasing is driven by a number of factors, including, but not necessarily limited to: 1) market conditions; 2) connectivity with and proximity to access; 3) the logical extension of key utility and infrastructure facilities; 4) efficient grading progression; and, 5) Polaris goals and objectives prioritization of projects.

Additionally, infrastructure requirements, public safety including legal and safe vehicular and pedestrian travel on and off the project site shall always be carefully considered and to the extent that there are regulatory requirements, or industry standards where available and applicable, they shall be met. The Phasing Plan does not apply to short term special events, only permanent development within the GSPA.

Phase One

It is noted that while market conditions constitute the primary determinant for the incremental development of the project site, said conditions are inextricably linked to the other factors. The initial phase of development is planned in the southern portion of the project vicinity (Figure 4-10). Development of Phase One will occur where the existing Glamis Beach Store, Restaurant and Bar, and OHV repair facility are located as contained within APN 039-310-029 (Planning Area 1, 34-acre parcel). Also, APN 039-310-030 (Planning Area 7, 8-acre parcel) and APN 039-310-017 (Planning Area 8, 1-acre parcel) are included as part of Phase One. This area also represents the closest point of access to surrounding public roadways, most notably SR 78 and Ted Kipf Road, both of which will continued to be travelled by visitors to the area.

Before certain significant permanent structural improvements are made to this area, required and necessary infrastructure improvements will need to be made. Potable water, wastewater treatment and electrical service may need to be developed to accommodate the projected demand from the specific improvements and visitors. There may be some improvements made within this parcel that are not dependent on such services and therefore could be implemented ahead of the infrastructure. The first required infrastructure improvement would be the development of a water treatment system, which would treat ground water extracted from existing onsite wells. This is currently in progress and a water treatment plant complying with California standards is being constructed to



SOURCE: The Altum Group, 2020

Phasing Plan
Glamis Specific Plan
Figure 4-9



SOURCE: The Altum Group, 2020

Phase 1
Glamis Specific Plan
Figure 4-10

meet the needs of the current uses and with room for expansion. As new development is implemented, this water plant may need to be expanded as determined by the regulatory agencies.

The second required infrastructure improvement may be the development of a wastewater treatment system. Currently, wastewater generated by the Glamis Beach Store, restaurant and bar is discharged into an existing septic tank located near those buildings. For some initial development(s) septic system(s) may be possible and allowed. However, this decision relies entirely upon regulatory requirements. If and when a development is proposed, and a wastewater treatment system is required, that project will implement the required system(s). The amount of wastewater treatment infrastructure needed (i.e., secondary and tertiary treatment) would be determined by the amount and intensity of each structural improvement envisioned, and the amount of wastewater forecasted to be generated by each structural improvement. To assure wastewater does not exceed the treatment capacity at any given time during development of Phase One (and for all other subsequent phases), a wastewater generation analysis will be required for each structural improvement to determine whether existing wastewater infrastructure would, or would not need upgraded improvements in order to maintain wastewater treatment capacity.

The third system of infrastructure improvement would be electrical service upgrades. The project site currently relies on diesel generators for all of its electrical power demand needs. It may not be a feasible option for significant new development to be reliant upon diesel generators in the future, since air quality and greenhouse gas (GHG) emissions regulations are likely to become more restrictive over time. With this in mind, three options are being evaluated to determine which available source of power supply would best fit as the preferred option for the project vicinity. The first option would be for Imperial Irrigation District (IID) to construct and install a power line (transmission line and/or distribution line) to extend from the nearest substation (approximately 7.2 miles to the northeast). A second and potentially more viable option would be to develop a small commercial solar photovoltaic (PV) system, with a backup battery storage component or another green power system. A third option may be wind generation. Although winds in this area are sporadic, there is newer technology and potential future technology that may make wind or other green energy an option.

The option applied will be determined/implemented with subsequent development plans. Permitted within Phase One could include restaurant(s), bar(s), repair shop(s), a vendor row area and event area, and similar uses. Phase One would be contained within Planning Area 1 with the exception of possible development of a research and development (R&D) facility to occur either within Planning Area 5 or 6, and an RV park or employee housing in Planning Areas 2, 3, and/or 4. Part of Planning Area 8 (APN 039-310-017) could be developed during Phase One as it slightly overlaps onto current land used for Camp RZR. Figure 4-11 demonstrates a conceptual layout of what this area could resemble at full build out for Planning Areas 1, 7, and 9.

Phase Two

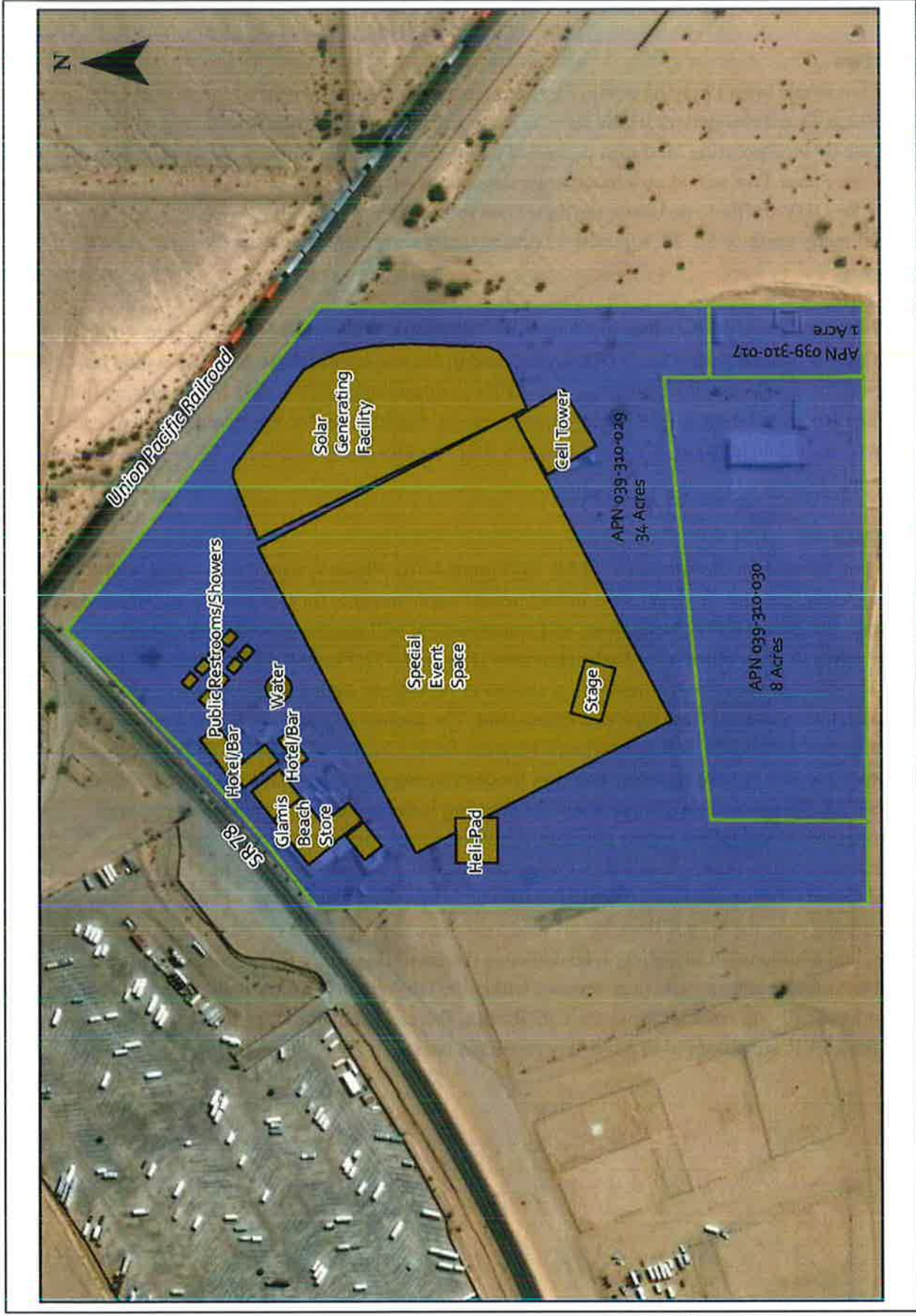
Phase Two would most likely be within Planning Area 1, immediately west of Phase One (Figure 4-12). Phase Two development would serve as an extension to development occurring within Phase One by incorporating land uses permitted under the CR Zone similar to those permitted in Phase One. Phase Two would also incorporate the Glamis Mainstreet to serve as a circulation corridor for OHV traffic to and from the dunes and to Phase Four (Planning Areas 2, 3, and 4) located directly north of SR 78. Figure 4-13 conceptually shows the layout for Planning Area 8.

Phase Three

Phase Three is located on the northeast side of the UPRR and bisected by SR-78 (Figure 4-14). Phase Three is located within Land Use Areas 5 and 6. No major public use facilities would be considered for development within these two APNs to discourage OHV traffic from crossing the UPRR lines to access these areas. Phase Three however, would serve for the development of uses relevant to employee housing, RV park, and/or a R&D facility and possible PV Solar array system (Figure 4-15).

Phase Four

Phase Four, located on the north side of SR 78 (Figure 4-16). Phase 4, would be located within Planning Areas 2, 3 and 4. Most of the infrastructure improvements for this phase will be based on regulatory, safety and liability concerns, and consequently, will require specific infrastructure improvements to be in place prior to development (Figure 4-17). Phase 4 with Conceptual Land Uses). The Glamis Mainstreet corridor is proposed to provide an optional circulation interconnection between Phase One and Phase Four. The project applicant will first need to work with and create a nexus as well as approvals between State, County of Imperial, and agencies as to the appropriate safe type of highway crossing (undercrossing or overcrossing) to be constructed across SR 78. This process will ensure that the crossing is designed to incorporate all required safety measures to the fullest extent possible. All Phasing as proposed will be impacted by possible requirements that Caltrans may impose along SR 78 and for crossing the UPRR. The Imperial County Transportation Commission (ICTC) is currently conducting a feasibility study for a safe crossing over the UPRR lines for off road vehicles either at SR 78 or Wash 10 or some other location, and additional information available once the feasibility study is complete and used as applicable to future site specific plan reviews within the GSP area. The GSP does not encourage or desire to have off road vehicles cross the UPRR lines, therefore the parcels of land on the northeast side of the UPRR are proposed to have very restricted uses.



SOURCE: The Altum Group, 2020

Phase 1 with Conceptual Land Uses
 Glamis Specific Plan
 Figure 4-11



SOURCE: The Altum Group, 2020

Phase 2
Glamis Specific Plan
Figure 4-12



SOURCE: The Altum Group, 2020

Phase 2 with Conceptual Land Uses
Glamis Specific Plan
Figure 4-13



SOURCE: The Altum Group, 2020

Phase 3
Glamis Specific Plan
Figure 4-14



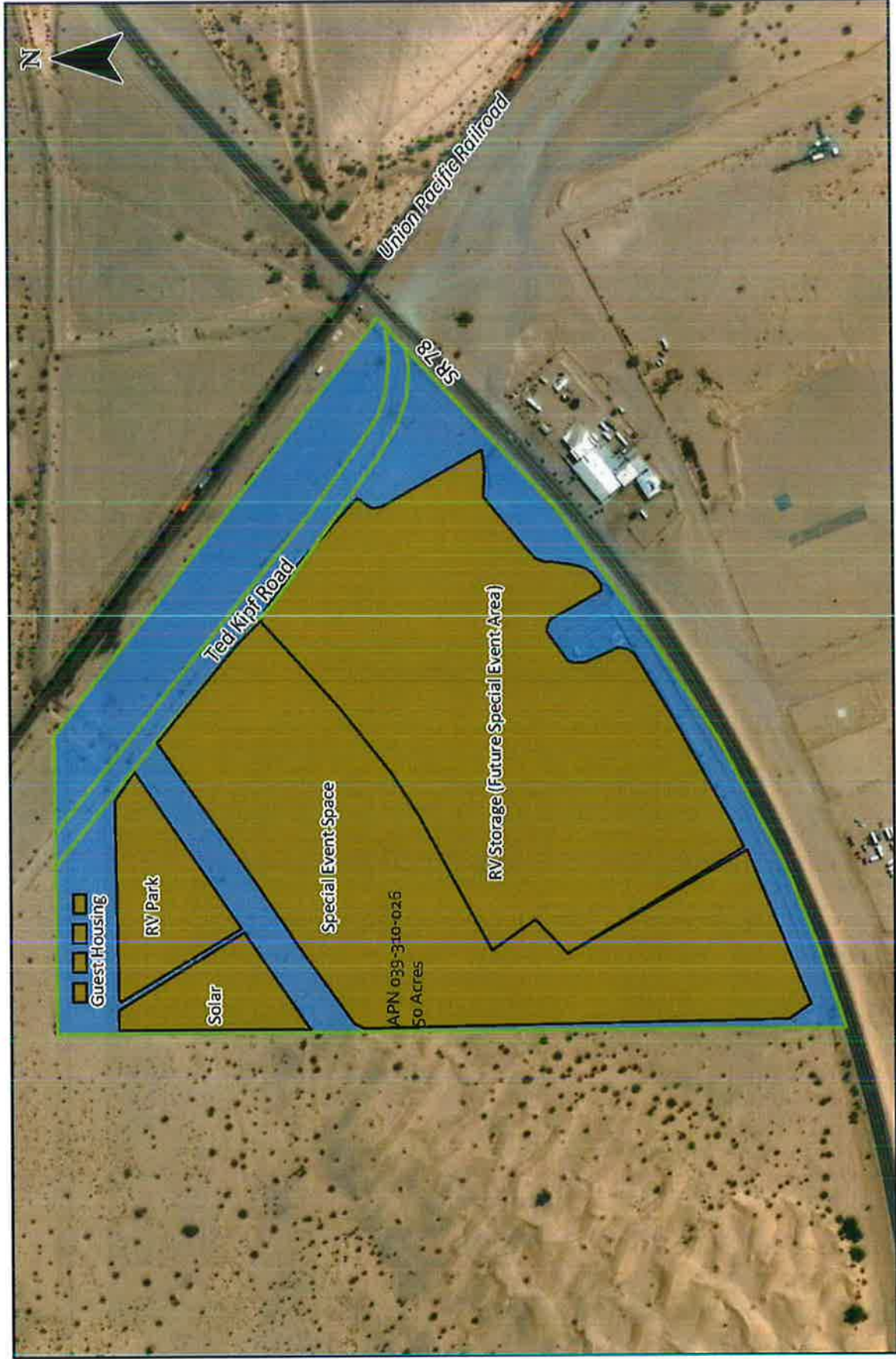
SOURCE: The Altum Group, 2020

Phase 3 with Conceptual Land Uses
Glamis Specific Plan
Figure 4-15



SOURCE: The Altum Group, 2020

Phase 4
Glamis Specific Plan
Figure 4-16



SOURCE: The Altum Group, 2020

Phase 4 with Conceptual Land Uses
Glamis Specific Plan
Figure 4-17

4.5 Intended Use of the EIR

In compliance with CEQA, this Program EIR has been prepared to analyze potential environmental impacts that may result from implementation of the proposed GSP. This Program EIR also identifies feasible mitigation measures and/or alternatives that would minimize or eliminate the potential significant impacts associated with the proposed GSP. Lead agencies, such as the City, are charged with the duty to substantially lessen or avoid significant environmental effects where feasible (CEQA Guidelines Sections 15002[a][3] and 10 15021[a][2]). Where a Lead Agency identifies unavoidable adverse environmental effects of a proposed project, CEQA Guidelines Section 15093 authorizes the agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable adverse environmental effects when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, these effects may be deemed acceptable by the agency as substantiated in a statement of overriding considerations.

This Program EIR will serve as an informational document for the County, acting as Lead Agency, when considering adoption of the proposed GSP. This Program EIR serves as a fact-finding tool, allowing residents, property owners, agency staff, and decision-makers an opportunity to collectively review and evaluate the potentially significant environmental impacts of the proposed GSP and the ways in which those impacts could be reduced to less-than-significant levels, either through the imposition of mitigation measures or adoption of all, or portions, of recommended alternatives. This Program EIR is intended to provide decision-makers and the public with information that enables informed consideration of the potential environmental consequences of the proposed GSP.

4.6 Project Entitlements

If adopted, the GSP would replace any currently applicable standards from the County's General Plan. The County is the Lead Agency for the proposed GSP project, consistent with CEQA Guidelines Section 15065(b). As such, this Program EIR will be used by the County to both evaluate the potential environmental impacts that could result from implementation of the proposed GSP and develop conditions of approval and adopt mitigation measures which would address those impacts. The County Board of Supervisors will consider adoption of the GSP concurrently with certification of the Final EIR. Pursuant to CEQA Guidelines Section 15093, the decision-makers must "balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." If the County, as Lead Agency, approves

the proposed GSP, a statement of overriding considerations must be written, which shall state the specific reasons to support its action based on the Final EIR and/or other information in the record.

Implementation of the proposed GSP would require the following regulatory and/or legislative actions by the Board of Supervisors, with recommendation from the Planning Commission.

- General Plan Amendment
- Specific Plan Adoption
- Change of Zone
- Conditional Use Permit(s) for water well modification

Subsequent ministerial actions would be required for the implementation of the proposed project, including issuance of grading and building permits.

Glamis Specific Plan

May 2020

Imperial County
Planning & Development Services Department
801 Main Street
El Centro, CA 92243

Glamis Specific Plan

May 2020

Lead Agency:

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I	Visual Impact Assessment

I. Introduction

A. Project Summary

The Glamis Specific Plan No. SP19-0001 provides for a flexible recreational master plan with a broad range of land uses ranging from recreational, commercial/retail, storage, entertainment, hospitality, residential, renewable energy, utility facilities, among other primary and complimentary land uses. Associated standards and protocols have been incorporated into the Glamis Specific Plan (GSP) to complement the broad range of land uses in order to safely enrich the activities that will enhance the Glamis experience.

The Glamis Specific Plan is located in the remote community of Glamis, an unincorporated area in the central portion of Imperial County. As illustrated in Exhibit I-1, *Regional Location Map* and Exhibit I-2, *Project Vicinity*, the project site is located approximately 27 miles east of the City of Brawley; approximately 32 miles northeast of the City of El Centro; approximately 20 miles north of Interstate 8; and approximately 35 miles southeast of the Salton Sea. Furthermore, Exhibit I-2, *Project Vicinity*, shows the relationship between the GSP area and surrounding vicinity with the Imperial Sand Dunes Recreation Area (ISDRA) located immediately to the southwest, the North Algodones Dunes Wilderness (NADW) immediately to the northwest, and the Chocolate Mountains and Chocolate Mountain Aerial Gunnery Range (CMAGR) located to the northeast.

With a total planning area of approximately 141 acres, the Glamis Specific Plan is designed to integrate seamlessly into the natural sand dunes environment and will have uniquely designated phased land use areas.

The phased land use areas will be designed to allow for flexible configuration of land use opportunities that will provide appropriate responses to market demand, the needs of the Glamis community's recreational visitors and the goals of Polaris Inc. (Polaris). The Glamis Specific Plan also provides an opportunity for all ages and ability to enjoy the drifting sand dunes of Glamis. Whether it be riding through the dunes, lodging under the starry night sky, or enjoying a delicious meal with a cold beverage overlooking the stunning sand dunes environment, the Glamis Specific Plan will provide the accommodating land uses that will build upon the Glamis "experience" that has brought back thousands of visitors year after year.

B. Project Goals

The location and historical recreational use of the project site is key to planning the GSP. The Glamis Specific Plan Area designation of the County of Imperial General Plan overlaying the project site establishes the intended general land use character. However, the Glamis community is unique in that it has served and will continue to serve as the premiere locale for hundreds of thousands of OHV riders and recreational visitors from around the world. The project site's central location within Imperial County together with State Route 78 (SR-78) bisecting the project site, the close proximity to Interstate 8 and the State of Arizona due east, makes it a desirable location for recreational visitors to travel efficiently east or west. The GSP attempts to build off the historical Glamis-going experience by providing expanded recreational, commercial, entertainment, and hospitality experiences, yet meet County Planning goals, while addressing environmental, engineering, commercial, public safety, and aesthetic needs that have been identified during the planning process. Finally, the GSP will eliminate the need for special event-related annual Conditional Use Permits (CUPs) and/or discretionary temporary event permits through implementation of a Special Event Management Plan that will include standards and protocols in accordance with

regulatory requirements of the County and key stakeholder agencies for regulation of special events.

The development goals for the GSP are the following:

- 1) To provide a viable and flexible recreational-commercial development that responds to market conditions.
- 2) To establish land uses, circulation design treatments, site development standards which contribute to the preservation and enhancement of the Glamis OHV and recreational community.
- 3) To provide recreational facilities that serve the needs of the Glamis community and recreational visitors.
- 4) To create a project that adheres to the Guiding Principles of Polaris – “Best People, Best Team”, “Safety and Ethics Always” and “Customer Loyalty”.
- 5) To establish a project that is in accordance with the standards and requirements of the County of Imperial and key stakeholders, while achieving the vested interest in approval of the GSP.
- 6) To ensure that development and implementation of the GSP is coordinated with the planned and scheduled infrastructure needed to support the project site’s growth.
- 7) To establish Special Event Management Plan standards and protocols to eliminate the need for annual discretionary permits.
- 8) To establish a specific set of standards applicable only to the GSP that will allow county staff more flexibility on a ministerial level to work with the project owner.

I. Introduction

C. Document Purpose

The Glamis Specific Plan is intended to meet the Specific Plan requirements as set forth in California State Law (California Government Code (CGC) Section (§) 65450) through which the State authorizes cities and counties to adopt Specific Plans as appropriate tools in implementing their General Plans. Under the provision of this Statute the County of Imperial (also referred to as “County”) has the authority to include detailed regulations, conditions, programs and all proposed legislation within the Specific Plan that is necessary for the systematic implementation of the General Plan. In concert with this Specific Plan, a change of Zone and a Conditional Use Permit (CUP) for modification to the existing water well CUP are also part of the approval process.

Imperial County has the discretion to decide who may prepare a specific plan. Specific plans may be a requirement of a project and prepared by a project proponent or by a consultant under contract to the project proponent. In this situation, The Altum Group was responsible for the preparation of this specific plan as part of a project application for Polaris, the landowner. The Imperial County Planning & Development Services Department has reviewed the Specific Plan for consistency with the County’s General Plan and other regulations.

I. Introduction

shall be consistent with this Specific Plan and the regulations set forth in the County's General Plan. Specific Plan No. SP19-0001 addresses the following items related to the site:

- Building setbacks;
- Circulation and Utilities provisions;
- Assures that new development meets or exceeds County of Imperial standards of environmental safety; and
- Provides provisions for the maintenance of the aesthetic quality and community identity of the site.

E. Project History

Historically, the GSP area and the ISDRA has been utilized for off-highway vehicle (OHV) recreational activities since the 1960s. Enthusiasm for dune buggies and other sand vehicles brought 30,000 people to Glamis area during the 1979 Thanksgiving weekend. By the 2010s, tens of thousands of off-road enthusiasts were visiting the Imperial Sand Dunes during the holidays in autumn, winter and early spring months, many of them camping in Recreational Vehicles (RVs) near Glamis. Glamis became known as the Sand Toy Capital of the World. As a result, events and activities such as "Camp RZR" started to occur within the GSP area that attracted as many as 20,000 visitors each year during Halloween weekend or the weekend before Halloween. With the advent of special events within the Glamis area discretionary temporary event permits and CUPs required by the County of Imperial were deemed necessary to allow for the continued provision of such events. Currently, special and temporary events are permitted under Conditional Use Permit #08-0025. Events such as "Camp RZR" are required to undergo review and approval of event operations and protocols with the County and key stakeholder agencies.

D. Format

Specific Plan No. SP19-0001 is divided into the following chapters:

- I. Introduction/ Project Summary
- II. Specific Plan
- III. Planning Area Development Guidelines
- IV. Zoning Ordinance
- V. General Plan Consistency

Specific Plan No. SP19-0001 has been prepared in accordance with the provisions of California Government Code § 65451, which grants local government agencies the authority to prepare specific plans of development for any of the areas covered by a General Plan. According to § 65451, a Specific Plan shall include text and diagrams which specify all of the following topics:

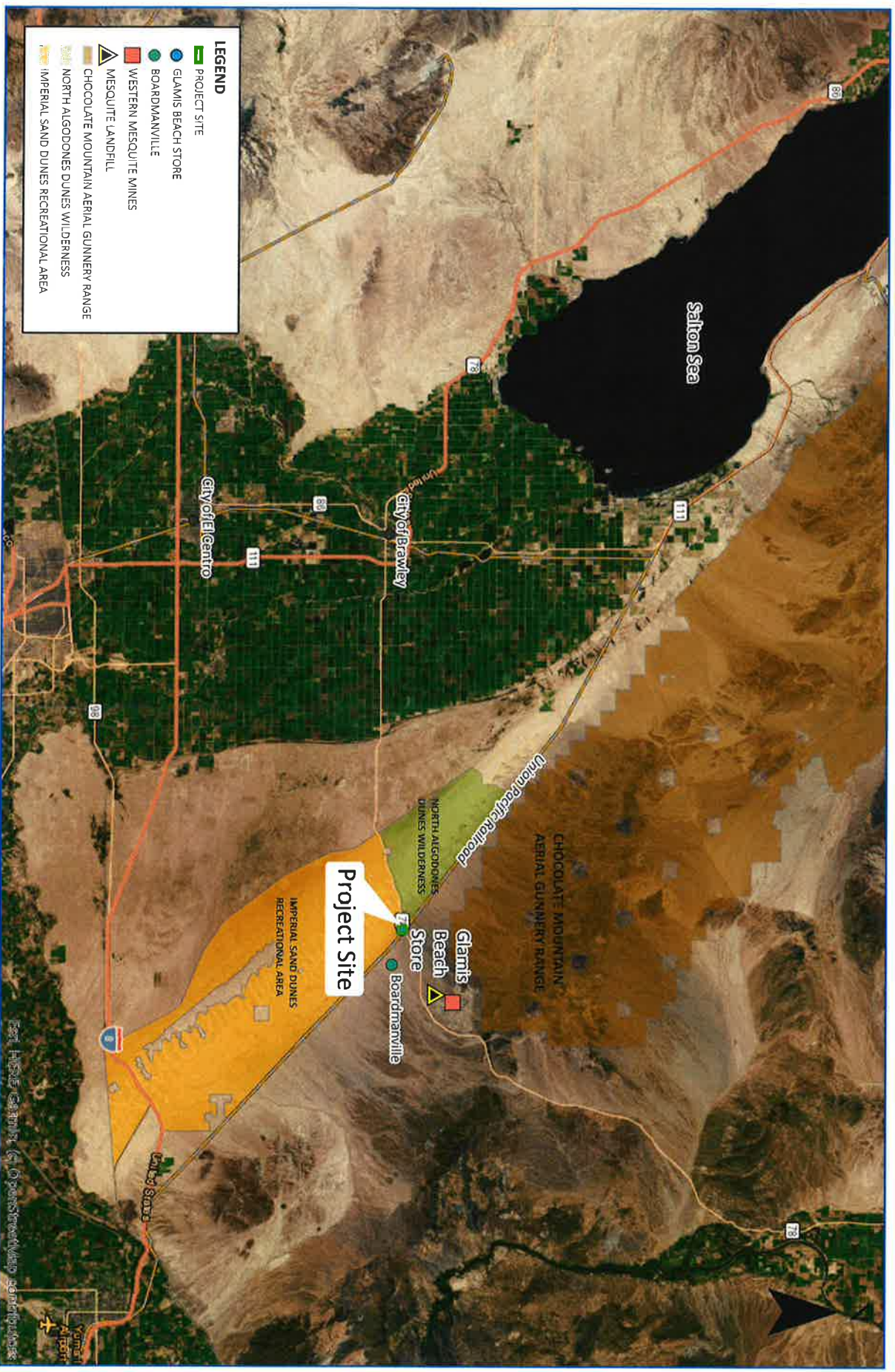
- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and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

Specific Plan No. SP19-0001 functions as a regulatory document, which is designed to implement the policies of the County of Imperial General Plan. All future development plans pertaining to the subject property

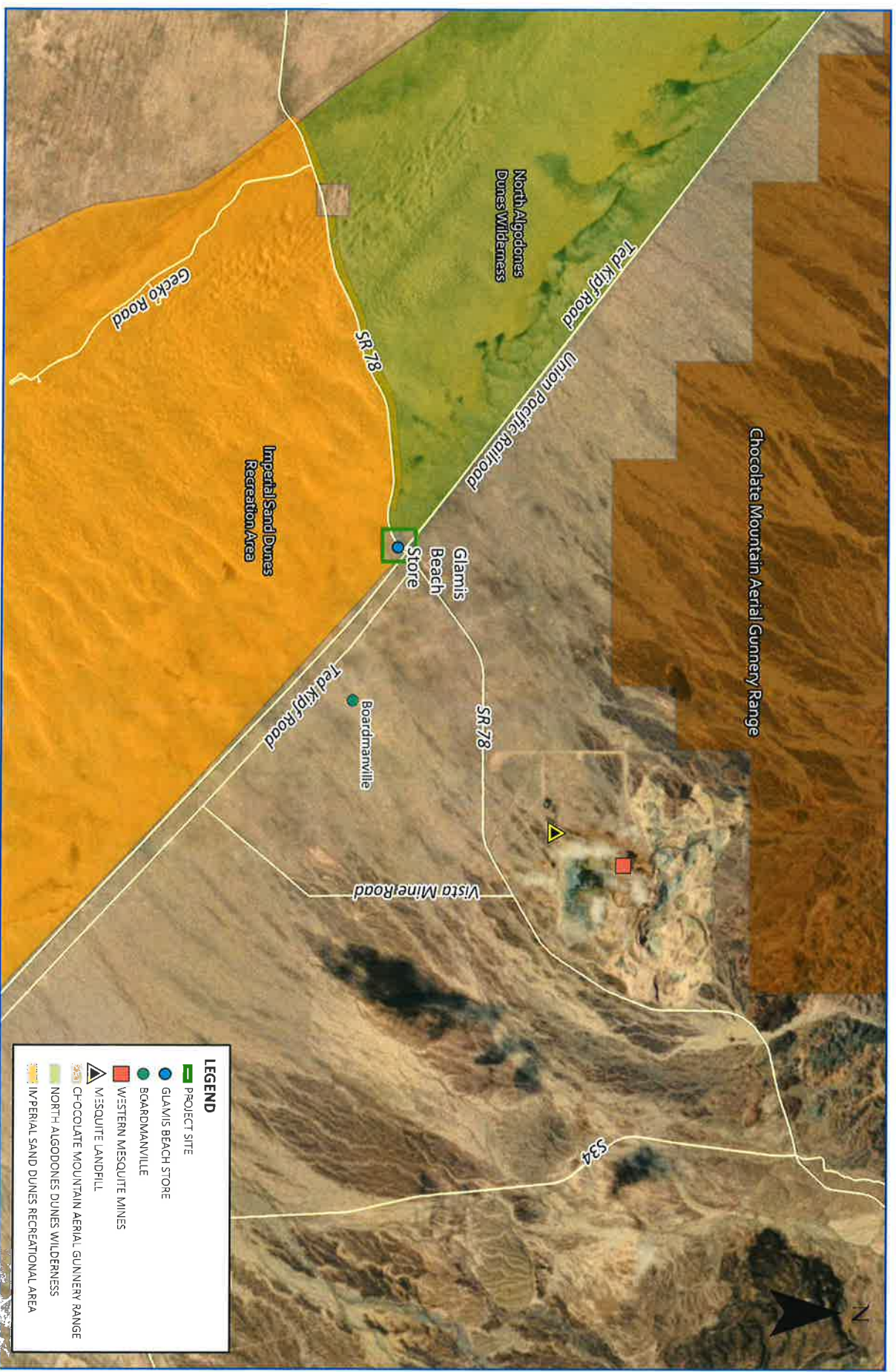
F. Project Setting

The GSP is located on private land that is adjacent to the LSDRA in the unincorporated area of Imperial County, approximately 27-miles east of Brawley, California. The Specific Plan contains the small unincorporated community of Glamis, comprised of fewer than 5 residents who manage and operate the Glamis Beach Store, which is considered as the central hub location of Glamis. Exhibit I-1 shows the regional location of the project site in context with eastern Imperial County and the nearby Cities of Brawley, Calipatria, Westmoreland, Imperial, El Centro, and Holtville. Exhibit I-2 shows the relationship between the GSP area and the surrounding vicinity.

Exhibit I-3, *Project Site Aerial*, shows an aerial view of the project site, including the boundaries of each of the seven project parcels, and in relationship to the Union Pacific Railroad (UPRR), and SR-78 (a.k.a. Ben Hulse Highway), Wash Road and Ted Kipf Road. The project site is regionally accessible via SR-78, which serves as the primary form of access for motorists. Ted Kipf Road, a county-maintained dirt road serves as a secondary form of access extending northwesterly for approximately 16.54 miles to Niland-Glamis Road from SR-78.

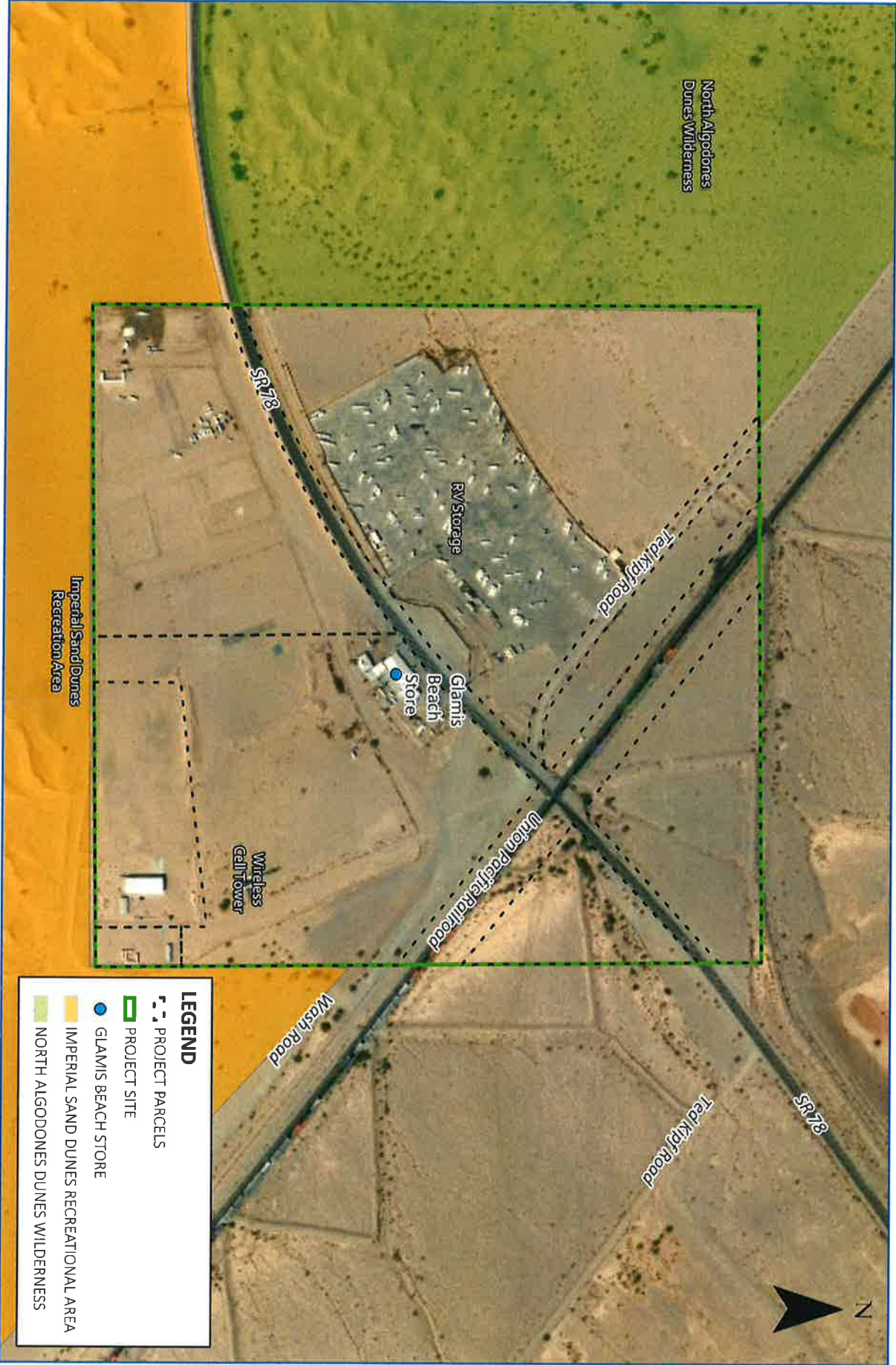


Regional Location



1 IN = 2.5 MI

Project Vicinity



Project Site Aerial

Exhibit I-3

I. Introduction

G. Existing Site Characteristics

Existing on-site land uses and other features are shown in Exhibit I-3. Project area features can be characterized as an area of open desert consisting of several adjoined one and two story metal building structures representing the Glamis Beach Store, and metal corrugated water tanks situated directly behind the store. Additionally, there is a separate seasonal OHV repair business connected to the Glamis Beach Store. A wood fence for delineated parking/vendor areas is located directly west of the store. A communications facility tower is located at the southeast west of the store. Due south is a single family residence, large recreational vehicle storage garage, and other related equipment storage buildings. Additionally, a dilapidated pre-fabricated residential structure is located on the southeast corner of the project site. To the west, on the opposite side of the Glamis Beach Store, there is an existing RV storage area as well as vacant desert land. There is also an existing 20-acre paved RV storage area for Glamis Dunes Storage and Luv 2 Camp RV Trailer Rentals, and the existing historical cemetery located at the southwest corner of SR-78 and Ted Kipf Road. Lastly, on the northeast side of the GSP, crossing the Union Pacific Railroad, there are two triangular parcels that are currently vacant.

A majority of the topography for the existing site can be characterized as relatively flat. The only minor changes in topography are found along the northeast portion of the property (northeast side of the Union Pacific Railroad), which can be attributed to existing elevated flood control earthen dikes and a slight, gradual southwest to northeast trending slope contour. Overall, elevation contours of the project site range from 325 feet above mean sea level (msl) at the southwest corner of the property to 344 feet above msl at the northeast corner of the property. Areas of wind-blown sand dunes with sporadic native vegetation are found situated and encroaching upon the southeast corner of the project site.



Glamis Beach Store



Ted Kipf Road facing south

I. Introduction



Vendor Row



Dilapidated pre-fabricated residential structure



Vacant Triangular Parcels



Historical Cemetery

I. Introduction

H. Regional Characteristics

The GSP area is surrounded by open desert land that is managed by the BLM. To the North of the GSP is the Chocolate Mountain Aerial Gunnery Range (CMAGR) which is a live-fire training range used for developing and training Marine Corps and Navy aviators. The GSP is adjacent to the ISDRA, the largest sand dunes area in the State of California. Directly northwest of the project site, is the NADW, which consists of approximately 26,000 acres of land managed by the BLM as part of the National Wilderness Preservation System. The NADW is closed to all vehicles and mechanized use, however, camping is allowed throughout the area. Furthermore, as shown within Exhibit I-4, *BLM Recreation Management Zones*, within all the various BLM lands that surround the GSP, the BLM has designated Recreation Management Zones (RMZs).

The BLM RMZs provide an activity-level planning framework for BLM's recreation management. The RMZs dictate the allowable recreation activities within those areas and provide for BLM's management objective in those areas. The GSP is bordered by three RMZs: Open RMZ to the south, Limited RMZ to the northeast, and the NADW RMZ to the northwest. The Open RMZ allows for unrestricted OHV recreation, camping, commercial vending, hiking and wildlife viewing. The Limited RMZ allows for limited use OHV recreation (travel limited to designated routes of travel or areas with seasonal restrictions under specific conditions), camping, environmental education, and tourism opportunities. The NADW RMZ prohibits any motorized recreation opportunities and allows for non-motorized recreation, such as camping, hiking and educational opportunities.



Chocolate Mountains



Union Pacific Railroad

I. Introduction

I. Existing and Proposed Land Uses

The location of the GSP is contained within the County's designated Glamis Specific Plan Area (GSPA). The GSPA allows for the development of a Specific Plan in accordance with the design criteria, objectives and policies that are consistent with the County's General Plan Land Use Element. Exhibit I-5, *Existing General Plan Designations*, shows the land use designations for the project site and surrounding area. As shown in Exhibit I-6, *Current Imperial County Zoning Project Site and Vicinity*, the existing zoning designation for the project site is Open Space/Preservation (S-2) and a very small area that is designated General Commercial (C-2). The general area of the Glamis Beach Store is zoned as C-2, while the remainder of the project site is zoned as S-2 as shown in Exhibit I-6a, *Current Imperial County Zoning - Project Site*.

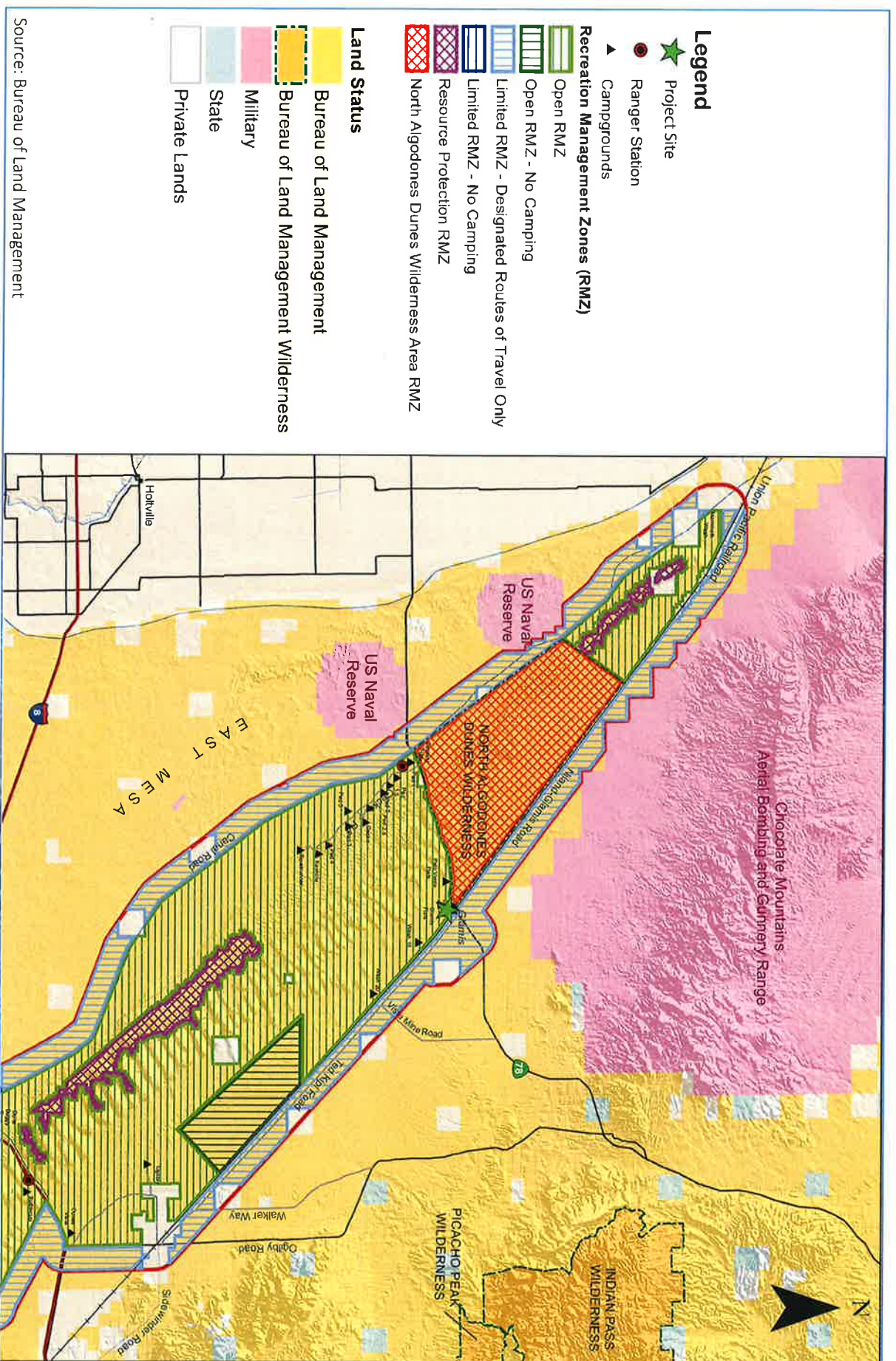
The GSP includes a General Plan Amendment (GPA) and Change of Zone (CZ) for County approval. The GSP proposes the establishment of Commercial/Recreational (CR) designated zoning which includes different levels of allowable land use intensity. Exhibit I-7, *Zoning Designations and Planning Areas*, the GSP proposes a Change of Zone for S-2 (Open Space/Preservation) to S-1 (Open Space/Recreation) for the approximate 1-acre parcel on the southeast side of the project site. The aforementioned zoning categories include a CR-1, CR-2, and CR-3 Zones, and an S-1 Zone. The three CR Zones consist of three different levels of land use intensity. The S-1 Zone is designated as a low intensity zone with small-scale recreation. In tandem with the proposed zoning for the GSP, Exhibit I-8, *Conceptual Site Plan*, presents a conceptual site plan for the GSP that depicts the arrangement of preferred land uses within the identified Land Use Areas at the time of full project build-out. The proposed zones, Conceptual Site Plan and land uses are further detailed in Section II of this Specific Plan.



Communication Tower

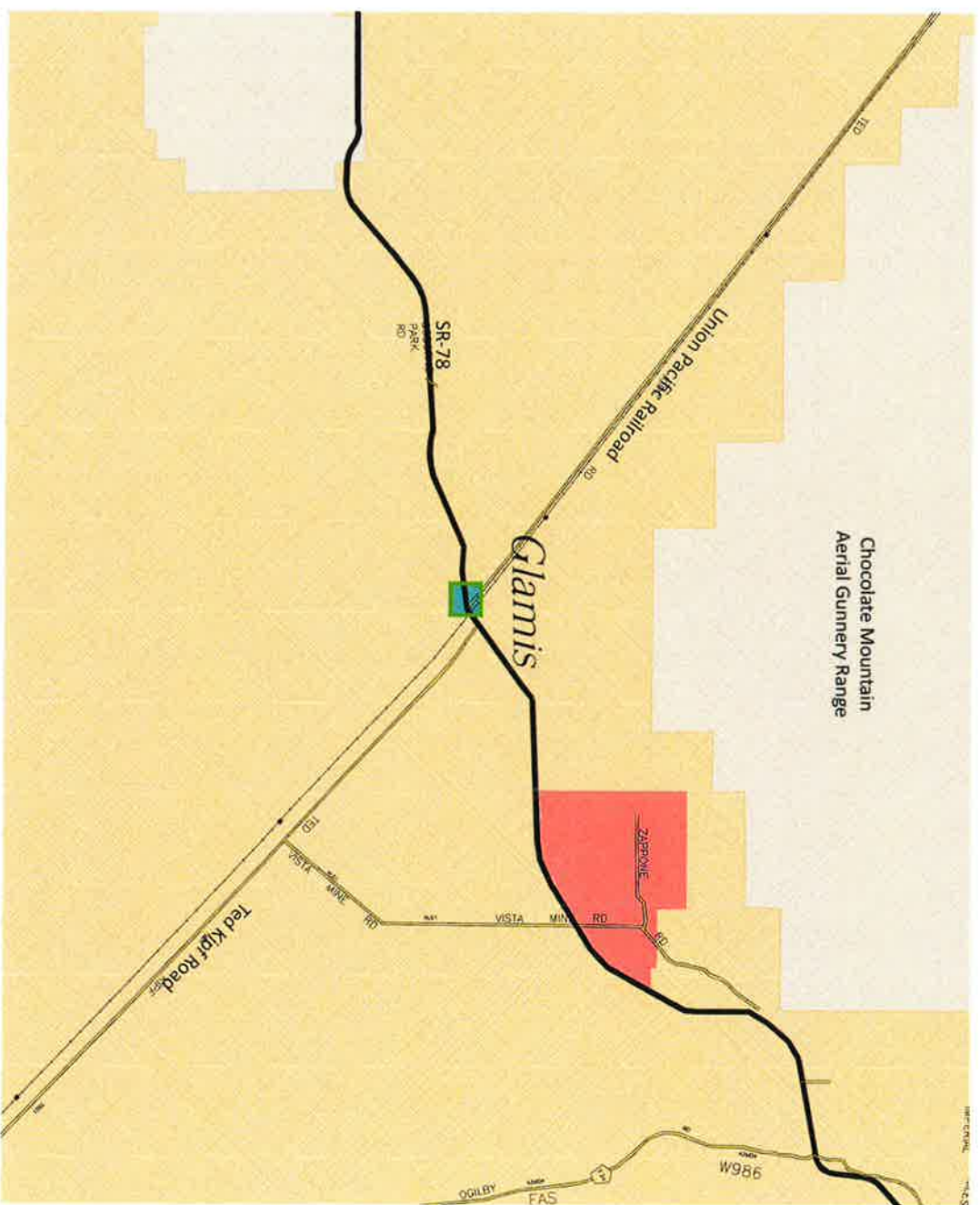


Garage Storage



Source: Bureau of Land Management

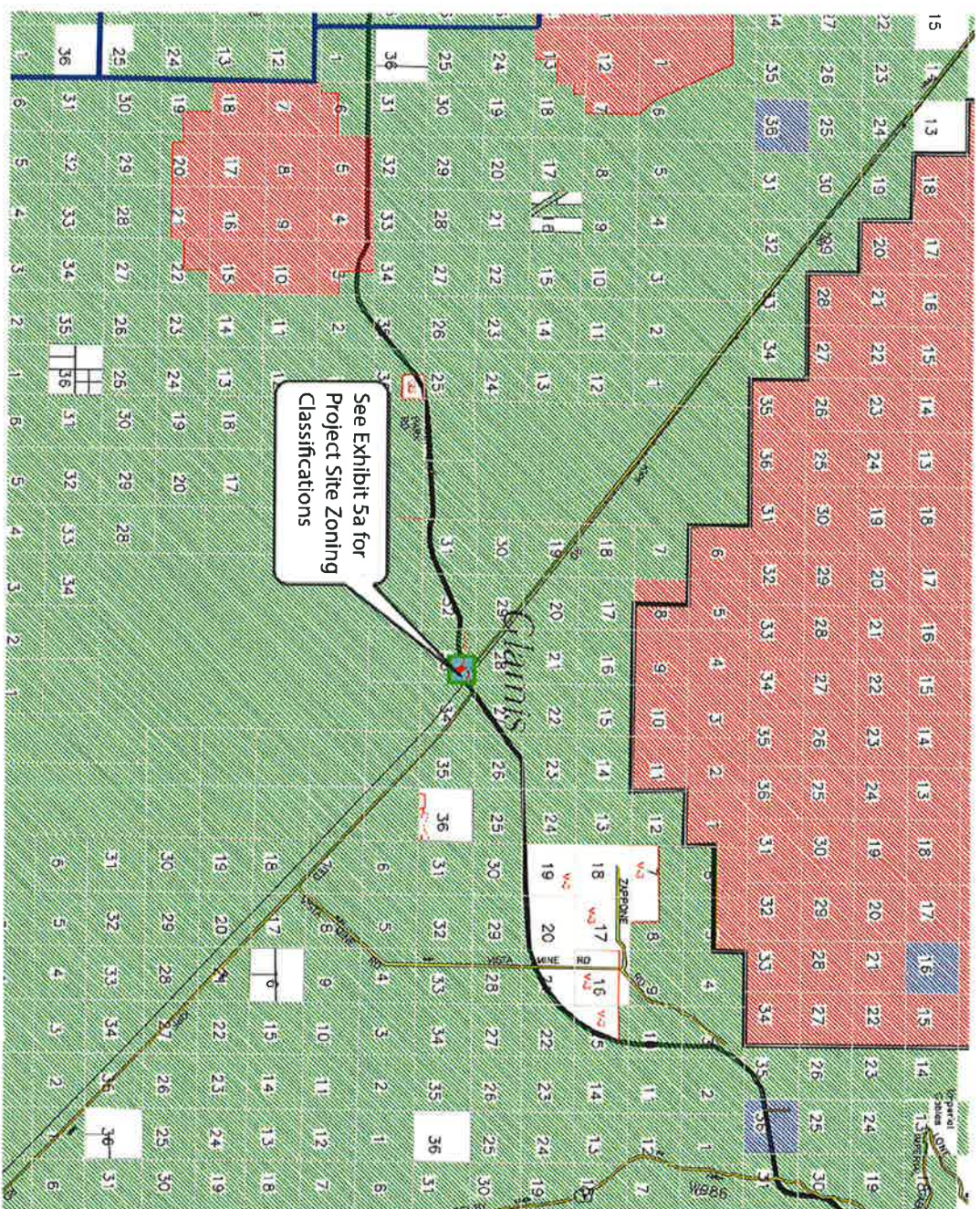
BLM Recreation Management Zones



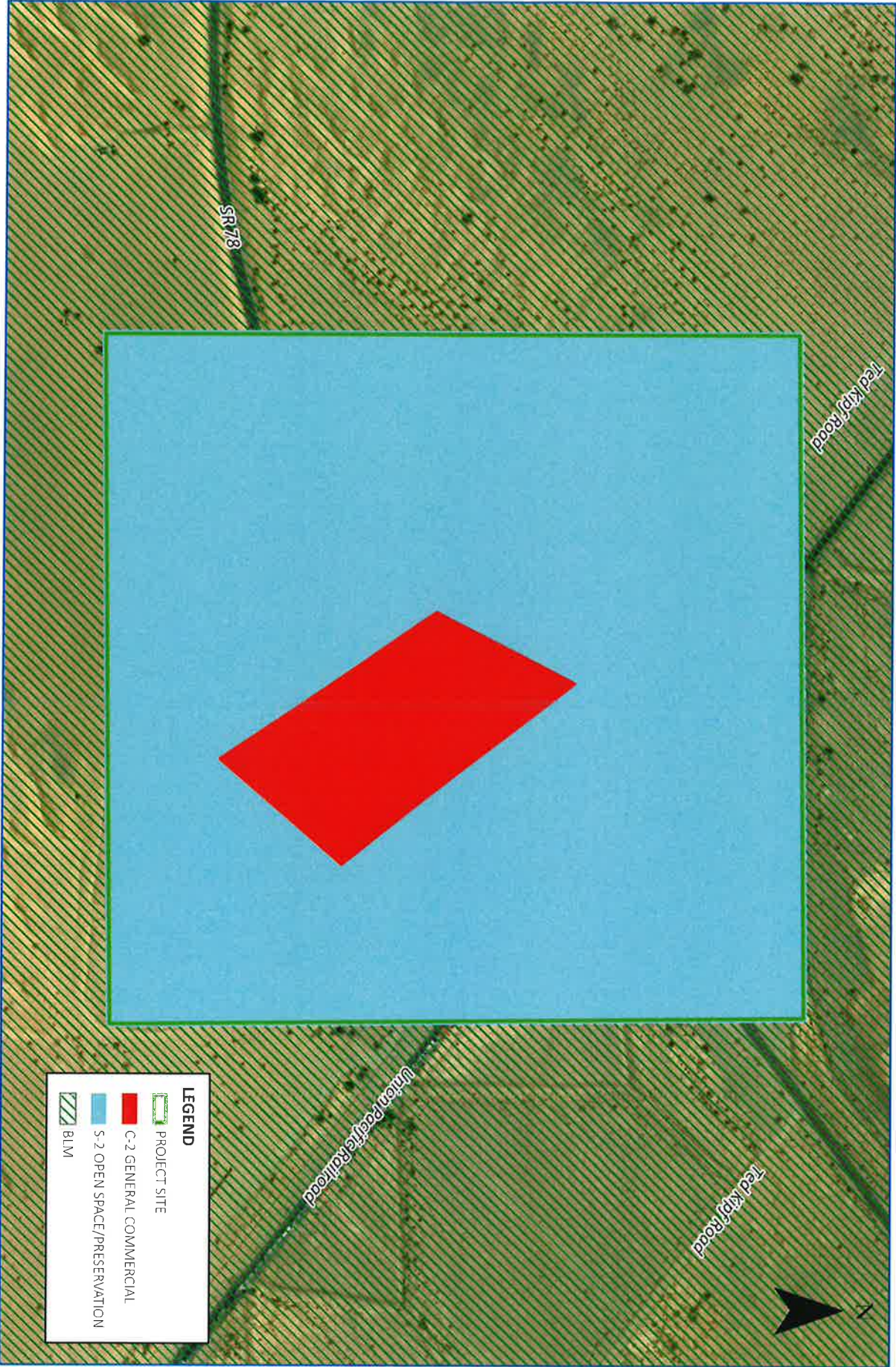
- Legend**
- Agriculture
 - Community Area
 - Government/Special Public
 - Industry
 - Recreation/Open Space
 - Special Purpose Facility
 - Specific Plan Area
 - Urban Area
 - Project Site



Existing Imperial County General Plan Designations



Current Imperial County Zoning Classifications



1 IN = 625 FT

Current Imperial County Zoning - Project Site

I. Introduction

J. Planning Process

The Glamis Specific Plan has been prepared by a team of professionals with the specific intent of meeting the long-term goals of the Property Owner (Polaris), and addressing specific issues identified by the County of Imperial. A number of special studies (Biological Resources Assessment, Traffic Impact Analysis, Preliminary Geotechnical Investigation, Noise Impact Analysis, Air Quality and Greenhouse Gas Emissions Impact Analysis, Cultural Resources Assessment and Visual Impact Assessment) have been prepared to define the existing environmental setting to create a Specific Plan that is congruent with the unique natural resources of the site. The Specific Plan has been created to illustrate both physical land uses and operational protocols for future recreational activist that might occur within the project boundary.

Public participation is central to the development of a successful Specific Plan. As part of the planning process of this Specific Plan, Polaris and supporting professionals conducted multiple stakeholder outreach meetings to understand and address all concerns of the stakeholders and to coalesce the vested interests into a comprehensive Specific Plan approval. The stakeholder groups are:

County Agencies:

- Imperial County Public Works Department
- Imperial County Air Pollution Control District
- Imperial County Executive Office
- Imperial County Planning and Development Services
- Imperial County Transportation Commission
- Imperial County Environmental Health Department
- Imperial County Fire Department
- Imperial County Sheriff's Department

Utility Purveyor:

- Imperial Irrigation District

Other Agencies:

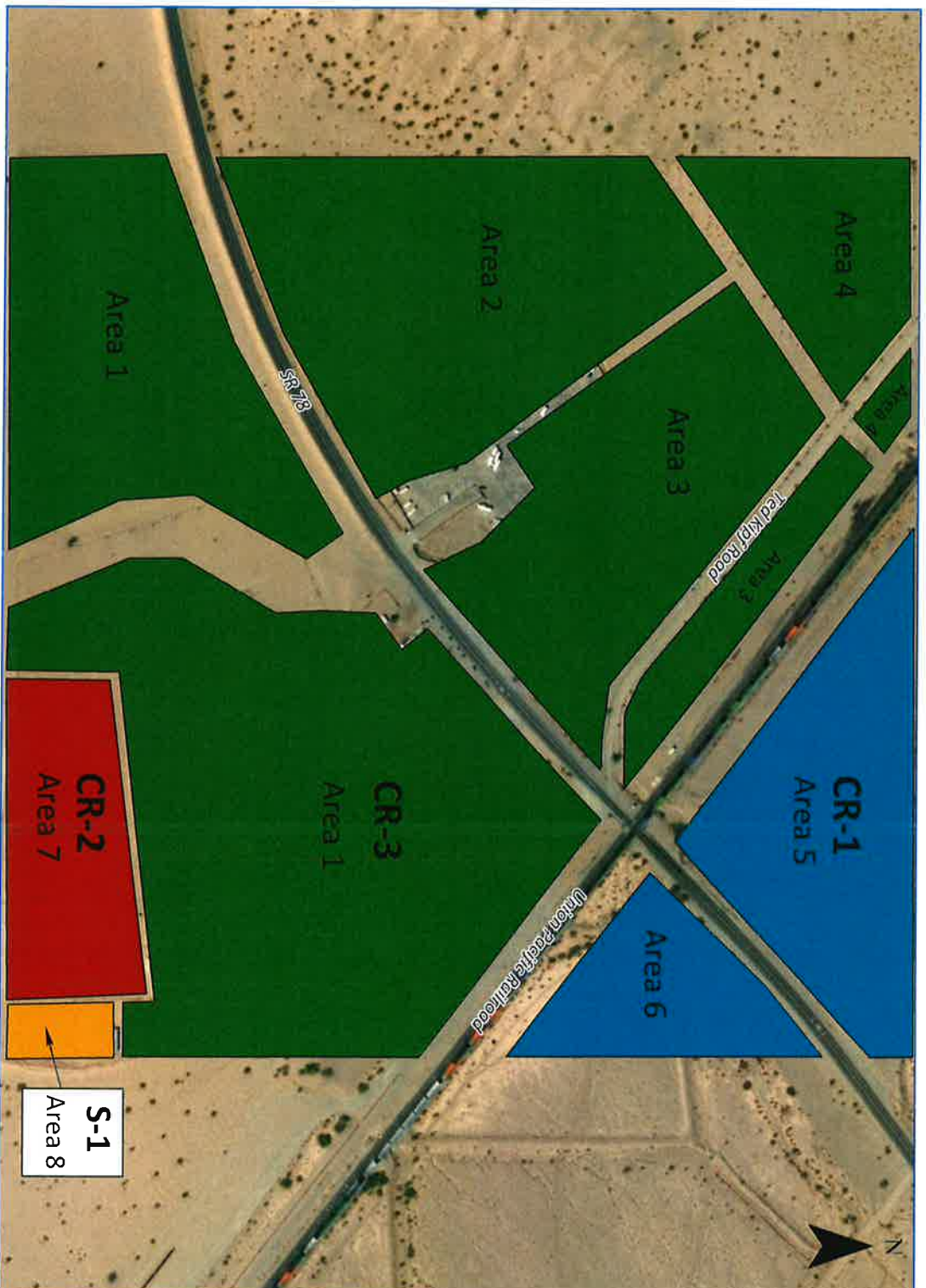
- Bureau of Land Management
- California Department of Transportation
- United States Navy

K. Discretionary Action

The Lead Agency for Specific Plan No. SP19-0001 is the County of Imperial. Approval of Specific Plan No. SP19-0001 rests with the Imperial County Board of Supervisors. In order for the GSP to be realized, the Imperial County Board of Supervisors will undertake the following initial actions:

- 1) Adopt a resolution approving Specific Plan No. XXX and certifying the associated Environmental Impact Report;
- 2) Adopt the associated zoning ordinance for Specific Plan No. SP19-0001; and
- 3) Approve a Conditional Use Permit for the existing Water Well.

Subsequent approvals which may be required in order for the GSP to be implemented may include but are not necessarily limited to: parcel map, vesting tentative maps, tentative tract maps, final tract maps, plot plans, conditional use permits, water and sewer systems, building permits, and encroachment permits.



1 IN = 400 FT

Zoning Designations and Planning Areas

Zoning Designation

CR-1

Area 5
Area 6

CR-2

Area 7

CR-3

Area 1
Area 2
Area 3
Area 4

S-1

Area 8

I. Introduction

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II. Specific Plan

A. Objective and Scope of Specific Plan

The Glamis Specific Plan (GSP) is a regulatory document that addresses the Glamis Specific Plan Area (GSPA) included in the General Plan for Imperial County (County). The County's General Plan requires a Specific Plan to be developed for the Glamis GPSA, in accordance with the GPSPA design criteria, objectives and policies as outlined in the County's General Plan Land Use Element. The GSP provides a planning framework which accommodates recreation-supporting land uses including retail and service commercial; hotel accommodations; recreational vehicles; RV parks and fuel stations and Special Events.

The GSP has been prepared to minimize changes to the natural topography of the project site, and to reduce intrusions upon the existing landscape and to any scenic views.

The California Government Code states that a "Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan, and further, that it may not be adopted or amended unless found to be consistent with the General Plan." Consistency of the GSP and the County General Plan is addressed in Chapter V (General Plan Consistency Analysis) of this document.

In response to government requirements, this document provides the basis for the build-out of the project site. Such buildout will be consistent with the County of Imperial and State policies and standards. The GSP

functions as a bridge between the County's General Plan and the specific development of the identified project site.

B. Land Use Plan

The GSP creates a distinctive master-plan for recreation-serving land uses which are consistent with the historical use of the Glamis area. It provides for a great deal of flexibility as to the development of potential land uses within the GSP to promote the concept of an open desert playground that derives from the "Camp RZR" event, historically held in October of each year at the GSP area, and the surrounding Imperial Sand Dunes Recreation Area (ISDRA). This area attracts hundreds of thousands of off-road enthusiasts every Halloween, Thanksgiving, Christmas, New Years, and President's Day weekend.

As illustrated in Exhibit I-7 – *Zoning Designations and Planning Areas*, the GSP consists of 8 Planning Areas: Planning Areas 1, 2, 3, and 4 are designated Commercial-Recreation 3 (CR-3) Zone where the maximum range of recreational, commercial, resort, retail, medical, entertainment, and utility infrastructure land uses are allowed; Planning Areas 5 and 6 that are designated Commercial-Recreation 1 (CR-1) Zone, which provides the most restrictive range of commercial/recreational land uses; Planning Area 7 is designated Commercial-Recreation 2 (CR-2) Zone, which provides for a moderate-level of commercial/recreational land uses, and Planning Area 8 would be re-zoned to the County's existing S-1 (Open Space/Recreation) Zoning District. The S-1 zone is used to recognize areas that embody the unique Open Space and Recreational character of Imperial County including the deserts, mountains and waterfront areas. The S-1 Zone is primarily characterized by low intensity human utilization and small-scale recreation related uses. Any new subdivision in any of the zones will require all necessary infrastructure, including potable water, wastewater and roads that meet County standards. See Section D, Planning Area Development Standards that further details the land uses that will be included in the GSP.

II. Specific Plan

As envisioned, the GSP will facilitate an entertainment enclave among the iconic dunes. This enclave will enhance the historic experiences that OHV riders and visitors expect when they visit the dunes.

1. Land Use Objectives

At the time of full build-out of the project site, implementation of the Land Use Plan will achieve the development goals of the GSP through fulfilling the following objectives:

- Create a man-made environment that is compatible with the natural environment, surrounding land uses, and the desert climate;
- Ensure that development within the GSP is consistent with the County of Imperial's General Plan, and will protect public health, safety and general welfare, while complementing surrounding land uses and zoning;
- Provide design criteria that will guide developer(s) and the County of Imperial in the development of proposed land uses by including descriptive text and illustrative exhibits setting forth the foundation of the overall development of the project site;
- Enable Special Events through implementation of a Special Event Management Plan;
- Adhere to the Zoning Ordinance for the Glamis Specific Plan in Section 3, Zoning Ordinance;
- Provide recreational and ancillary facilities that serve the needs of the Glamis community and recreational visitors;

The following is a brief description of the land uses within the GSP (see Exhibit I-8 – *Conceptual Site Plan*).

- a. **Recreational** - The GSP provides an opportunity for a variety of recreational activities to complement the established "Glamis" sand dunes experience of the surrounding ISDRA. These include

an Adventure Center (offers activities such as OHV training, OHV rentals, etc.), amusement facilities, Desert Tours (off road experience), racetrack, shooting range, park/playground/picnic area, and other recreational-based activities.

- b. **Commercial/Retail** - The GSP will allow for a wide range of commercial and retail development, which include fuel stations, rental facilities, and sporting goods stores to accommodate the needs of visitors to the Glamis area. It may also provide for RV Park(s) to accommodate a small number of users that desire to have conveniences not found in open dry camping.

- c. **Storage** - OHV and RV storage is an existing land use within the project site. The GSP will provide for storage for OHVs and RVs to allow visitors to store their vehicles at Glamis year around.

- d. **Entertainment** - The Glamis area has long been known as the premier destination for OHV enthusiasts to enjoy their recreational activities within the world-renowned Imperial Sand Dunes. The GSP will allow for a range of entertainment land uses whose purpose is to enhance the visitors experience to the Glamis Area. Entertainment land uses could include an adventure center, amusement facilities, movie theater, obstacle courses, shooting range, fireworks display area, and racetrack.

- e. **Hospitality** - With an average annual attendance of 200,000 visitors to the Glamis area, the GSP will provide for the development of various hospitality services to provide visitors with the accommodations they need to fully enjoy all that the Glamis area has to offer. Hospitality land uses may include medical services facility, mobile food trucks, tourist information center, public showers, public restrooms, and hotel/motel facilities.

II. Specific Plan

components define the overall master development concept for the Glamis planned mixed-use development and identifies the objectives, descriptions and applicable development standards for each.

1. Conceptual Circulation Plan

a. Development Concept

The primary objective of the Conceptual Circulation Plan for the GSP is to meet the vehicular/OHV traffic needs of the recreational visitors by providing safe, direct and convenient access to the project site and surrounding sand dunes. During the preparation of the GSP, stakeholder meetings were held (in June through August 2019) with Caltrans District 11, the Imperial County Transportation Commission, the County of Imperial - Public Works Department, the Bureau of Land Management (BLM) – El Centro Field Office, and other local governmental agencies, in order to receive input into the overall development and implementation of the GSP. These stakeholder meetings were intended to obtain input from these transportation agencies to make sure the circulation of the project site would be consistent with their requirements and general direction, and that the GSP would be properly integrated with the County Transportation System with the Regional Transportation System.

As shown in Exhibit II-1, *Conceptual Circulation Plan*, there are a total of six (6) proximate vehicular access points to the project site with a gateway feature on SR-78 at the east and west boundary of the project site. Primary accessibility to the project site will be via SR-78 which serves as the main transportation route for cars and trucks traveling between Brawley and Blythe. As shown in Exhibit II-1, the primary access point will be an intersection of “Glamis Mainstreet” and SR-78. This intersection may, in the future as traffic counts warrant, be signalized and will provide access to the Planning Areas north and south of SR-78. The “Glamis Mainstreet” will serve as the main thoroughfare for

f. **Residential** - The GSP will allow for limited residential development to accommodate those who require temporary housing in Glamis. Housing will be developed in the form of guest, employee housing, seasonal private residences and temporary use of RV's on Owner's property.

g. **Renewable Energy** - Due to the remote location of the GSP, renewable energy facilities will be developed in order to provide electricity to the Glamis area. The GSP will allow for the development of a solar and wind energy generation facilities (including battery storage) located throughout the GSP, shown on Exhibit I-8, *Conceptual Site Plan*.

h. **Infrastructure Improvements** - In order to properly accommodate the large volume of visitors to the Glamis Project area, existing water and wastewater facilities will need to be improved along with the development of additional infrastructure. The GSP will allow for the development of utility buildings, utility substation(s), and water/wastewater treatment facilities.

i. **Research & Development Facility** - The GSP provides for a research & development (R&D) facility that will take advantage of the close proximity of the ISDRA. This R&D facility will allow Polaris to test their equipment in a natural and private setting.

C. Project-Wide Development and Design Standards

This section of the Specific Plan presents the conceptual circulation plan, conceptual water and sewer plan, conceptual drainage plan, conceptual open space and recreation plan, conceptual grading plan, and discusses the public safety services and maintenance plan. These associated

circulation across Planning Areas 1, 2, 3, and 4 and currently serves as the main OHV access route to the BLM land directly to the south.

To accommodate the anticipated vehicular traffic flow, Exhibit II-2, *Conceptual Intersection Plan* shows a conceptual intersection plan with proposed cross-sections subject to final design and approval from Caltrans. Exhibit II-2 shows, in concept, the portion of SR-78 traversing through the GSP area being expanded from two thru lanes with an ultimate right-of-way (ROW) width of 40 feet to a total of five (5) lanes with an ultimate ROW width of 72 feet. Per Exhibit II-2, the segment of SR-78 west of the proposed intersection would have three easterly lanes – one thru lane, one left turn lane and one right turn lane – and two westerly lanes with one thru lane and an acceleration lane terminating approximately 1000 feet from the intersection. The segment of SR-78 east of the intersection is of a similar configuration of the western segment with the number of lanes in each direction reversed and the acceleration lane terminating approximately 600 feet from the intersection. The proposed lane configuration would accommodate anticipated turning movements from all directions in a manner that would prevent collisions and provide safe circulatory direction. As noted in Exhibit II-2, extensive coordination with Caltrans and the County of Imperial will be needed to determine the final design elements for SR-78 within the project area.

Access will also be provided along Wash Road (an unimproved road parallel to the UPRR) from SR-78 from which Planning Areas 1, 7 and 8 will be accessible. Wash Road, which is maintained by the BLM, will continue to function as a primary access road providing access in a southeasterly direction (parallel and west of the UPRR) to BLM land (and camping areas, etc.) located further southeast. Access to Planning Areas 5 and 6 will be provided east of the UPRR along SR-78 via dirt roads. Access to Planning Areas 5 and 6 will be restricted to passenger and service vehicles and RVs, this will prevent unsafe pedestrian and OHV crossing of the UPRR. Ted Kipf Road is a County-maintained dirt road

II. Specific Plan

which serves as access to BLM land (ISDRA) the NADW and other BLM lands to the north of the project site. Access will not be provided to Ted Kipf Road. Emergency vehicle access will be provided via the south side of SR-78 immediately due east of the western gateway feature for emergency access to Planning Area 1. The emergency access is primarily intended for use during special events when there is the possibility of large numbers of visitors being on the project site. This access will have minimal improvements and will generally be controlled with a gate when not needed.

The GSP will address the historical uncontrolled OHV and pedestrian movement through implementation of circulatory project design features to promote safe circulation. The GSP will have strategically placed signage for speed limits throughout the project site in order to prevent OHV/pedestrian/vehicular collisions as well as to assist with dust control measures. As shown in Exhibit II-1, an OHV and pedestrian undercrossing is a proposed alternative in the vicinity of the SR-78/Glamis Mainstreet intersection. This undercrossing would allow OHV's and pedestrians to cross underneath SR-78, providing for easy and safe access from Planning Area 1 to Planning Areas 2, 3, and 4. The potential undercrossing is intended to eliminate OHV's from crossing HWY 78. Furthermore, Exhibits I-8 and II-1 show proposed pedestrian connections throughout the project site. These pedestrian connections will provide for logical and safe movement throughout the project site. As shown in Exhibit II-1, the project site includes the Sand Highway that runs parallel to SR-78 the northern edge of Planning Area 1. The Sand Highway is an existing OHV thoroughfare providing access to the Glamis Beach Store from the adjacent BLM land located to the west of the project site. As such, the Sand Highway will remain as an OHV thoroughfare. OHV circulation will occur primarily via the "Glamis Mainstreet" for access to the open BLM lands to the south. While Pedestrian and OHV crossing of UPRR at various locations along the track has occurred for years, this plan attempts to discourage such crossing

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from the project site and will require the posting of appropriate signage. Keeping the public from crossing the UPRR is beyond the ability of the project and with or without this project those crossings will continue. NOTE: At the preparation of this GSP, the CPUC has been working with all stakeholders, to develop a plan for a safe crossing of the UPRR for OHV and pedestrians at some location in this general area.

Permanent signs and circulatory elements will be implemented as necessary to support the phased build-out of permanent structures within the GSP. All future signs and circulation elements will be implemented in compliance with Federal, State, and local standards and be designed in concert with the designed connectivity of the Conceptual Circulation Plan. Urban hardscape (i.e., paved roads, curb and gutter, etc.) will be built in tandem with all proposed permanent structures. All such improvement will be subject to County of Imperial and Caltrans review and approval, as applicable.

As the GSP is built-out with permanent and/or temporary structures per the proposed phasing plan, driven by market conditions, special design elements (i.e., signage) will be developed with Caltrans during final design. Furthermore, build-out of permanent uses within the GSP will incorporate clearly marked areas designated only for OHVs and passenger vehicles to prevent collisions.

Special Events

Special events to be held within the GSP area, such as Camp RZR, that often include large assemblages of people and equipment, will benefit from the circulation improvements described herein, and will also be required to adhere to the traffic regulation standards set forth in Chapter III, *Zoning Ordinance*, including notification of Caltrans, the County, California Highway Patrol, Imperial County Sheriff, and other affected agencies, along with preparation of a Traffic Management Plan. In combination with the standards set forth in Section III, all special events will also be required to prepare a Special Events Management

Plan (SEMP) notification that subjects special events to standard protocols and conditions, including circulation-related protocols and conditions, to allow for special events to occur. The SEMP is further discussed below.

b. Circulation Plan Objectives

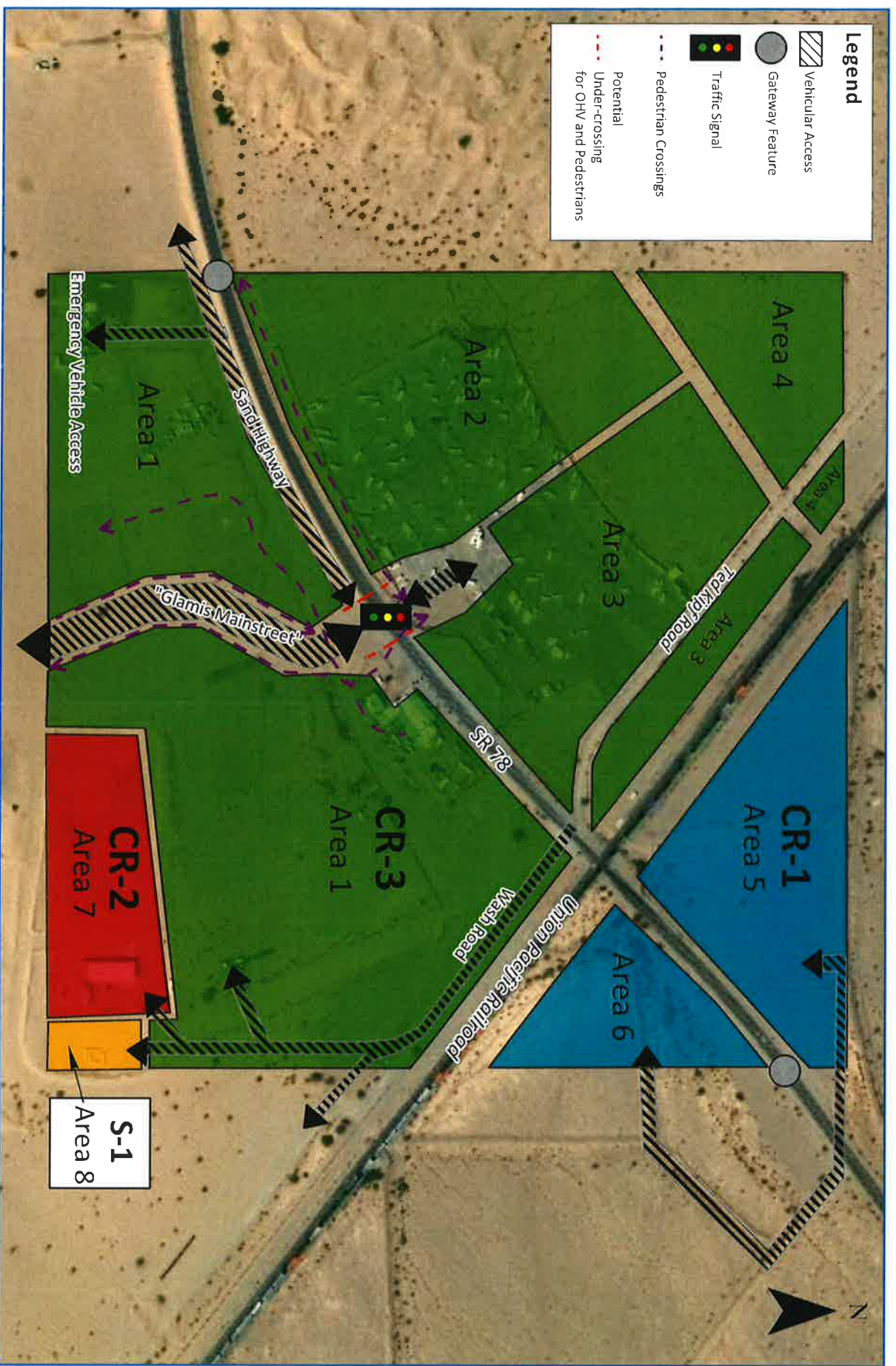
With each phase of development the following objectives will be implemented in order to achieve the goals of the GSP:

- Provide safe and appropriate vehicular access to all allowable developed areas within the project site;
- Provide internal clearly marked signage for both passenger vehicles and OHVs, including speed limits for dust control and lighted signage for nighttime circulation;
- Adhere to development standards that are consistent with the GSP, the County's General Plan Circulation Element, and Caltrans District 11 standards; and
- Promote public safety by discouraging and/or restricting unsafe pedestrian and OHV crossing of SR 78 and the UPRR.

2. Conceptual Water Plan and Sewer Plan

a. Development Concept

Current water service is provided by an existing water treatment system to service existing uses of the project site. The existing water treatment system is currently being upgraded and a water treatment plant complying with California standards is being constructed to meet the needs of the current uses and with room for expansion. As new development is implemented, this wastewater plant will be expanded as determined by the regulatory agencies. Likewise, the water system will be expanded to serve the various phases of development.



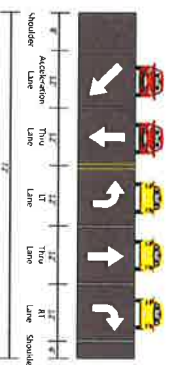
Conceptual Circulation Plan

GENERAL NOTES:

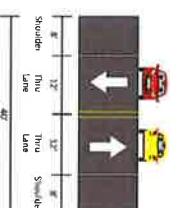
- A TRAFFIC STUDY IS NEEDED TO DETERMINE SEVERAL DESIGN ELEMENTS
- EXTENSIVE COORDINATION WITH CALTRANS AND THE COUNTY IS NEEDED TO DETERMINE THE FINAL DESIGN ELEMENTS
- ANY DEVIATIONS TO DESIGN STANDARDS REQUIRE PROCESSING AND APPROVAL BY CALTRANS HEADQUARTERS
- TRAFFIC MANAGEMENT PLAN IS NEEDED DURING LARGE SPECIAL EVENTS (I.E. CAMP RZR)

NOTES:

- ① PROVIDE A TRAFFIC SIGNAL IF WARRANTED. IF A TRAFFIC SIGNAL IS WARRANTED, ACCELERATION LANES MAY NOT BE NEEDED.
- ② 600 FEET OF ACCELERATION LANE LENGTH IS DEPICTED. TO PROVIDE THE RECOMMENDED 960 FEET OF ACCELERATION LANE LENGTH, COORDINATION IS NEEDED WITH THE UNION PACIFIC.
- ③ 100 FEET OF LEFT AND RIGHT TURN LANE STORAGE IS ASSUMED. THE ASSUMED STORAGE LENGTH PLUS 485 FEET OF DECELERATION LENGTH IS DEPICTED.
- ④ PHYSICAL BARRIER ALONG PROJECT FRONTAGE.



PROPOSED A'-A



EXISTING A'-A

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Wastewater generated by the Glamis Beach Store, restaurant and bar is currently being discharged into an existing septic tank located near to those buildings. Future wastewater treatment needed (i.e., secondary and tertiary treatment) will be determined by the amount of wastewater forecasted to be generated by each phase of structural improvement.

The GSP will implement water efficient appliances (i.e., sinks, toilets, showers, wash-down areas, etc.) that will minimize potential water waste and conserve water to the maximum extent possible.

Exhibit II-3, *Conceptual Water and Sewer Plan*, shows the location of the existing and proposed infrastructure within the GSP.

b. Water and Sewer Plan Objectives

The following objectives will be implemented with each phase of development to achieve the goals of the GSP:

- Provide adequate, clean and safe water to the project site and recreational visitors;
- Implement water efficient appliances and conservation measures (i.e., desert scape) to reduce water consumption to the maximum extent possible; and
- All interim and permanent water and sewer infrastructure will meet local, State and Federal health and safety standards.

c. Conceptual Water and Sewer Plan Standards

- All water lines shall be placed underground in accordance with County of Imperial requirements.
- All domestic water and sewer facilities shall be designed per County of Imperial requirements. Facility sizing and location are conceptual and will be refined during final site plan development.

- Water and sewer facility shall be designed and installed in accordance with the requirements and specifications of the County of Imperial.
- Construction of domestic water and sewer facilities shall be timed to adequately serve the Planning Areas in each stage of development or as needed to ensure adequate service and public health.

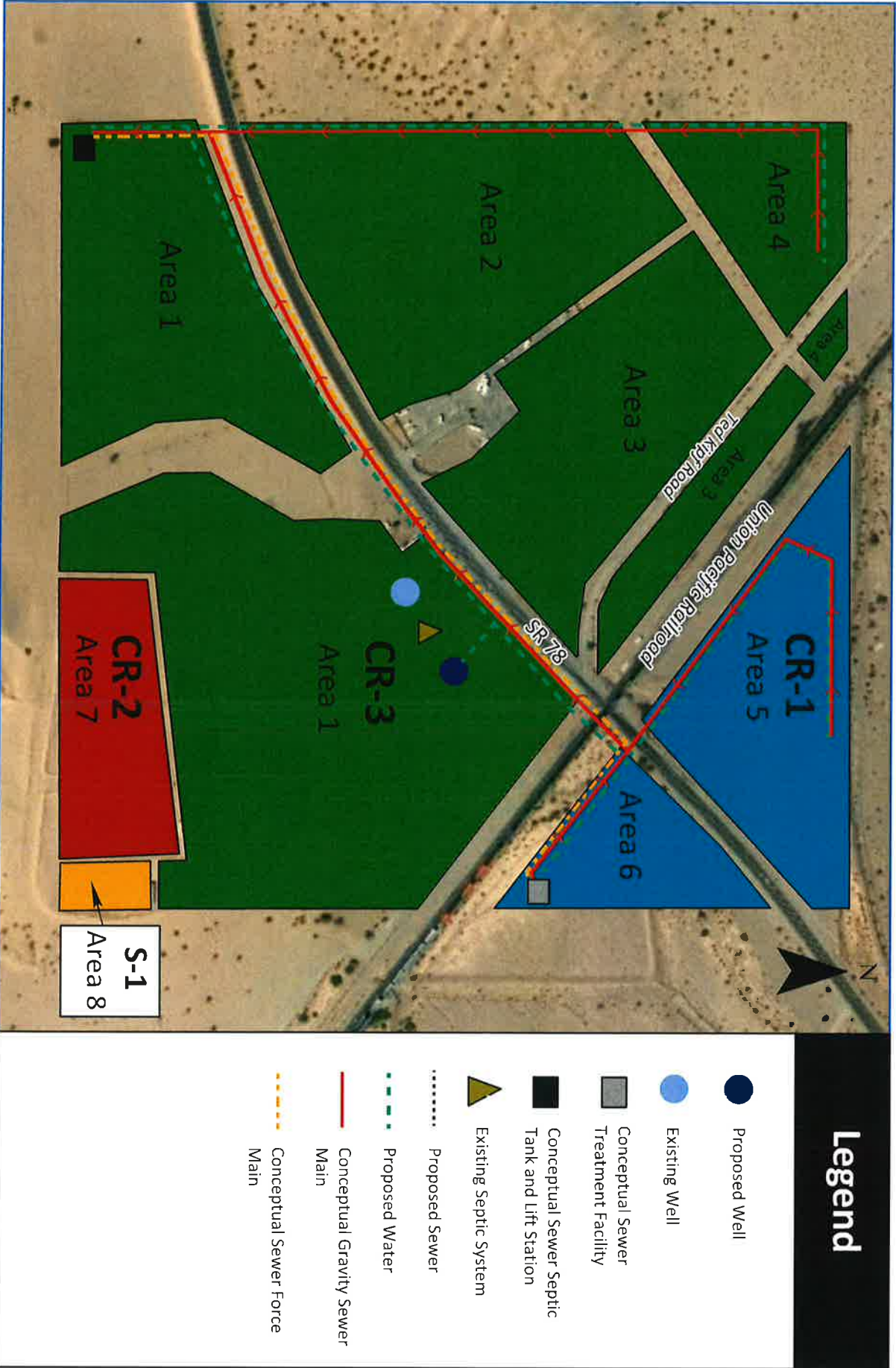
3. Conceptual Drainage Plan

a. Development Concept

As shown in Exhibit II-4, *Existing Drainage*, the existing topography and drainage of the project site generally drains from the northeast to the southwest via existing earthen channels and berms. The northeast portion of the project site (Planning Areas 5 & 6) are openly affected by offsite flows and are directed towards three existing concrete culverts that pass under the UPRR. The drainage flows from these three concrete culverts underneath the UPRR, flow through and/or around portions of the existing project site (Planning Areas 1, 2, 3, 4, 7 and 8) towards the southwest, which are located north and south of SR-78. All planning areas southwest of the UPRR, where future land uses are proposed, are protected by earthen channels and berms. The remaining open areas, throughout the entire site, have areas that are protected by existing earthen channels and berms.

As shown in Exhibit II-5, *Conceptual Drainage Plan*, the conceptual grading provides flood protection for future land uses within the entire project site and release the drainage to the southwest in an overall equivalent historical pattern of natural drainage courses consistent with California drainage law.

The on-site design northeast of the UPRR will provide flood protection (Planning Areas 5 and 6) by continuing the off-site flows with

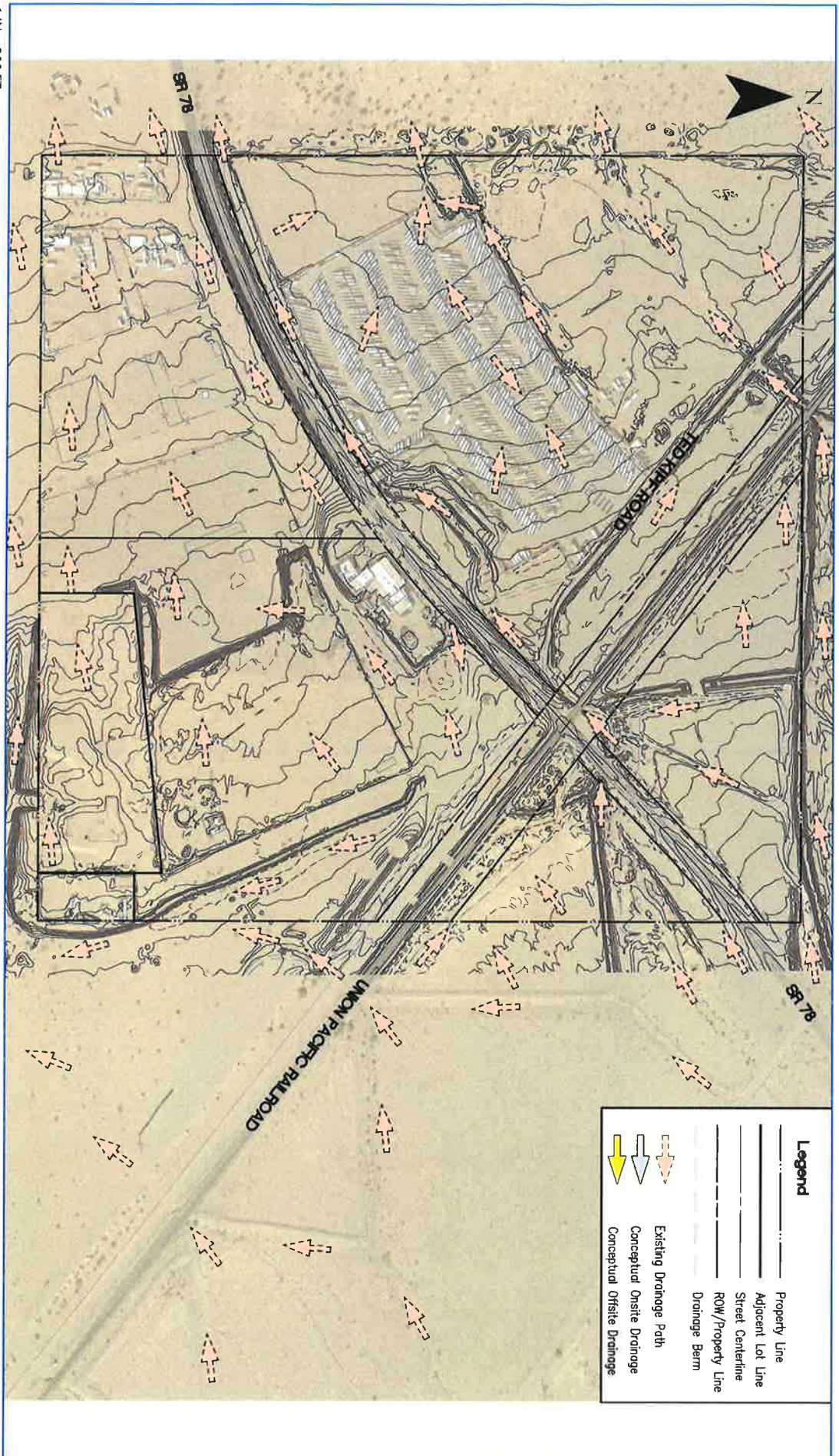


Conceptual Water and Sewer Plan

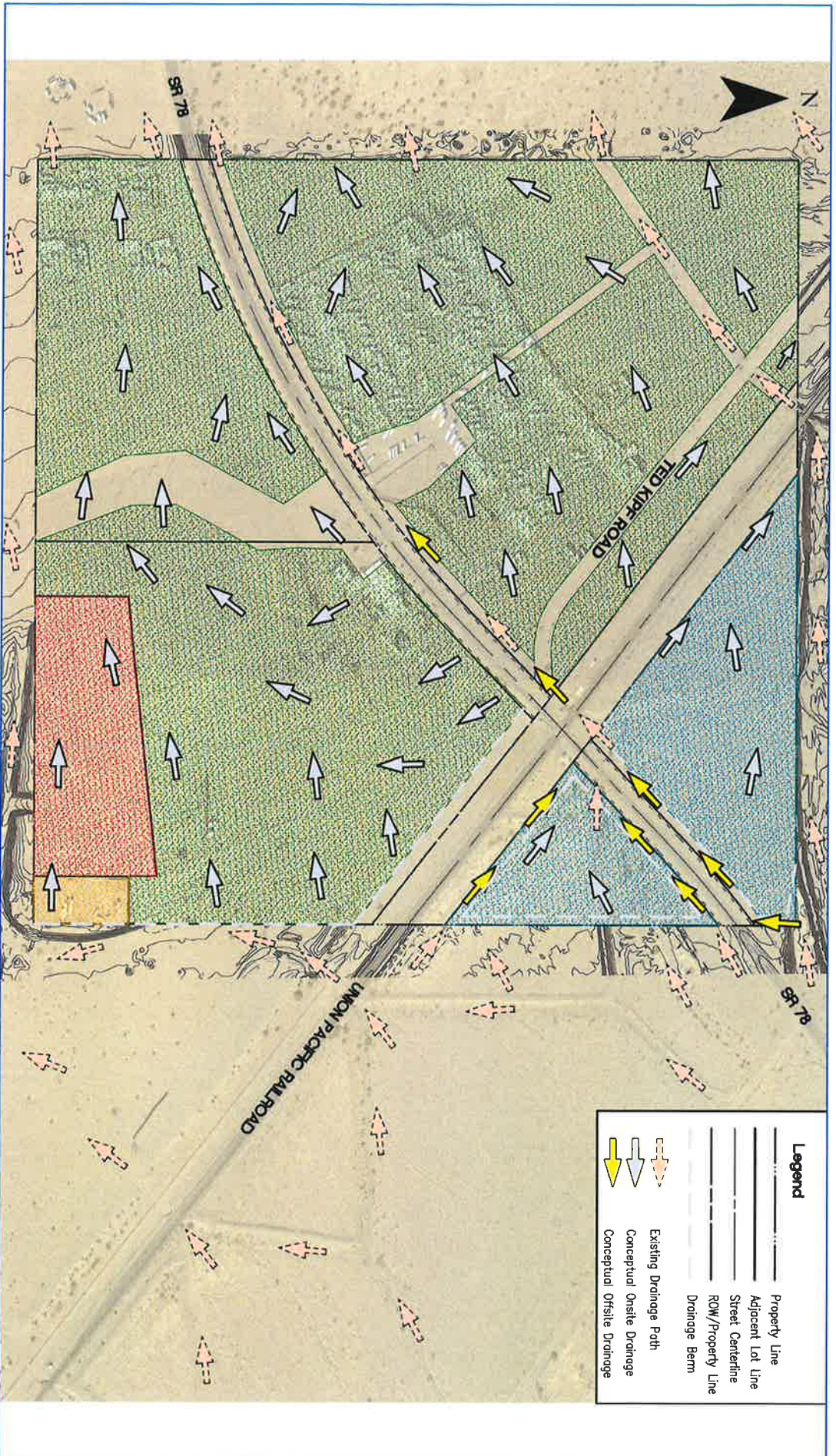
II. Specific Plan

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Existing Drainage



1 IN = 300 FT

Conceptual Drainage

II. Specific Plan

modifications to each of the earthen drainage berms and channels. These modifications will re-direct the drainage around each of the planning areas to the southwest towards the three existing concrete culverts that pass under the UPRR. The modified existing earthen berm north of Planning Area 5 will continue to redirect flows north and west as well as a new earthen berm to the southeast for planning area 6, to the south and west. The remainder of the drainage will be directed into the modified existing earthen channels along each side of SR 78. Each of these earthen channels and berms will be constructed on-site and will re-direct the existing flows in a manner consistent with the surrounding drainage patterns and practices. The manner and release of the drainage flows will be equivalent to the existing capture, conveyance and release to the Southwest under the UPRR, via existing concrete culverts.

b. Conceptual Drainage Plan Objectives

The following objectives will be implemented with each phase of development to achieve the goals of the GSP:

- Provide safe and adequate drainage infrastructure to accommodate flood flows and protect recreational visitors and permanent/temporary structures; and
- Capture and treat all hazardous liquids as a result from vehicle repair or fueling stations to prevent groundwater pollution.

c. Conceptual Drainage Plan Standards

- Final drainage facilities shall be designed per County of Imperial requirements.
- Construction permits may require the applicant to prepare a Stormwater Prevention Pollution Plan (SWPPP) and a Water Quality Management Plan (WQMP) and implement source control and structural BMPs during and after construction activities.

- Proposed grading and drainage improvements shall conform to the latest building codes adopted by the governing agencies. Grading of the project site shall be designed so as to protect all building pads from the 100-year storm event and convey offsite flow in accordance with County of Imperial approval. Proposed permanent structures will be regulated in accordance with the Federal Emergency Management Agency (FEMA).
- Construction of drainage facilities shall be timed to adequately service each stage of development within affected Planning Areas.

4. Conceptual Open Space and Recreation Plan

a. Description

The Conceptual Open Space and Recreation Plan is intended to complement the existing and future recreational use of adjacent BLM land. In accordance with the policies listed in the County of Imperial General Plan Land Use Element, the GSP provides for adequate open space within the development areas that will complement and maintain the existing open space character of the area. Proposed permanent structures will be sited appropriately to allow views from SR-78 to the open space beyond and will consider the adjacent natural resources. As shown in Exhibit I-8 there are open space areas that have been identified within Planning Areas 1, 2 and 3 to preserve the existing open space character of the area while allowing for adequate space for temporary special events and activities to be held, such as service stations and mobile food trucks located within Vendor Row.

Recreational amenities of the GSP will build upon the existing Glamis Beach Store through development of a restaurant and bar. Additionally, recreational amenities will consist an Adventure Center that will offer both off-site and on-site recreational activities that are conducive to the Glamis area. Among the activities that may be included are: off-site OHV

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training; OHV rental; hiking and biking; on-site activities that could include a shooting range, sporting goods store; desert tours; and activities connected with the adjacent BLM lands. The GSP will also include an Amusement Center that is geared toward family-oriented activities that among other things may include: arcade games; batting cages; miniature golf; playgrounds; music and dancing activities; laser tag; and virtual reality games. Furthermore, both vehicular and pedestrian oriented desert tour excursions into certain portions of the desert will be provided to allow the public to see the natural resources of the area generally under the direction and control of a tour guide. These tours could be excursions through the sand hills via OHVs in a controlled tour environment either through vehicles driven by the tour operator or with vehicles driven by individuals that would follow the tour guide in a controlled manner. In concert with the OHV-oriented recreational activities, vehicle repair vendors will be located within Vendor Row. All vehicle repair vendors will be required to conduct all operations over raised impervious concrete pads, or an equivalent station in order to prevent accidental spillage of hazardous materials (i.e., brake fluids) as a result of vehicle repair activities.

With the NADW directly to the northwest of the project site, fencing will be installed along the north-western boundary of Planning Area 4 with interspersed signage to prevent OHV travel into the NADW as restricted by BLM. Prevention of OHV travel into the NADW will serve to preserve the natural resources present within the NADW. Interpretive signs describing the natural resources (i.e., Desert tortoise and other wildlife, as well as native plants) and history of Glamis will be strategically placed throughout the project site, with specific emphasis along the frontage abutting the NADW, for educational purposes. Interpretive signs will be collaboratively developed with BLM. Additionally, development of the GSP will incorporate avoidance and minimization measures to mitigate potential impacts to onsite and/or adjacent natural resources to the greatest extent. Such measures will include preconstruction surveys of

sensitive wildlife species (i.e., Flat-tailed horned lizard), presence of a biological monitor for each area of active construction, removal of all invasive plant species, among other applicable measures.

The GSP will allow for the operation of multiple special events to enjoy the unique natural resources and elements provided by the Glamis area. Special events to be held within the GSP will allow for either public or private activity events allowing the assembly of a large numbers of people, including but not limited to; a concert, a trade show, an exhibition, a carnival, fireworks display, OHV activities including races, a stunt show, or exhibition, and similar uses. Proposed temporary special events will enhance and continue to build from the historical momentum of the Glamis area regarding past off-road events and the world-wide notoriety as the epicenter of the sand dunes OHV experience. Special events, such as Camp RZR, to be held at the GSP area will be subject to the standards set within Section III, *Zoning Ordinance*, and the standards/protocols listed within the SEMR (described further below in this Section). All proposed special events will implement adequate safety procedures and protocols to ensure safe OHV accessibility to surrounding BLM sand dune areas.

b. Conceptual Open Space and Recreation Plan Objectives

The following objectives will be implemented with each phase of development to achieve the goals of the GSP:

- Build upon and enhance the OHV experience that off-road desert enthusiasts know and love;
- Preserve and maintain the existing open space character of the area through strategic design and configuration of proposed permanent structures;
- Provide safe and fun recreational activities and amenities to recreational visitors; and

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- Provide for preservation of the adjacent natural resources (i.e., NADW) through signage and educational initiatives.

c. *Conceptual Open Space and Recreation Plan Guidelines*

- All private recreational facilities and open spaces shall be maintained by the Applicant.
- Landscaping will be desert scape and minimal to be consistent with the existing nature of the project site and achieve reduced water consumption.
- Preservation operations and physical development will consider and protect the adjacent natural resources.

5. *Conceptual Grading Plan*

a. *Development Concept*

As shown in Exhibit II-6, *Conceptual Grading and Drainage*, the purpose of the conceptual grading plan promotes contours similar to existing conditions of the project site; however, it increases the area protected from flooding and provides for more flexibility in creating fluent layouts for each of the conceptual planning area needs.

The use of the existing and modified earthen channels and berms for the project assist in providing an environment similar and consistent with the surrounding drainage patterns and practices. The manner of capture, conveyance and release of the drainage flows around and/or through the projects planning areas also assists in preserving the historical pattern of natural drainage courses. Finally, the conceptual grading and drainage plan, helps the GSP to meet the site drainage requirements and County guidelines.

b. *Conceptual Grading Plan Standards*

Precise grading plans will be prepared for each phase of development of the GSP. Precise grading plan(s) will comply with the basic development standards and criteria described herein.

- All grading activities shall conform to Imperial County standards, shall be in substantial conformance with the Conceptual Grading Plan and shall implement any grading related mitigation measures.
- Prior to development within any Planning Area of this Specific Plan, an overall Conceptual Grading Plan for the site and the individual development area shall be submitted for Planning Department approval. The overall Conceptual Grading Plan shall be used as a guideline for subsequent detailed grading plans for individual stages of development within that Planning Area. Such plans shall include: techniques employed to prevent erosion and sedimentation as well as eliminate source pollutants during and after the grading process; approximate time frames for grading activity; identification of areas which may be graded during high probability rain months; and preliminary pad elevations. Grading work shall be balanced onsite wherever possible.
- A grading permit shall be obtained from Imperial County prior to the start of grading activity.
- If any historic or prehistoric resources are discovered during grading, a qualified archaeologist shall be consulted to ascertain their significance, as specified in the project environmental document.
- If human remains are discovered, work shall halt in that area and procedures set forth in California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be followed, including notification of the County Coroner. If Native American remains are present, the County Coroner shall

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contact the Native American Heritage Commission to determine and designate a Most Likely Descendant.

- The GSP will comply with all National Pollutant Discharge Elimination System permit requirements prior to commencing grading activities.

6. Public Safety Services

a. Fire Protection

Fire protection services are provided to the project site by the County of Imperial Fire Department through the Brawley Fire Department Station, located in the City of Brawley approximately 25 miles east of the GSP planning area. There are existing Fire hydrant connections within the “Vendor Row” area. Additional connections will be implemented to meet the needs of the further build-out of the GSP. During Special Events, on-site fire protection will be provided with applicable fire protection services and apparatus.

b. Law Enforcement

The County of Imperial Sheriff’s Department provides law enforcement to the GSP planning area. Sheriff’s officers that patrol the area are based at the Brawley Police Department in the City of Brawley located approximately 27 miles east of the GSP planning area. During Special Events, on-site law enforcement will be provided with applicable services and apparatus.

c. Development Impact Fees

The County of Imperial has a Development Impact Fee (DIF) which is authorized by County of Imperial Ordinance No. 4.32. This fee is applied to all development projects in incorporated and unincorporated County of Imperial land. Payment of the DIF is required of developers to fund public facilities such as fire protection facilities and sheriff facilities. As

the GSP is developed, DIF fees will be required to ensure that resources will be available for capital improvements to implement the County’s capital and operational funding of future facilities.

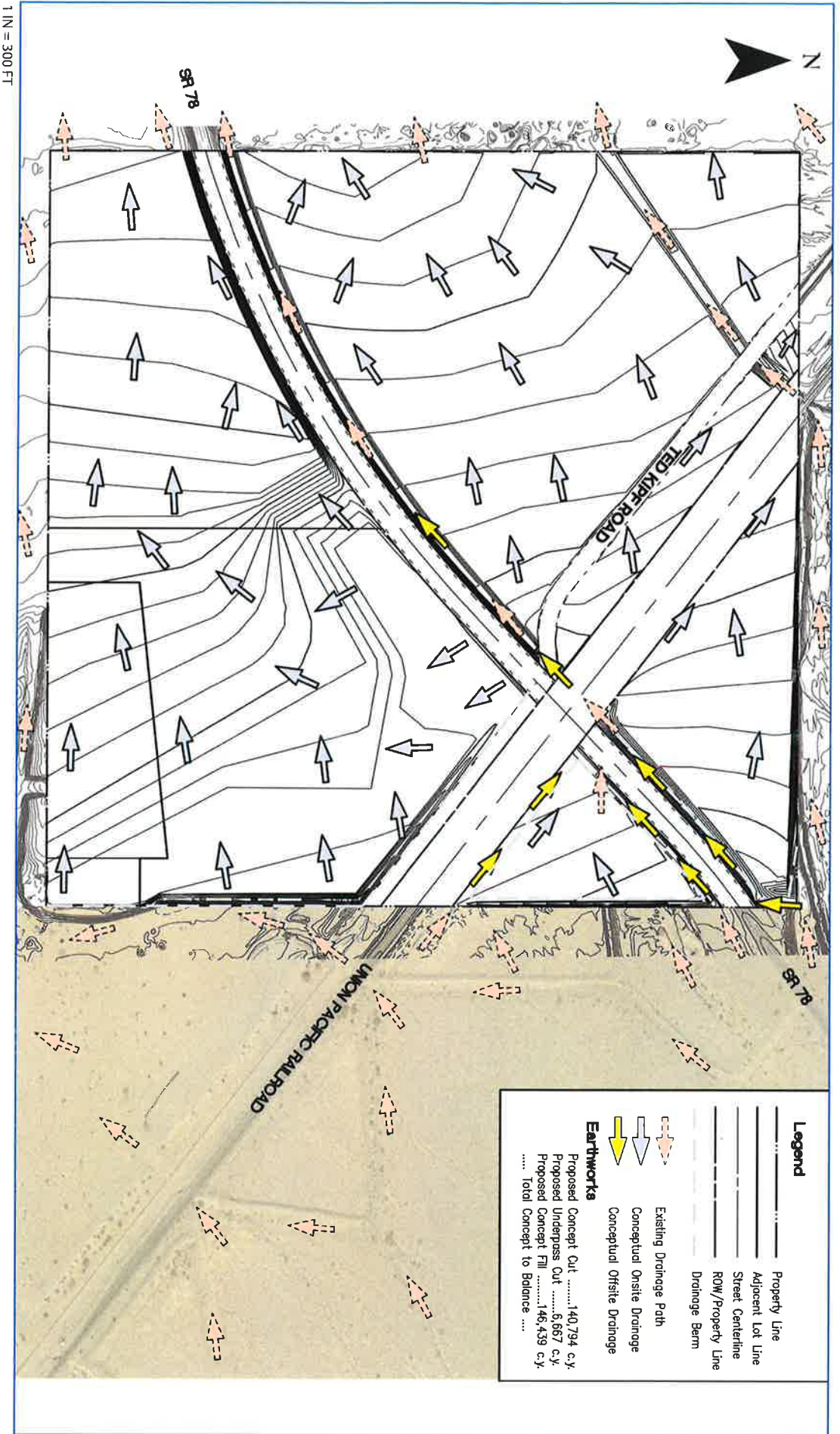
The principal sponsor of maintenance of private improvements including streets, common recreation areas, and stormwater conveyance features within the GSP will be the landowner, Polaris. Caltrans District 11 is responsible for maintenance within the SR-78 ROW. The UPRR is responsible for maintenance within their ROW. Maintenance of Ted Kipf Road is the responsibility of the County of Imperial, and the BLM maintains all adjacent BLM lands. Special maintenance needs and resolutions will be determined during final design and processing of maps and land use/entitlement applications for the community.

D. Planning Area Development Standards

Development standards for the GSP have been established at two levels: (1) standards that apply universally to the overall project as set forth in Section C of this chapter, and (2) those standards found in this section that apply specifically to the individual planning areas and further reinforce the overall project standards. This chapter provides a list of design features/standards that are applicable to each planning area.

As illustrated in *Exhibit I-7 – Zoning Designations and Planning Areas*, and *Exhibit I-8, Conceptual Site Plan*, the Glamis Specific Plan consists of 8 Planning Areas. Primary access to the GSP is taken from SR 78.

Exhibit I-7 also illustrates zoning within each Planning Area. The applied zones include the Community Recreation (CR-1, CR-2, and CR-3) and the S-1 zones. Furthermore, it is anticipated that the Planning Areas will be developed in 4 phases (refer to *Exhibit IV-1, Glamis Specific Plan Phasing and Section IV, Implementation*, below). Six Planning Areas are located



Conceptual Grading and Drainage

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along SR-78. Circulation flow will be provided via the “Glamis Mainstreet”, which will interconnect by crossing SR 78. A secondary and emergency only access point to/from the project site to SR-78 will be provided on the west side of the project site, immediately south of SR-78.

The GSP area and greater Imperial Sand Dunes area has been historically utilized for OHV recreational events and activities. The Glamis Beach Store has existed for 41 years and has served as a focal point for OHV activities. A special recreational event called “Camp RZR” has occurred since 2012 that hosts as many as 20,000 visitors each year. This event takes place primarily in Planning Area 1 and has been operating annually as a “seasonal event” during late October. The expanded development of Planning Areas 2 and 3 would allow for additional special events to be held in addition to the longstanding Camp RZR. These events may include concerts, races, social gatherings, sporting activities, educational activities, training activities, and may include pyrotechnics and other entertainment venues. A descriptive summary of each Planning Area comprising the Glamis Specific Plan is presented below. The Preferred/Permitted Land Uses of each CR Zone is provided in Chapter III, *Zoning Ordinance*.

1. Planning Area 1

a. Descriptive Summary

Special events such as Camp RZR have been historically hosted within Planning Area 1. Planning Area 1 is adjacent Open RMZ (within the ISDRA as discussed in Chapter 1) which provides for the greatest OHV accessibility of the entire project site. As such, this area is the most developable area of the GSP due to the fewest safety concerns such as pedestrian and OHV crossings along SR 78 and the UPRR, access to the adjacent BLM land, and existing infrastructure. Planning Area 1 is designed to offer unique passive and active recreational activities

intended to meet the needs of all age groups and physical abilities where focused land uses and activities are anticipated. This planning area will be a central activity hub to include the following: adventure center and amusement facilities; convention area for entertainment events; desert tours and obstacle course; hotel/motel accommodations; a helipad; restaurant and bar; equipment storage; a medical service facility; space for mobile food trucks and vendor sales; public parking areas; public restrooms and showers; solar generating facilities; wastewater treatment facility; one cell tower; and the existing Glamis Beach Store. The development of Planning Area 1 will occur in Phase One where the existing Glamis Beach Store, restaurant and bar, and OHV repair facility are located. A pedestrian pathway would provide for pedestrian movement interconnecting to the special event space and other area activity nodes within Planning Area 1. Vendors and mobile food trucks with shade structures will be located in this area, as well as an emergency medical facility, solar facilities, and OHV parking. Primary access to Planning Area 1 would occur at the intersection of the “Glamis Main Street” and SR-78. Also, an OHV and pedestrian under-crossing of SR-78 could be located in the vicinity of that intersection (see Section C. 1. – Conceptual Circulation Plan for additional details). The Sand Highway follows the SR-78 and connects Planning Area 1 with BLM lands to the west. An emergency access entry is provided off SR 78, on the west side of Planning Area 1, allowing emergency vehicle access to the GSP.

b. Preferred/Permitted Land Uses

The CR-3 Zone, the most intense CR zone of the GSP, applies to Planning Area 1. The CR-3 Zone allows for a maximum range of recreational, commercial, resort, retail, medical, entertainment, and utility infrastructure land uses. Chapter III, *Zoning Ordinance*, specifies permitted and conditional land uses within the planning area.

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Preferred land uses within Planning Area 1 include but are not limited to:

- Accessory storage buildings
- Adventure Center
- Amusement Facilities
- Bar(s)
- Billboards
- Bulk water sales
- Caretakers quarters
- Communications Facilities (i.e. towers)
- Condominiums
- Convention area
- Desert Tours (off road experience)
- Drive-in food facilities
- Employee Housing
- Entertainment Events
- Equipment Storage
- Film production / movie studio
- Fireworks display area (as permitted by fire department and other authorities)
- Fuel Station (gas/diesel)
- Fuel Station (Propane)
- Guest Housing
- Helipad (emergency/public)
- Hotel/Motel Accommodations
- Lighting or light shows
- Medical Services Facility
- Mobile food trucks
- Movie theater
- Obstacle Course / Technical driving area
- Oil, gas, geothermal exploration
- Off road driving school / Public workshops
- Park, Playground and Picnic area(s)
- Power Generation (on site use i.e. diesel/propane)
- Private Residence (s)
- Public Parking area(s)
- Public Restrooms
- Public showers
- Race track
- Rental Facilities (off road equipment/vehicles)
- Research and Development facilities
- Restaurant(s)
- Retail displays / entrance signage
- Retail sales
- RV Dump Station(s)
- RV Park
- RV Repair facility
- RV Storage
- Shooting range
- Solar Generating Facility including battery storage up to 30 MW for onsite and export
- Special Events in accordance with SEMP
- Sporting goods store(s)
- Stores (retail general)
- Stores (retail specialty)
- Temporary sales facilities
- Testing facilities (off road equipment)
- Tourist information center
- Training Facilities (off road vehicle use/safety)
- Utility buildings
- Utility Substation
- Vehicle parts sales
- Vehicle Repair and Service
- Vehicle Sale
- Vehicle storage

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- Vehicle wash down area
- Vendor Sales Area(s) restricted by owner
- Viewing Deck or Tower
- Water/Wastewater treatment facilities
- Wedding Chapel
- Wind generating (on site use)
- Uses not listed that the Planning Director finds are consistent and similar to a permitted use.

c. Development Standards

To ensure the orderly and sensitive development of land uses within the GSP, the following general development standards are required for Planning Area 1:

1. Please refer to Section C, *Project-Wide Development and Design Standards*, above for the following standards that apply site-wide:
 - a. II.C.1 – Conceptual Circulation Plan
 - b. II.C.2B – Conceptual Water Plan and Sewer Plan
 - c. II.C.3 – Conceptual Drainage Plan
 - d. II.C.4 - Conceptual Open Space and Recreation Plan
 - e. II.C.5 – Conceptual Grading Plan
 - f. II.C.6 – Public Safety Services

2. Planning Areas 2, 3 and 4

a. Descriptive Summary

As shown in Exhibit I-8, *Conceptual Site Plan*, Planning Areas 2, 3 and 4 provides for the expansion of the Special Event Area. The Special Events area will be expanded from Planning Area I in phases (see Chapter IV – *Implementation*, section F – Project Phasing Plan). This secondary recreational space will include the following: adventure centers and

amusement facilities; convention area for entertainment events; public workshops; off road experience and obstacle course; a park equipped with a playground and picnic areas; and a training facility and rental facility. Planning Area 3 will mirror Planning Area 2 and will include the aforementioned amenities described for Planning Area 1 and 2. The potential under-crossing will be constructed at the south end of Planning Area 3. An existing historic cemetery located at the southeast corner of the parcel will be preserved. For purposes of ensuring that proposed construction will not impact the historic cemetery, an archaeological monitor and one Native American monitor will be present for all construction activity within 50 feet of the historic cemetery.

Directly north of Planning Areas 2 and 3, Planning Area 4 is the farthest away from the central activity hub of Planning Area 1, making it an ideal location for the development of guest housing accommodations (i.e., glamping and seasonal residences). Adjacent from the NADW, Planning Area 4 will provide a remote and serene area to those staying in the proposed seasonal guest housing or RV Park as shown on Exhibit II-1, *Conceptual Site Plan*. A solar generating facility will also be developed along the eastern boundary of Planning Area 4. Furthermore, as part of the Conceptual Open Space and Recreation Plan, interpretive signage describing the natural resources included within the NADW and history of Glamis will be strategically placed along the frontage abutting the NADW, for educational purposes.

b. Preferred/Permitted Land Uses

The CR-3 Zone applies to Planning Areas 2, 3 and 4. Section 3, *Zoning Ordinance*, specifies permitted and conditional uses in these planning areas.

The preferred land uses within Planning Areas 2, 3 and 4 include but are not limited to:

- Accessory storage buildings

II. Specific Plan

- Adventure Center
 - Entertainment Events
 - Equipment Storage
 - Guest Housing
 - Medical Services Facility
 - Mobile food trucks
 - Obstacle Course / Technical driving area
 - Off road driving school / Public workshops
 - Public Parking area(s)
 - Public showers
 - Public restrooms
 - Racetrack
 - RV Dump Station(s)
 - RV Park
 - RV Repair facility
 - RV Storage
 - Solar Generating Facility including battery storage up to 30 MW for onsite and export
 - Special Events in accordance with SEMP
 - Uses not listed that the Planning Director finds are consistent and similar to a permitted use.
- d. II.C.4 - Conceptual Open Space and Recreation Plan
 - e. II.C.5 – Conceptual Grading Plan
 - f. II.C.6 – Public Safety Services

3. Planning Areas 5 and 6

a. *Descriptive Summary*

With the UPRR separating Planning Areas 5 and 6 from the rest of the Planning Areas of the GSP, the land uses within Planning Areas 5 and 6 are intended to restrict and discourage crossings of the UPRR. Planning Area 5 will provide for a Polaris R & D facility, which will only be accessible by Polaris employees. Planning Area 6 will include a RV park, RV storage, a wastewater treatment facility, and a dump station.

b. *Permitted Land Use*

CR-1 Zone applies to Planning Areas 5 and 6. The CR-1 Zone is proposed as the least intensive CR Zone of the GSP and allows for a limited range of land uses focused on research and development, employee housing and utility infrastructure uses. Section 3, *Zoning Ordinance*, specifies permitted and conditional land uses in these planning areas. These land uses are intended to restrict land uses that promote crossing of the UPRR.

The preferred land uses within Planning Areas 5 and 6 include but are not limited to:

- Accessory storage buildings
- Billboards
- Caretaker residence(s) maximum of 3 units
- Communication facilities i.e. towers
- Condominium housing
- Employee housing
- Equipment Storage

c. *Development Standards*

To ensure the orderly and sensitive development of land uses within the GSP, the following general development standards are required for Planning Area 2, 3 and 4:

1. Please refer to Section C, *Project-Wide Development and Design Standards*, above for the following standards that apply site-wide:
 - a. II.C.1 – Conceptual Circulation Plan
 - b. II.C.2 – Conceptual Water Plan and Sewer Plan
 - c. II.C.3 – Conceptual Drainage Plan

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c. *Development Standards*

To ensure the orderly and sensitive development of land uses within the GSP, the following general development standards are required for Planning Area 5 and 6:

1. Please refer to Section C, *Project-Wide Development and Design* Standards, above for the following standards that apply site-wide:
 - a. II.C.1 – Conceptual Circulation Plan
 - b. II.C.2 – Conceptual Water Plan and Sewer Plan
 - c. II.C.3 – Conceptual Drainage Plan
 - d. II.C.4 – Conceptual Open Space and Recreation Plan
 - e. II.C.5 - Conceptual Grading Plan
 - f. II.C.6 – Public Safety Services

4. *Planning Area 7*

a. *Descriptive Summary*

The CR-2 Zone applies to Planning Area 7. Planning Area 7 is located on the southeast side of Planning Area 1 and has historically been used by a private landowner as a private residence and storage facility. The GSP will incorporate and expand on the existing land uses allowed in Planning Area 7, whose land uses will include: accessory storage buildings, communication facilities, condominiums, entertainment events, equipment storage, fuel station (gas/diesel/propane), off road vehicle maintenance/repair/development/research by owner (no sales or leasing), park/playground/picnic areas, power generation, and vehicle storage.

b. *Preferred/Permitted Land Uses*

Planning Area 7 is located within the CR-2 Zone. The CR-2 Zone is proposed as the moderate intensive CR Zone of the GSP and allows for a

- Film Production/Movie Studio
- Fireworks display area provide it is approved by County Fire
- Fuel Station (gas/diesel/propane, including convenience mart)
- Guest housing
- Hotel/Motel Accommodations
- Lighting and light shows (none fireworks)
- Medical Service Facility
- Off road vehicle maintenance, repair, development, research by owner (no sales/leasing)
- Oil, gas, geothermal exploration
- Power Generation Facility
- Private Residences
- Research and Development Facility
- RV dump station provided it meets County requirements
- RV park
- RV & off-road vehicle storage
- RV repair facility
- Solar Generating Facility including battery storage up to 30 MW for onsite and export
- Special Events in accordance with SEMP
- Utility Buildings
- Utility Substation
- Vehicle Storage area
- Vehicle wash area
- Water &/or Wastewater treatment facilities
- Wind generating including battery storage up to 30 MW for onsite and export
- Uses not listed that the Planning Director finds are consistent and similar to a permitted use.

II. Specific Plan

limited range of land uses focused on housing, equipment storage, power generation, and entertainment events. Section 3, *Zoning Ordinance*, specifies permitted and conditional land uses in these planning areas.

The preferred land uses within Planning Area 7 include but are not limited to:

- Accessory storage buildings
- Caretakers quarters not to exceed 3 units
- Communications Facilities (i.e. towers)
- Condominiums not to exceed 8 units
- Employee Housing not to exceed 4 units
- Entertainment Events (Private events not exceeding 30 people only)
- Equipment Storage
- Fuel dispensing (gas/diesel) for private on site use only, no commercial sales
- Guest Housing
- Off road vehicle repair, development, maintenance by owner (no sales or leasing)
- Park, Playground and Picnic area(s)
- Power Generation (on site use i.e. diesel/propane)
- Private Residence(s)
- Research and Development facilities
- RV Park (not to exceed 10 spaces)
- RV Storage
- Special Events in accordance with an approved SEMP
- Water/Wastewater treatment facilities

b. Development Standards

Please refer to Section C, *Project-Wide Development and Design Standards*, above for the following standards that apply site-wide:

- a. II.C.1 – Conceptual Circulation Plan
- b. II.C.2 – Conceptual Water Plan and Sewer Plan
- c. II.C.3 – Conceptual Drainage Plan
- d. II.C.4 – Conceptual Open Space and Recreation Plan
- e. II.C.4 – Conceptual Grading Plan
- f. II.C.5 – Public Safety Services

5. Planning Area 8

a. Descriptive Summary

The S-1 Zone applies to Planning Area 8. Planning Area 8 will be characterized by low intensity human utilization and small-scale recreation related uses. The intent is to designate this area for open space and recreational uses in concert with the existing OHV and recreational uses of the adjacent BLM land. The following are potential land uses: Accessory structures including cargo containers (provided an approved building permit and are subordinate to a primary building/use), crop and tree farming, directional signs, duck clubs, grazing, gun clubs, harvesting of any wild crop, hotels and motels, marinas, boat liveries and boat launching ramps, mobile home/RV park, residences (one per legal parcel), RV park, solar energy extraction generation (provided that it is for on-site consumption only), and home occupations per Division 4, Chapter 4 (home occupation permit required).

Planning Area 8 is located within the S-1 Zone and may be developed in Phase 2.

b. Permitted Land Uses

The GSP will provide for the following types of land uses to be developed within Planning Area 8:

- Accessory Structure including cargo container (provided they have an approved building permit and are subordinate to a primary building/use)
- Crop and tree farming
- Directional signs of not to exceed six (6) square feet in area but not including commercial advertising
- Duck clubs
- Fish farms
- Forest industries
- Grazing
- Gun clubs
- Harvesting of any wild crop
- Hotels and motels
- Marinas, boat liveries and boat launching ramps
- Mobile home/RV Park (provided 50% of the total use is for RV use)
- Residence (one per legal parcel)
- RV park
- Solar energy extraction generation (provided that it is for on-site consumption only)
- Home Occupation (per Division 4, Chapter 4; home occupation permit required)

C. *Development Standards*

Development standards of Planning Area 8 are consistent with the standards contained within the S-1 Zoning Ordinance of the County of Imperial Municipal Code.

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E. Short Term Event Standards and Permitting

The property covered by the GSP has hosted a number of exciting OHV and entertainment programs over the years that are open to the general public. The GSP provides for the continuation of such specialty events. To ensure proper health, safety and environmental management, the GSP requires the preparation of Special Event Management Plan (SEMP) that addresses protocols and topics contained herein. The SEMP and the SEMP Notification are included in the GSP as Appendix "A". The SEMP will be applicable to individual public events and includes standards and protocols to be implemented for each type of event based on the size of the attendance of that event. The SEMP will establish a distinctive set of Standard conditions to allow Special Events to occur without the need for an annual CUP or other discretionary approval by the County. These Standards are intended to be adhered to by the event sponsor at each public event. The SEMP will act as a check-list by the agencies involved in each Event to ensure compliance with the applicable protocols necessary to protect the public health and safety. As provided below, private events with limited attendance (300 or less attendees) and which are not open to the general public are not considered a Special Event and are exempted from submitting a SEMP notification.

Prior to each event, a SEMP addressing the following protocols shall be prepared and accompany the Special Event Permit notification to the Imperial County Planning and Development Services Department. The SEMP notification is subject to administrative approval outlined in the GSP Zoning Ordinance (Section III, chapter 5). If the applicant's SEMP Notification is approved by the County Planning and Development Services Director there will be no need to have a public hearing for the event. However, if there are Standards within the SEMP Notification that are not approved by the Director then the application can be forwarded

II. Specific Plan

to the Planning Commission and Board of Supervisors on appeal for their review.

Once approved by the County of Imperial, the SEMP will be disbursed to all involved agencies.

Special Events that are not open to the general public (defined here as Private Events) but held within the GSP boundary and that have no more than 300 participants are exempt from the SEMP.

Safety & Security Protocols

The SEMP will be organized to include detailed information for the implementation of the following at each Event.

Medical

Based upon the type of event, site layout and projected attendance the SEMP shall address the following:

- The specific number of medical personnel will be established based on the size of the Event.
- There shall be adequate medical staff onsite during all event operating hours.
- Locations of medical facilities based on event layout and projected attendance.
- Sample of appropriate signage to be used to direct event attendees to the medical facilities.
- A helipad is proposed on the property to allow for quick access. The helipad will be used for both general use as well as emergency use. A description of appropriate fencing and signage that will be placed to provide a safe and secure area for helicopters to land and take off.

Imperial County Sheriff's Department

Based upon the type of event, site layout and projected attendance the SEMP shall address the following:

- The specific number of law enforcement personnel will be established; and
- There shall be adequate law enforcement staff onsite during all event operating hours.

Imperial County Fire Department

Based upon the type of event, site layout and projected attendance the SEMP shall address the following:

- The specific number of fire department personnel will be established;
- There shall be adequate fire department staff onsite during all event operating hours; and
- An appropriate amount of fire apparatus will be provided.

California Highway Patrol

Based upon the type of event, site layout and projected attendance the SEMP shall address the following:

- The specific number of officers will be established; and
 - If required, adequate California Highway Patrol personnel will be onsite during all event operating hours.
- California Highway Patrol may be directing traffic on Hwy 78 and on/off the event parking lots.

They will manage the highway traffic.

California Dept. of Transportation (CALTRANS)

Based on the type of event coordination with CALTRANS the SEMP shall address the following:

- An interim traffic management plan.

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Imperial County Public Health Department

When an event has food vendors, the event and those food vendors will file for a "Community Event Organizer Permit" and Temporary Food Facility Permits as required by the Public Health Department.

Private Security

In order to supplement the efforts of law enforcement staff, additional private security will be contracted to help monitor all gates within the Event. The security contractor will be onsite beginning with the staging activities before the event. 24-hour security will be provided throughout the weekend.

Parking Attendants

Parking areas will be delineated for each Event. Attendants will be assigned to direct traffic to the parking areas. There will also be signage placed to efficiently direct travelers to the parking areas.

Trash & Recycling Attendants

There will be an appropriate number of dumpsters provided onsite for each Event. The number of dumpsters will be determined by the type of event, the time of day of the event, the projected number of attendees and the size of the designated area.

Venue Entry Points

Based upon the type of event and attendants the SEMP will provide an appropriate number of points of entry around the venue.

- These will be clearly marked as entry points with directional signage.
- Any secondary fenced-in entertainment areas inside the special event venue that requires a ticket for entry will have two security guards at each entrance.
- If tickets are required, staff will be checking tickets upon entry and there will be a minimum of two security guards at each entrance.

- All attendees that enter a Special Event requiring a ticket must have a ticket

Emergency Evacuation Plan

An emergency evacuation plan will be included in the SEMP that indicates escape routes to vacate the site. These will be posted on several placards throughout the site, as indicated in the SEMP.

Service Areas

The SEMP will also include the following:

Temporary RV and Trailer Parking

The SEMP may provide for temporary RV and trailer parking for Event sponsors, staff, participants and attendees, within the Special Event area. Temporary RV and trailer parking guidelines will include general requirements for site access, layout, temporary services (if any) and emergency access. The Temporary RV and trailer parking will have time limits on the length of stay for all event staff. Event sponsors, staff, participants, and attendees shall be limited to entering the RV and trailer parking area no more than ten days prior to the event for event set up and must leave the RV and trailer parking area no more than seven days following the event, for the purpose of event tear down.

Handicap Parking

Handicap parking will be available at the venue. The number of handicap spaces will be determined by the number of anticipated event attendees. These areas will be clearly marked with signage for each space.

Portable Toilets and Hand Wash Stations

The number of portable toilets and hand wash stations based on the size of the event, that will be located throughout the venue as indicated on the site layout

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Drinking Fountains

An appropriate amount of drinking fountains will be placed throughout the venue. If drinking fountains are not to be used, the SEMP shall include alternative sources for drinking water.

Temporary structures/stages

Any temporary structures or stages shall comply with the California Building Code and be reviewed and approved by the Imperial County Building and Safety Department as applicable.

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CHAPTER 1: GENERAL PROVISIONS

CHAPTER 2: LAND USES for CR 1 ZONES

CHAPTER 3: LAND USES for CR 2 ZONES

CHAPTER 4: LAND USES for CR 3 ZONES

CHAPTER 5: PHASING

CHAPTER 6: SPECIAL EVENT MANAGEMENT PLAN

CHAPTER 7: VENDOR AREA

Chapter 1: General Provisions

\$ 93301.00	Title
\$ 93301.01	Purpose and Intent
\$ 93301.02	Definitions
\$ 93301.03	Planning Directors Authority
\$ 93301.04	Procedure to Request A Development Approval
\$ 93301.05	Procedure to Allow for a Minor Change by Planning Director
\$ 93301.06	Purpose and Applicability of Zones Within Glamis Spa
\$ 93301.07	Zoning Map
\$ 93301.08	Zoning Categories

\$ 93301.00 TITLE

This Division shall be known as the “Glarr’s Specific Plan Land Use Ordinance”.

\$ 93201.01 PURPOSE AND INTENT

The purpose of this ordinance is to implement the **Glamis Specific Plan, more specifically** the development, improvements and permitting of recreational commercial uses within the Glamis Specific Plan. The provisions stated within this Division supersede any requirements and procedures contained in other Divisions of Title 9 that might otherwise be applicable.

\$ 93201.02 DEFINITIONS

- A. Accessory Structure:** Accessory Structure: An “Accessory Structure” is detached structure that is incidental and subordinate to the primary use, which is located on the same lot/parcel. It may include carport, patio, workshop, hobby room, garage, greenhouses, storage building or similar structure. Cargo containers may be used as an accessory storage structure with an approved building permit.

- B. Adventure Center:** An adventure center is a business and/or facility that offers a variety of indoor and outdoor activities, events and meetings available for public and private use that is conducive and of interest for the area. Activities that among other things may be included are off-road vehicle training or racing; off-road vehicle rental; hiking and bicycling; on site product events or meetings; mineral and gem exploration; nature tours; and activities connected with the BLM.

- C. Amusement Center:** An amusement center may be an indoor or outdoor area that is geared toward family-oriented activities that among other things may include:

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arcade games; batting cages; miniature golf; playgrounds; music and dancing activities; laser tag; virtual reality games; and specialty shops including food courts.

- D. Cargo Container:** Also known or described as Storage Containers, or Shipping Containers or Intermodal Container, are generally prefabricated metal containers typically associated with the transportation of good by ship or truck.

- E. Desert Tours:** Desert tours would be both vehicular and pedestrian oriented excursions into certain portions of the desert to allow the public to see the natural resources of the area generally under the direction and control of a tour guide. These tours could be excursions through the sand hills via off road vehicles in a controlled tour environment either through vehicles driven by the tour operator or with vehicles driven by individuals that would follow the tour guide in a controlled manner.

- F. Development Permit/Approval:** The construction or development of any allowed use listed in the plan/ordinance which requires a permit or approval from the County.

- G. Employee Housing:** Any dwelling including a single-family residence, a condominium, manufactured home that is developed on site for the exclusive use of persons employed at the site. RVs may be used as temporary housing by employees so long as they are not occupied for more than 30 consecutive days at one time. This housing may accommodate long and short-term occupancy. Employee housing may also include temporary housing for Owners Employees and Special Event Staff as provided in the SEMF.

- H. Equipment Storage:** This includes equipment, including vehicles, parts and supplies that are used in the maintenance of the facilities and properties within the Specific Plan area.

- I. Guest Housing:** Guest housing is defined as residential units either individual or connected that would accommodate visitors in a transient mode. These units could be hotel or motel, or individual units rented similar to a motel. Guest housing includes both rental and free accommodations.

- J. Recreational Commercial:** The Recreational Commercial zone designation is only applicable to the Glamis Specific Plan. It is a land use zone that is intended to provide for commercial land uses that predominately but not exclusively relate to the recreational character and services envisioned and needed for the Glamis area. This zone allows for all types of commercial uses that are listed within this Division either as outright uses or as conditional uses.

- K. Vehicle:** A Vehicle is something that is used to transport people or goods that is either self-propelled or moved through a secondary means. It includes all types of mechanical based equipment such as cars, trucks, wagons, carts, buggies, etc.

- L. Vehicle, Off Road:** these are vehicles that are intended to be operated off state highways or local public roads. They are generally operated as recreational vehicles, many of which are four-wheel drive and can operate in the sand hills surrounding the Specific Plan. There are numerous manufacturers and Polaris is a major manufacturer of this type of vehicle.

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Specific Plan, and is within any limitations, standards or requirements outlined in the plan.

- b) Make minor changes to any of the allowed use standards to accommodate their development provided he can make the following findings and do not create a significant expansion of a use or cause an environmental concern;

- i. Increase the density of any use by no more than 10% if a density limit is shown in the plan
- ii. Increase the size, i.e. footprint of a use if such is designated within the plan by no more than 20%.

- iii. Increase that capacity of an event by 20% if such is shown in the plan and provided that the increase is also approved by other county agencies that have jurisdiction, such as Fire, Environmental Health, Law Enforcement among others.

- c) As part of the authority by the Planning Director to make changes or modifications as outlined above the Director shall however also have the ability to impose reasonable standards or requirements to protect the environment, and safety of the public. [The intent here is to give the Director the ability to accommodate changes and have the flexibility envisioned in the plan, yet still allow the Director to impose requirements that he/she in exercising a reasonable review determines are necessary and justified to protect the public.

M. Vehicle Storage area: For the purpose of this Specific Plan area, a Vehicle Storage area includes an area either indoor or outdoor that is used to store Recreational Vehicles (Travel Trailers/Motor Homes); off road vehicles (ORVs); vehicles used in the operation and maintenance of the facilities, such as tractors, dozers; provided all vehicles are operational. These areas are not intended to store vehicles that are not movable, or operational.

N. Vendor Area: Within the Specific Plan, an area may be designated for retail sales by individual vendors. Historically an area was used to allow up to 30 or more vendors that would occupy designated sites, typically 60 x 100 ft in size for a seasonal time frame. The season was generally from Oct. 1 through May 1. Under the Specific Plan an area where individual vendors will be designated and this ordinance as well as the lease from the Owner will govern the use of these sites.

§ 93301.03 PLANNING DIRECTOR AUTHORITY

The Glamis Specific Plan is intended to comply with county regulations; however, a key difference is that because of the flexibility incorporated into the Specific Plan, the Planning Director needs to have the authority to make administrative decisions to implement the Specific Plan without burdening the project or County Staff with repetitive discretionary reviews and hearings.

The Planning Director therefore shall have the following administrative authority:

- a) Approve the development of any of the allowed uses listed within the plan/ordinance at any location within the designated planning area provided the uses have been environmentally assessed and provided further that the use contemplated is within the scope of the

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- d) Appeal of an administrative decision by the Director may be filed to the Imperial County Planning Commission, provided a written appeal is filed with the department within 15 days of the decision and is accompanied by a filing fee as required by the County. The appeal shall state the specific reason for the appeal, and the applicable section of the Specific Plan, Ordinance or other regulation that the appellant feels warrants consideration by the Planning Commission, along with supporting documentation that may be required by the department.

§ 93301.04 PROCEDURE TO REQUEST A DEVELOPMENT APPROVAL

The applicant for any development permit/approval within the Specific Plan area(s) shall file an application with the Imperial County Planning & Development Services Department. At a minimum this will require a site plan clearly showing the planned development, an application on a form or forms to be provided by the County, a detailed description of the proposed development, and an explanation of how the proposed permit/approval conforms to the standards/requirements of the Specific Plan and this Ordinance. The application shall be reviewed for conformity with the Specific Plan, this Ordinance, and if the application includes a building permit with applicable codes in effect at the time of application.

No development permit shall be approved unless it meets the standards specified in the plan/ordinance. If a minor change is necessary and the Director can make an administrative decision under section 93301.03, an approval may be granted.

In no event shall any development approval be granted, or a conditional use permit be approved, or a building permit issued to any tenant, or lessee unless the owner of the land has signed an approval via a letter stating the approval and any restrictions that the owner has placed on

the application. In the event the owner has required any surety, such as a performance bond, restoration bond or similar, the County shall not issue any approval to a tenant or lessee until a copy of such surety has been provided to the County.

§ 93301.05 PROCEDURE TO ALLOW A MINOR CHANGE BY THE PLANNING DIRECTOR

Pursuant to section 93301.03, the Planning Director shall consider a minor change to the plan if a request in writing has been filed by the owner. At a minimum, the request shall include a site plan, a written request detailing the minor change necessary to allow the intended development, a statement as to why the minor change is needed, and any applicable fee.

The Director shall review and decide within 15 days whether the change falls within his/her authority and whether the change meets the requirements of the plan/ordinance.

The Director shall notify applicable county departments of his tentative decision and shall not issue a final approval if other departments requirements have not been met. An approval or denial shall be made within 30 days of the request being filed and be in writing and state the reasons or findings.

§ 93301.06 PURPOSE AND APPLICABILITY OF ZONES

The purpose of the three (3) defined zones within the Specific Plan area and this Division, is to implement the allowed uses consistent with the plan and the defined land use standards defined within this Division. Since this Specific Plan envisions and allows uses and flexibility that are not necessarily compatible or allowed in other areas of the county, the zoning delineated within this Division 33 provide for the ability of the County to review and approve or deny proposed developments under a ministerial process wherein staff has the ability and the authority to make determinations.

III. Zoning Ordinance

Chapter 2: Land Uses CR-1

§ 93301.07 ZONING MAP

The GSP creates a distinctive master-plan for recreation-serving land uses which are consistent with the Glamis area. The map does show the three zoning designations for the areas which are coincident with the parcels of land covered by the Plan. Development of any of the areas is predicated upon specific standards and requirements being met, which are further specified within this section.

§ 93301.08 ZONING CATEGORIES

There are (3) three zoning designations as follows:

CR-1 Small Commercial Recreation– this zoning is intended to allow small scale, low density development of projects that will not enhance or contribute to the use of off-road vehicles on public highways or roads. Specific uses are further defined and explained within the zoning section below. By way of example this could include employee housing, R & D facilities, RV park with restrictions and alike.

CR-2 Medium Commercial Recreation – this zoning is intended to accommodate recreational related commercial opportunities and projects that will support the off-road and recreational uses of the area at a higher density and allowable uses than the CR-1 but still be limited to specific uses that are less intense and more occasional than those allowed in the CR-3 zone. By way of example this could include small repair shops, limited housing, RV park with restrictions and alike.

CR-3 Large Commercial Recreation – this zoning is intended to accommodate a large variety of commercial uses that are generally supportive of off-road activities and provide for large scale events to be held both on private property as well as adjoining federal lands. Specific uses as well as conditional uses are further defined in the zoning section below.

Section 1:	CR-1 Allowed Uses
Section 2:	Uses Permitted with Conditional Use Permit Only
Section 3:	Allowed/Permitted Uses
Section 4:	Uses Allowed by Conditional Use Permit Only
Section 5:	Prohibited Uses
Section 6:	Minimum Parcel Size
Section 7:	Minimum Lot Area
Section 8:	Yards and Setbacks
Section 9:	Height
Section 10:	Minimum Distance Between Structures
Section 11:	Parking
Section 12:	Landscaping
Section 13:	Signs
Section 14:	Yard and Property Maintenance
Section 15:	Special Procedures/Development Standards

§ 93302.01 CR1 – ALLOWED/PERMITTED USES

The following land uses shall be allowed within the boundary of and subject to the Specific Plan;*

- Accessory storage buildings
- Billboards
- Caretaker residence(s) maximum of 3
- Communication facilities i.e. towers
- Condominium housing
- Employee housing
- Equipment Storage
- Film Production/Movie Studio
- Fireworks display area provide it is approved by County Fire
- Fuel Station (gas/diesel/propane, including convenience mart)

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- Guest housing
 - Hotel/Motel Accommodations
 - Lighting and light shows (none fireworks)
 - Medical Service Facility
 - Off road vehicle maintenance, repair, development, and/or research all by owner (no sales/leasing)
 - Oil, gas, geothermal exploration
 - Power Generation Facility
 - Private Residence
 - Research and Development Facility
 - RV dump station provided it meets County requirements
 - RV park
 - RV & off-road vehicle storage
 - RV repair facility
 - Solar Generating Facility including battery storage up to 30 MW for onsite and export
 - Special Events in accordance with SEMP
 - Utility Buildings
 - Utility Substation
 - Vehicle Storage area
 - Vehicle wash area
 - Water &/or Wastewater treatment facilities
 - Wind generating including battery storage up to 30 MW for onsite and export
 - The Planning Director may approve any use that is not specifically listed, so long as that use is consistent and similar to a permitted use.
- * Within this zone there will be restrictions on the use of off-road vehicle accessing the highway. The unloading of off-road vehicles from an RV, or trailer or another vehicle, that will then necessitate the off-road vehicle crossing SR 78 and or the UPRR will be restricted and not allowed.*

\$ 93302.02 USES PERMITTED WITH CCNDITIONAL USE PERMIT ONLY

The following uses require a Conditional Use Permit:

- Oil, Gas or Geothermal production facility
- Water Well(s)

\$ 93302.03 PROHIBITED USES

Any use not listed under 93302.01 or 93302.02 are prohibited.

\$ 93302.04 MINIMUM PARCEL SIZE

Minimum parcel size is 20,000 sq. ft. unless otherwise required for health and safety reasons.

\$ 93302.05 MINIMUM LOT AREA

There shall be a minimum lot area of 1500 sq. ft. per residential unit where residences are allowed.

\$ 93302.06 YARDS AND SETBACKS

Unless otherwise required by fire code or other safety requirements the minimum setbacks for any structure, not including parking areas, or billboards, shall be as follows:

- Front yard setback (street side) shall be 20 ft. from edge of any ROW or easement.
- Side yard setback shall be 5 ft.
- Rear yard setback shall be 5 ft.

\$ 93302.07 HEIGHT

Height of any structure shall not exceed 80 ft.

\$ 93302.8 MINIMUM DISTANCE BETWEEN STRUCTURES

None required provided all other codes such as fire regulations are met, except for the separation between detached residential structures and commercial structures which shall be a minimum of 20 ft.

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\$ 93302.9 PARKING

The following parking spaces shall be provided for each use listed:

■ Caretaker residence	2
■ Condominium	2/unit
■ Employee housing	2/unit
■ Hotel/Motel	1 per unit, plus 3
■ Medical Service Facility	4
■ Research and Development Facility	6
■ RV park	5 for office area
■ RV & off-road vehicle storage	4
■ Utility Buildings	2
■ Water &/or Wastewater treatment facilities	2

\$ 93302.10 LANDSCAPING

Given the location and lack of water landscaping shall be desert scape and minimal.

\$ 93302.11 SIGNS

On site facility signs and billboards are allowed, provided they are permitted if so required by County Ordinance, and provided they meet design standards of the plan. Large billboards are only allowed for onsite advertising. Billboards shall be a minimum of 50 ft. from edge of road right-of-way.

\$ 93302.12 YARD AND PROPERTY MAINTENANCE

Yards and property in general shall be maintained in an organized, clean and visually appropriate manner. Areas that are used for storage of equipment and vehicles shall have visual fencing or other approved screening.

\$ 93302.13 SPECIAL PROCEDURES/DEVELOPMENT STANDARDS

Any development within the Specific Plan shall follow the procedures and standards shown in Chapter 5, and shall meet the requirements of the Specific Plan.

Chapter 3: Land Uses CR-2

Section 1:	CR-2 Allowed Uses
Section 2:	Uses Permitted with Conditional Use Permit Only
Section 3:	Allowed/Permitted Uses
Section 4:	Uses Allowed by Conditional Use Permit Only
Section 5:	Prohibited Uses
Section 6:	Minimum Parcel Size
Section 7:	Minimum Lot Area
Section 8:	Yards and Setbacks
Section 9:	Height
Section 10:	Minimum Distance Between Structures
Section 11:	Parking
Section 12:	Landscaping
Section 13:	Signs
Section 14:	Yard and Property Maintenance
Section 15:	Special Procedures/Development Standards

\$ 93303.01 CR 2 - ALLOWED/PERMITTED USES

The following land uses shall be allowed within the boundary of and subject to the Specific Plan:

- Accessory storage buildings
- Caretakers quarters not to exceed 3
- Communications Facilities (i.e. towers)
- Condominiums not to exceed 8 units
- Employee Housing not to exceed 4 employees

III. Zoning Ordinance

- Entertainment Events (Private events not exceeding 30 people only)
- Equipment Storage
- Fuel dispensing (gas/diesel) for private on site use only, no commercial sales
- Guest Housing not to exceed 8 people
- Off road vehicle repair, development, maintenance by owner (no sales or leasing)
- Park, Playground and Picnic area(s)
- Power Generation (on site use i.e. diesel/propane)
- Private Residence(s)
- Rental Facilities (off road equipment/vehicles)
- Research and Development facilities
- RV Park (not to exceed 10 spaces)
- RV Storage
- Solar Generating Facility including battery storage up to 30 MW for onsite and export
- Special Events in accordance with SEMP
- Testing facilities (off road equipment)
- Training Facilities (off road vehicle use/safety)
- Utility buildings
- Utility Substation
- Vehicle Repair and Service, so sale or leasing
- Vehicle storage
- Water/Wastewater treatment facilities
- Wind generating (on site use)
- The Planning Director may approve any use that is not specifically listed, so long as that use is consistent and similar to a permitted use.

§ 93303.02 PROHIBITED USES

Any use not listed under 93302.03 or 93302.04 are prohibited.

§ 93303.04 MINIMUM PARCEL SIZE

Minimum parcel size shall be 25,000 Sq. Ft.

§ 93303.05 MINIMUM LOT AREA

There shall be a minimum lot area of 1500 sq. ft. per residential unit where residences are allowed.

§ 93303.06 YARDS AND SETBACKS

Unless otherwise required by fire code or other safety requirements the minimum setbacks for any structure, not including parking areas, or billboards, shall be as follows:

- Front yard setback (street side) shall be 20 ft. from edge of any ROW or easement.
- Side yard setback shall be 5 ft.
- Rear yard setback shall be 5 ft.

§ 93303.07 HEIGHT

Height of any structure shall not exceed 80 ft.

§ 93303.08 MINIMUM DISTANCE BETWEEN STRUCTURES

None required provided all other codes such as fire regulations are met, except for the separation between detached residential structures and commercial structures which shall be a minimum of 20 ft.

§ 93303.09 PARKING

The following parking spaces shall be provided for each use listed:

■ Caretaker residence	2
■ Condominium	2
■ Employee housing	2
■ Hotel/Motel	1 per unit plus 3
■ Medical Service Facility	4
■ Private event parking	15

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■ Research and Development Facility	6
■ RV park	5
■ RV & off-road vehicle storage	2
■ Utility Buildings	2
■ Water &/or Wastewater treatment facilities	2

§ 93303.10 LANDSCAPING

Landscaping shall be desert scape and minimal.

§ 93303.11 SIGNS

On site facility signs and billboards are allowed, provided they are permitted if required by County Ordinance. Large billboards are only allowed for onsite advertising. Billboards shall be a minimum of 50 ft. from edge of road right-of-way.

§ 93303.12 YARD AND PROPERTY MAINTENANCE

Yards and property in general shall be maintained in an organized, clean and visually appropriate manner.

§ 93303.13 SPECIAL PROCEDURES/DEVELOPMENT STANDARDS

Any development within the Specific Plan shall follow the procedures and standards shown in Chapter 5 and shall meet the requirements of the Specific Plan.

Chapter 4: Land Uses CR-3

Section 1:	CR-3 Allowed Uses
Section 2:	Uses Permitted with Conditional Use Permit Only
Section 3:	Allowed/Permitted Uses
Section 4:	Uses Allowed by Conditional Use Permit Only
Section 5:	Prohibited Uses

Section 6:	Minimum Parcel Size
Section 7:	Minimum Lot Area
Section 8:	Yards and Setbacks
Section 9:	Height
Section 10:	Minimum Distance Between Structures
Section 11:	Parking
Section 12:	Landscaping
Section 13:	Signs
Section 14:	Yard and Property Maintenance
Section 15:	Special Procedures/Development Standards

§ 93303.13 CR 3 - ALLOWED/PERMITTED USES

■ Accessory storage buildings
■ Adventure Center
■ Amusement Facilities
■ Bar(s)
■ Billboards
■ Bulk water sales
■ Caretakers quarters
■ Communications Facilities (i.e. towers)
■ Condominiums
■ Convention area
■ Desert Tours (off road experience)
■ Drive-in food facilities
■ Employee Housing
■ Entertainment Events
■ Equipment Storage
■ Film production / movie studio
■ Fireworks display area (as permitted by fire dept and other authorities)
■ Fuel Station (gas/diesel)
■ Fuel Station (Propane)

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- Guest Housing
- Helipad (emergency/public)
- Hotel/Motel Accommodations
- Lighting or light shows
- Medical Services Facility
- Mobile food trucks
- Movie theater
- Obstacle Course / Technical driving area
- Oil, gas, geothermal exploration
- Off road driving school / Public workshops
- Park, Playground and Picnic area(s)
- Power Generation (on site use i.e. diesel/propane)
- Private Residence (s)
- Public Parking area(s)
- Public Restrooms
- Public showers
- Race track
- Rental Facilities (off road equipment/vehicles)
- Research and Development facilities
- Restaurant(s)
- Retail displays / entrance signage
- RV Dump Station(s)
- RV Park
- RV Repair facility
- RV Storage
- Shooting range
- Solar Generating Facility including battery storage up to 30 MW for onsite and export
- Special Events in accordance with SEMP
- Sporting goods store(s)
- Stores (retail general)
- Stores (retail specialty)
- Temporary sales facilities

- Testing facilities (off road equipment)
- Tourist information center
- Training Facilities (off road vehicle use/safety)
- Utility buildings
- Utility Substation
- Vehicle parts sales
- Vehicle Repair and Service
- Vehicle Sale
- Vehicle storage
- Vehicle wash down area
- Vendor Sales Area(s) restricted by owner
- Viewing Deck or Tower
- Water/Wastewater treatment facilities
- Wedding Chapel
- Wind generating (on site use)
- The Planning Director may approve any use that is not specifically listed, so long as that use is consistent and similar to a permitted use.

\$ 93304.02 PROHIBITED USES

Any use not listed under 93302.03 or 93302.04 are prohibited.

\$ 93304.03 MINIMUM PARCEL SIZE

Minimum parcel size shall be 25000 Sq. Ft.

\$ 93304.04 MINIMUM LOT AREA

1500 Sq. Ft. per residence.

\$ 93304.05 YARDS AND SETBACKS

Unless otherwise required by fire code or other safety requirements the minimum setbacks for any structure, not including parking areas, or billboards, shall be as follows:

- Front yard setback (street side) shall be 20 ft. from edge of any ROW or easement.

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- Side yard setback shall be 5 ft.
- Rear yard setback shall be 5 ft.

\$ 93304.06 HEIGHT

Height of any structure shall not exceed 80 ft.

\$ 93304.07 MINIMUM DISTANCE BETWEEN STRUCTURES

None required provided all other codes such as fire regulations are met.

\$ 93304.08 PARKING

The following parking spaces shall be provided for each use listed:

■ Caretaker residence	2
■ Condominium	2
■ Employee housing	2
■ Hotel/Motel	1 per unit plus 3
■ Medical Service Facility	4
■ Research and Development Facility	6
■ RV park	5
■ RV & off-road vehicle storage	2
■ Utility Buildings	1
■ Water &/or Wastewater treatment facilities	1

\$ 93304.09 LANDSCAPING

All landscaping shall be of the desert scape and minimal.

\$ 93304.10 SIGNS

On site facility signs and billboards are allowed, provided they are permitted if required by County Ordinance. Large billboards are only allowed for onsite advertising. Billboards shall be a minimum of 20 ft. from edge of road right-of-way.

\$ 93304.11 YARD AND PROPERTY MAINTENANCE

Yards and property in general shall be maintained in an organized, clean and visually appropriate manner.

\$ 93304.12 SPECIAL PROCEDURES/DEVELOPMENT STANDARDS

Any development within the Specific Plan shall follow the procedures and standards shown in Chapter 5 and shall meet the requirements of the Specific Plan.

Chapter 5: Phasing

\$ 93305.01 PHASING DEFINED

For the purpose of this Specific Plan, Phasing is defined as the sequence that development may follow, subject to certain standards and regulatory requirements first being met, as enumerated herein and in the Specific Plan. This Specific Plan established “areas” which are not to be confused with parcels nor with any specific land uses allowed, nor shall the numeric on any drawing within the plan, be construed as the sequence that development will occur, only that it may occur. By way of example, development may start in area (one) 1 then move to area (three) 3, then to area (five) 5.

Infrastructure requirements, public safety and legal as well as safe vehicular as well as pedestrian travel on and off the site shall always be carefully considered and to the extent that there are regulatory requirements, or industry standards where available and applicable, they shall be met. Of highest consideration shall be off road vehicle access to HWY 78.

Pursuant to the traffic analysis prepared for the SP, and to maintain public safety, the intent of the Specific Plan and this ordinance is not to encourage, or where possible prohibit off-road vehicles from crossing the UPRR and/or HWY 78, unless and until the public agency that has control

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of these systems has provided their approval for a crossing, on a case by case basis for each development proposed.

§ 93305.02 INFRASTRUCTURE

Prior to any development being allowed in any of the “areas” as shown on the Specific Plan, infrastructure as listed and/or required below shall be provided.

- a. Electrical – unless the proposed use/development does not require electrical services of any type meeting regulatory requirements, a new development or an expansion of an existing development shall not be allowed until electrical service can or has been provided.

NOTE: *Electrical service to this site may be provided by a public utility, a private utility or by a private service provider.*

If electrical service is provided by a private entity, no extension of any electrical system shall be allowed without the written consent of the private entity. The County shall not allow such an extension without such written consent being provided as part of the application.

- b. Water (potable)– no new development or expansion of an existing use that is mandated by regulatory requirements to have or provide potable water, shall be allowed until potable water and if applicable fire protection water is or can be provided. Prior to the issuance of any development, the applicant shall provide evidence that the system has the capacity to provide such service demand.

- c. Wastewater – no development or expansion of an existing use shall be allowed until provisions have or will be made to provide for the treatment of all wastewater, meeting applicable regulatory requirements. If allowed by regulations, septic systems may be considered, however if a central treatment

system is constructed, all new development shall connect to this system. Any application for development shall include evidence that such system has the adequate capacity.

- d. Access – if the proposed new development or the expansion or alteration of an existing development requires direct access to/from HWY 78, or contributes new or increased traffic to an existing access point, no development shall be allowed unless the necessary approval and improvements as required have been secured from the appropriate regulatory agency. If access to a parcel from HWY 78 serves off-road vehicles, or encourages off-road vehicles to cross HWY 78, no development shall be allowed until a safe means of access has received the appropriate permits and the improvements constructed to meet the regulatory agencies requirements.

- e. Minimum requirements – not-withstanding any other provisions, no new development or expansion of an existing development shall be allowed until all the requirements of this ordinance and the Specific Plan are met. This requirement for utilities does not apply to Special Events.

§ 93305.03 LEASED AREAS – APPLICATION BY LESSEE

In the event a Lessee applies to secure a land use permit, a development approval for any use, or a Special Event, the County shall not process nor issue such an approval unless the land owner has provided a written statement that said owner has reviewed the application and plans and has determined that the proposed use is consistent with the provisions of the Specific Plan and this Ordinance. This may include assurance that any infrastructure provided or serviced by the landowner has the capacity to service this new or expanded development.

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§ 93305.04 LEASED AREAS – PROCESSING OF APPLICATIONS

The County may process an application (ministerial or discretionary) from a lessee only if section 93304.03 has been met. In the case where a discretionary permit application is filed it shall have the written consent of the landowner

With regard to any fees, cost or on-going potential costs the Owner shall not be held responsible for same and shall be the full obligation of the applicant. Any insurance that the County may require shall also name the Owner as an additional insured as appropriate. If any bond is required by the County, it shall not include a provision that obligates the landowner or ties the bond to the property.

Under no conditions shall any mitigation measures become the responsibility of the owner either in cost or in compliance. Where mitigation requires physical improvements to the property, the County shall require a performance bond to assure that the improvements are made and result in no obligation to the landowner. In the event a mitigation measure or a condition required by any agency is not met or complied with by the permittee the County following its standard notifications and enforcement actions shall terminate such a permit or approval as soon as possible and enforce the cessation of the use that was under permit/approval.

§ 93305.03 LEASED AREAS – VARIANCES

No variance from the provisions of this Division shall be allowed unless requested by the landowner. The following variances may be considered by the County with landowner consent;

Height variance

Setback variance

Infrastructure variance

A Special Event Management Plan (SEMP) Notification, as described in Section II of this GSP, is considered a ministerial process and shall be subject to an Administrative Review process and approved by the Community Development Director in accordance with the following procedures. Due to the nature of special events, the following review and approval process shall be completed in the timeframes listed below. The SEMP Notification may be filed at any time prior to the event and must be approved no less than 30 days prior to the Event.

- A. The Special Event Sponsor shall file a SEMP Notification with the Planning Department at least 90 days prior to the special event. Where the Special Event Sponsor is not the Property Owner, the SEMP Notification shall be signed by both Sponsor and Property Owner.
- B. Within five (5) days from receipt of the SEMP Notification, the Planning Department shall provide a copy of the SEMP Notification to and consult with the applicable Departments, including but not limited: Director of Public Works, Chief Building Official, Director of EHS, Director of Public Health, Sheriff, Director of Fire/OES, CalTrans regarding their approval.
- C. Within 40 days of their receipt of the SEMP Notification, the Department's shall approve the SEMP Notification if it conforms to the SEMP. The Departments shall work directly with the Owner during this time period regarding questions or changes they have to the SEMP Notification. If a Department does not respond within this period, that Department's approval shall be deemed given.
- D. Within 5 days of completion of the process in clause "C" above, the Director shall approve the SEMP Notification.

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- a. The SEMP Notification process is intended to be concluded no more than 60 days from the date the Notification is submitted to County Planning. This review time is necessary for Sponsors to finalize their planning of the special event and to provide both the County and Sponsor with a timeline from which to review and conclude the SEMP Notification process.
- E. Amendments – If there are any changes to the SEMP Notification, the Sponsor shall notify Planning and the Department that has responsibility over the change. Planning and the Department shall review the change within 3 days of receipt of the notification of change.

Special Event – By Owner – Requirements

§ 93306.01 SPECIAL EVENTS DEFINED

A special event is defined as a private sponsored event for a public activity or event allowing the assembly of large numbers of people, including but not limited to; a concert, a trade show, an exhibition, a carnival, fireworks displays, off road vehicle activities including races, a stunt show or exhibition, or other similar uses.

A special event may be held on the landowner's property in conjunction with off-site components provided the event sponsor has obtained the approval from the off-site landowner and has provided evidence to the landowner and if appropriate the County.

§ 93306.02 SPECIAL EVENTS PROHIBITED

Special Events within the SPA, unless sponsored by the landowner or by an entity that has obtained approval from the landowner shall be prohibited.

Special Events that pose a serious health or safety concern as determined by Law Enforcement or the Fire Department upon findings, may not be

allowed. In the event that an event is of concern to Law Enforcement, proponent shall have the opportunity to revise the proposed event in an effort to gain approval

§ 93306.03 SPECIAL EVENTS SCHEDULE/NOTIFICATION

There is no limit on the number of events that may be held on an annual basis. No special use permit or other land use related permit shall be required provided the event sponsor has given adequate notice as required and has provided to the public agencies evidence of compliance with the standards required herein.

Notification to the County and/or BLM or both, shall be provided at least 60 days in advance of an event being held. The purpose of this advanced notification is to allow the public agencies to review the proposed event and determine if applicable conditions have been or will be complied with. Notification method is by email to the Planning Director.

If the 60-day notice is not provided to the agencies, or if compliance with the general and specific standards is not shown, the County may prohibit the event.

If the event includes off-site components, and approval from BLM is not obtained at least 30 days prior to the event, the County may restrict the event to on-site activities only.

§ 93306.04 SPECIAL EVENTS SCHEDULE - TRAFFIC

Because special events may include large assemblage of people and equipment and because access to the site is from a single state highway whose speed limits as regulated by state requirements, any special event shall be required to adhere to the following procedures/standards:

- 1) Notify CALTRANS, California Highway Patrol, Imperial County Sheriff, and the County Public Works Department, of the event at least 60 days prior to the event.
- 2) Provide a traffic management plan if so required by CALTRANS

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- 3) Provide onsite traffic control either through the services of the Highway Patrol or private contractors as required or approved by CALTRANS.
- 4) Provide access control to the site as required by any of the agencies noted in item # 1.
- 5) Provide traffic signage along HWY 78 as necessary and/or required by the agencies.

§ 93306.05 SPECIAL EVENTS – FIRE PROTECTION

Due to the remote location fire protection service for special events pose special challenges. For adequate fire protection and emergency services to be available any special event shall adhere to the following;

- 1) Notify Imperial County Fire Department at least 60 days prior to the event.
- 2) Provide a detailed site plan along with a detailed description of the event, including estimated attendance.
- 3) Provide any technical information on special activities that use pyrotechnics, or use vehicle racing or stunts.
- 4) Provide details on any use of fuels or other flammables or hazardous materials, including storage.
- 5) Provide details on location of fire protection equipment available and connection capacity for the fire department.
- 6) Provide an emergency response plan that clearly describes service being provided by sponsor such as standby ambulance service, helipad availability, and on-site medical services if any.

§ 93306.06 SPECIAL EVENTS – GENERAL STANDARDS

Prior to any special event being held on the site the following procedures/standards shall be adhered to;

- 1) Provide a minimum of 60 days' notice of the pending event using the form provided by the County, to the following;

- a. Imperial County Planning & Development Services Department
- b. Imperial County Public Works Department
- c. Imperial County Environmental Health Department
- d. Imperial County Sheriff's Office
- e. Imperial County Fire/Office of Emergency Services Department
- f. Bureau of Land Management
- g. California Highway Patrol (CHP)
- h. California Department of Transportation (CALTRANS)

- 2) Provide a detailed site plan of the proposed event, showing location of all activities, including but not limited to; seating, staging, vendors, emergency services, restricted area, access control.
- 3) Provide a detailed emergency response plan
- 4) Provide a detailed description of activities to be held during the event, the approximate times and amount of people expected to attend.
- 5) Provide a security plan
- 6) Provide how public services, including restrooms, portable toilets, wash stations, and emergency contacts will be provided.
- 7) Provide certificates of insurance as required by the County, and where required such insurance shall name the County as an additional insured. These certificates of insurance shall be provided to the County at least 30 days prior to the event.

§ 93306.07 SPECIAL EVENTS – PRE-MEETING

County and/or proponent may request a "pre-meeting" with the agencies affected by the proposed event in order to discuss issues of concern. This process is entirely optional but available. If so requested by applicant, County Planning & Development Services shall act as the coordinator of the meeting.

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Chapter 7: Vendor Area/Sales Area

§ 93308.01 VENDOR AREA/SALES AREA DEFINED

Within the Specific Plan there are provisions for a “Vendor Area or Sales Area” where individuals can lease a space and operate a business. (NOTE: leased space areas are not to be considered parcels under the Map Act). While these businesses may operate seasonally the intent of this area is to establish spaces where individual vendor sales units can remain for the duration of their lease. The units within this area may include vehicles, trucks, R.V., tents, cargo containers, pre-manufactured units, food trucks, repair vehicles and fuel dispensing vehicles, all of which if owned by lessee, are temporary and portable.

§ 93308.02 VENDOR AREA LAYOUT

Prior to the development of the Vendor Area/Sales Area, the Property Owner shall submit a permit application along with a plan, and with any required engineering to show the: (a) layout, (b) location on site, (c) size and location of individual spaces, (d) space numbering, (e) infrastructure to be provided, if any, (f) fire protection infrastructure, (g) access and parking, (h) fencing, (i) along with any permanent structures. Permanent structures are considered owned by landowner.

Spaces shall be clearly identified by means of fencing or other County approved systems.

If spaces are provided with connections to water, sewer or electricity, the plans shall indicate the type of material and sizes for each utility service provided

Fire hydrants if required by the Fire Department shall meet fire code requirements

NOTE: nothing within this division shall be interpreted to mean that infrastructure such as water, sewer or electricity pursuant to §93305.02 is required unless so required by another code or law.

§ 93308.03 VENDOR AREA/SALES LEASE REQUIREMENTS

Owner/operator of the Vendor Area/Sales Area shall provide a copy of the terms and conditions/lease to County Planning that clearly state what uses are allowed for each Vendor space leased.

Each Vendor space shall have no more than three R.V. (living) units. Each Vendor space may have multiple sales units including tents provided they meet all applicable codes.

If a space provides fuels or other hazardous materials or repairs that include use of fuels or hazardous materials, the operator of that Vendor space shall secure, in addition to any building permits that may be required, the approval from the Fire Department and shall meet all such regulations that may apply to their services. All fuel or other operations that handle similar liquids shall be on approved concrete or other surfaces designed to retain any spills.

Open flame repairs, such as welding, brazing or alike shall only be done in an enclosed structure that meets Fire Department regulations.

§ 93308.04 VENDOR AREA/SALES AREA – PERMITTING BY TENANT OR LESSEE

Any structure that requires a building permit under the California Building Code shall be permitted prior to occupancy. If the structure is removed and replaced on a regular or yearly basis, the owner/operator may apply for a permit that allows multi-year use provided the structure is the original permitted structure, with a onetime fee. Such a multi-year permit application shall clearly describe the structure, provide applicable engineering if required, and be for the same use each successive year. A new permit shall only be required if (a) the use for which the structure

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was originally approved changes, or (b) if a new code adoption imposes new conditions on such a structure., or (c) if the owner/operator changes.

Each time a unit/structure is removed and replaced the owner/operator shall notify the county and be subject to are-inspection and are-inspection fee if required. If an owner/operator removes a structure and fails to notify the County, and then replaces the unit at a later date it may be subject to a new permit, even if it had originally secured a multi-year permit.

If an owner/operator has a history of non-compliance with County requirements the County may revoke a multiyear permit and/or refuse to issue a new permit to said owner/operator.

§ 93308.05 COMPLIANCE WITH CCR 25

If it is the determination of ICPDS that the use of multiple RV's within a Vendor Space constitutes a RV Park under the provisions of CCR 25, landowner shall secure the appropriate approvals. Unless those RV's are included in the Vendor Permit and used on a temporary basis.

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IV. Administration and Implementation

The implementation section of this document is provided herein to further define the relationship between the Glamis Specific Plan, County of Imperial development codes and standards, and the process by which the Glamis Specific Plan will obtain additional discretionary approvals as the project proceeds through the remaining phases of the development process.

A. Administration Plan

1. Glamis Specific Plan

Upon its approval/adoption, the GSP, as filed with the County of Imperial Planning & Development Services (P&DS) department, will become the primary document governing land use regulations pertaining to the GSP area.

2. Interpretation

Unless otherwise provided, should ambiguities occur concerning the content and appropriate application of the GSP, said ambiguities shall be resolved by the County of Imperial P&DS Director or his/her designee. The decision will be based upon consistency with the intent, goals and policies set forth in the GSP. The Director's decision will be appealable to

the County's Planning Commission and County Board of Supervisors in accordance with County of Imperial Code.

a. *Types of Approvals and Permits*

Subsequent to approval of the GSP, site specific project proposals and permit request will be processed pursuant to the guidelines outlined herein.

b. *Implementation Program*

According to Government Code 65451 of the California Planning Law, the GSP shall include a program for implementation including regulations, conditions, programs and additional measures as necessary to carry out the plan. In response to this requirement, the Implementation Program for the GSP and Environmental Impact Report (EIR) consists of the following:

- Adoption (by ordinance) and Administration of the SP
- Environmental Review and Mitigation Monitoring and Reporting Program
- Grading and Improvement Plans (at such time that actual development commences)
- Development Permit(s)
 - Plot Plans (at time that development commences)
 - Conditional Use Permit(s) for water well
 - Water and Sewer System Permits
 - Encroachment Permits
- Financing Mechanisms
- Project Maintenance
- Special Event Management Plan

3. Environmental Review and Mitigation Monitoring and Reporting Program

This Specific Plan has been subjected to Environmental Review pursuant to the provisions of CEQA. Per Resolution No. *{To Be Added at a Later*

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Date) an EIR was certified. The Mitigation Monitoring and Reporting Program (MMRP) is provided herein as Appendix {To Be Added at a Later Date}.

4. Grading and Improvements Plans

Grading plan(s) will be submitted to the County of Imperial for approval with all applications for entitlement of future projects, as described in Section II, Specific Plan. A Storm Water Pollution Prevention Plan (SWPPP) in accordance with the National Pollution Discharge Elimination System (NPDES) submittal may be required prior to approval of grading plan(s). Improvement plans such as street, water, sewer and drainage plans are required to be submitted to the County of Imperial and all affected agencies for review and approval prior to issuance of a grading permit(s).

5. Financing Mechanisms

The project will be implemented in phases as described in Section II Specific Plan. The major infrastructure and facilities within the GSP and offsite areas will be financed through appropriate funding mechanisms acceptable to the County of Imperial, which may include, but necessarily be limited to: private and/or developer(s) financing; the formation of one or more assessment district(s); and/or the application of funds from County, State and other agency programs.

6. Project Maintenance

During construction, maintenance of all on-site facilities will be the responsibility of the developer. After the project has been constructed and landscaping established, ongoing maintenance of private facilities including streets, landscaping, entry monumentation and similar items will be the responsibility of Polaris The Property owner will be responsible for enforcement of any Codes, Covenants and Restrictions (CC&Rs) and for remedy and upkeep/maintenance issues regarding structures or landscaping on private lots. Utilities such as sewer, water, recycled water

mains, water tanks and similar items will be the responsibility of Polaris. Maintenance of SR 78 will continue to be the responsibility of Caltrans and maintenance of Ted Kipf Road will continue to be the responsibility of the County of Imperial. Maintenance of Wash Road will continue to be BLM's responsibility.

7. Special Event Management Plan

All Special Events are subject to compliance with the approved Special Event Management Plan (SEMP) (as described in Section II, subsection E – Short-Term Event Standards and Permitting). A SEMP is intended to be the guide for establishing operational conditions and requirements for the various special events that are anticipated to occur on the GSP area. The purpose of the SEMP is to provide the services, protocols and requirements that must be in place prior to the start of each event, during each event and the clean-up after each event necessary to protect the health and safety of all event participants. Topics that will be included in the SEMP include, but are not limited to hours of operation, providing police and fire protection, adequate parking controls, traffic management, food vendor approvals, insurance, staff lodging and provide for the appropriate number of sanitary facilities as detailed in Section II of this Specific Plan.

c. Design Review

Site-specific development of each GSP Planning Area shall be subject to Design Review and approval by the County of Imperial Planning Department at a ministerial level to the extent possible. Design review encompasses, but is not limited to, architectural design, parking and circulation, and landscaping, etc. for construction of new permanent buildings.

d. Amendments to the Specific Plan

It is the intent of this section to set criteria for interpretation of the GSP, and to define types of changes that constitute only Minor Amendments

IV. Administration and Implementation

and thus require only administrative approvals in order to be implemented. Such Minor Amendments to the approved GSP are subject to approval by the County's P&DS Director.

1. Minor Amendments to the GSP shall be limited to development standards and regulations, planning area standards, unit or density transfers between planning areas, floor area ratio standards, planning area boundaries, and development phase boundaries. Minor Amendments shall not increase the total number of dwelling units, allowable building height, the total allowable square footage of the project site, or substantially alter the GSP.
2. Minor Amendments that do not exceed twenty percent (20%) of a quantifiable standard shall require approval by the County's P&DS Director. The Director may approve Minor Amendments for nonquantifiable standards that do not substantially alter the GSP. Additionally, the Director shall have the right to require any Minor Amendment request be considered by the Planning Commission and/or Board of Supervisors, when deemed appropriate.
3. Requests for Minor Amendments shall be made in writing to the Director. Minor Amendments are subject to fee(s) related to the cost of processing such request. No public hearing shall be required for Minor Amendments, unless otherwise required by law.
4. Approval of Minor Amendments shall be based upon the Director's ability to make the following findings:
 - a. The Minor Amendment request is consistent with overall vision and objectives of the GSP and does not substantially alter the GSP.
 - b. The Minor Amendment request is limited to development standards and regulations, planning area standards, unit or density transfers between planning areas, floor area ratio standards, planning area boundaries, and development phase

boundaries. Minor Amendments shall not include an increase to the total number of dwelling units allowed, or the total allowable building height, or the total allowable square footage of the project site in the SP.

- c. The Minor Amendment request is consistent with the County's General Plan.
- d. The Minor Amendment request does not conflict with applicable Federal, State, or local laws or regulations.
- e. Minor amendments do not create impacts that were not addressed or considered in the CEQA reviews for the original GSP approval.
5. Minor Amendment requests exceeding twenty percent (20%) of a quantifiable standard or any other amendments to the GSP that the Director determines to be substantial due to the nature and scope of the request are not considered minor and shall require a formal amendment to the GSP processed in the manner required by law.

e. *Project Phasing Plan*

For the purpose of the Specific Plan, Phasing is defined as the sequence that development may follow, subject to certain standards and regulatory requirements first being met, as enumerated in the Chapter III, Zoning Ordinance, and in the GSP. It should be noted that market conditions will be the primary determinant of project phasing. In addition, phases may need to be adjusted due to unforeseen circumstances. The GSP establishes "areas" which are not to be confused with parcels nor with any specific land uses allowed. The Phasing Plan for the GSP is displayed in Exhibit IV-1, Phasing Plan. The incremental development of the GSP is anticipated to be accomplished pursuant to the provisions of the GSP. As detailed in the Zoning Ordinance (GSP Chapter III) the numeric sequencing shall not be construed as the sequence that development will occur. The approach to Phasing is driven by a number of factors, including, but not necessarily limited to: 1) market conditions; 2)

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connectivity with and proximity to access; 3) the logical extension of key utility and infrastructure facilities; 4) efficient grading progression; and, 5) Polaris goals and objectives prioritization of projects.

Additionally, infrastructure requirements, public safety including legal and safe vehicular and pedestrian travel on and off the project site shall always be carefully considered and to the extent that there are regulatory requirements, or industry standards where available and applicable, they shall be met. The Phasing Plan of the GSP is based upon project phases One through Four as detailed below. The Phasing Plan does not apply to short term special events, only permanent development within the GSP.

Phase One

It is noted that while market conditions constitute the primary determinant for the incremental development of the project site, said conditions are inextricably linked to the other factors. As shown in Exhibit IV-2, *Phase I*, the initial phase of development is planned in the southern portion of the project site. As shown on the exhibit, development of Phase One will occur where the existing Glamis Beach Store, Restaurant and Bar, and OHV repair facility are located as contained within APN 039-310-029 (Planning Area 1, 34-acre parcel). Also, APN 039-310-030 (Planning Area 7, 8-acre parcel) and APN 039-310-017 (Planning Area 8, 1-acre parcel) are included as part of Phase One. This area also represents the closest point of access to surrounding public roadways, most notably SR 78 and Ted Kipf Road, both of which will continued to be travelled by visitors to the area.

Before certain significant permanent structural improvements are made to this area, required and necessary infrastructure improvements will need to be made. Potable water, wastewater treatment and electrical service may need to be developed in order to accommodate the projected demand from the specific improvements and visitors. There may be some improvements made within this parcel that are not dependent on such services and therefore could be implemented ahead of the infrastructure.

The first required infrastructure improvement would be the development of a water treatment system, which would treat ground water extracted from existing onsite wells. This is currently in progress and a water treatment plant complying with California standards is being constructed to meet the needs of the current uses and with room for expansion. As new development is implemented, this water plant may need to be expanded as determined by the regulatory agencies.

The second required infrastructure improvement may be the development of a wastewater treatment system. Currently, wastewater generated by the Glamis Beach Store, restaurant and bar is discharged into an existing septic tank located near those buildings. For some initial development(s) septic system(s) may be possible and allowed. However, this decision relies entirely upon regulatory requirements. If and when a development is proposed, and a wastewater treatment system is required, that project will implement the required system(s).

The amount of wastewater treatment infrastructure needed (i.e., secondary and tertiary treatment) would be determined by the amount and intensity of each structural improvement envisioned, and the amount of wastewater forecasted to be generated by each structural improvement. To assure wastewater does not exceed the treatment capacity at any given time during development of Phase One (and for all other subsequent phases), a wastewater generation analysis will be required for each structural improvement to determine whether existing wastewater infrastructure would, or would not need upgraded improvements in order to maintain wastewater treatment capacity.

The third system of infrastructure improvement would be electrical service upgrades. The project site currently relies on diesel generators for all of its electrical power demand needs. It may not be a feasible option for significant new development to be reliant upon diesel generators in the future, since air quality and greenhouse gas (GHG) emissions regulations are likely to become more restrictive over time. With this in mind, three options are being evaluated to determine which available source of power supply would best fit as the preferred option for the GSP.

IV. Administration and Implementation

The first option would be for Imperial Irrigation District (IID) to construct and install a power line (transmission line and/or distribution line) to extend from the nearest substation (approximately 7.2 miles to the northeast). A second and potentially more viable option would be to develop a small commercial solar photovoltaic (PV) system, with a back-up battery storage component or another green power system. A third option may be wind generation. Although winds in this area are sporadic, there is newer technology and potential future technology that may make wind or other green energy an option. The option applied will be determined/implemented with subsequent development plans.

As shown in Section II, Table 1, *Detailed Land Use Summary*, uses permitted within Phase One could include restaurant(s), bar(s), repair shop(s), a vendor row area and event area, and similar uses.

Phase One would be contained within Planning Area 1 as shown in Exhibit IV-1 and Exhibit I-6, with the exception of possible development of a research and development (R&D) facility to occur either within Planning Area 5 or 6, and an RV park or employee housing in Planning Areas 2, 3, and/or 4. Part of Planning Area 8 (APN 039-310-017) could be developed during Phase One as it slightly overlaps onto current land used for Camp RZR. Exhibit IV-2.1, *Phase 1 with Conceptual Land Uses*, demonstrates a conceptual layout of what this area could resemble at full build out for Planning Areas 1, 7, and 9.

Phase Two

Phase Two would most likely be within Planning Area 1, immediately west of Phase One as shown in Exhibit IV-3, *Phase 2*. Phase Two development would serve as an extension to development occurring within Phase One by incorporating land uses permitted under the CR Zone similar to those permitted in Phase One. Phase Two would also incorporate the Glamis Mainstreet to serve as a circulation corridor for OHV traffic to and from the dunes and to Phase Four (Planning Areas 2, 3, and 4) located directly north of SR 78. Exhibit IV-3.1, *Phase 2 with Conceptual Land Uses*, conceptually shows the layout for Land Use Area 8.

Phase Three

As seen in Exhibit IV-4, *Phase 3*, Phase Three is located on the northeast side of the UPRR and bisected by SR78. Phase Three is located within Land Use Areas 5 and 6 as seen in Exhibit I-6. No major public use facilities would be considered for development within these two APNs to discourage OHV traffic from crossing the UPPF lines to access these areas. Phase Three however, would serve for the development of uses relevant to employee housing, RV park, and/or a R&D facility and possible PV Solar array system as seen in the conceptual layout, Exhibit IV-4.1, *Phase 3 with Conceptual Land Uses*.

Phase Four

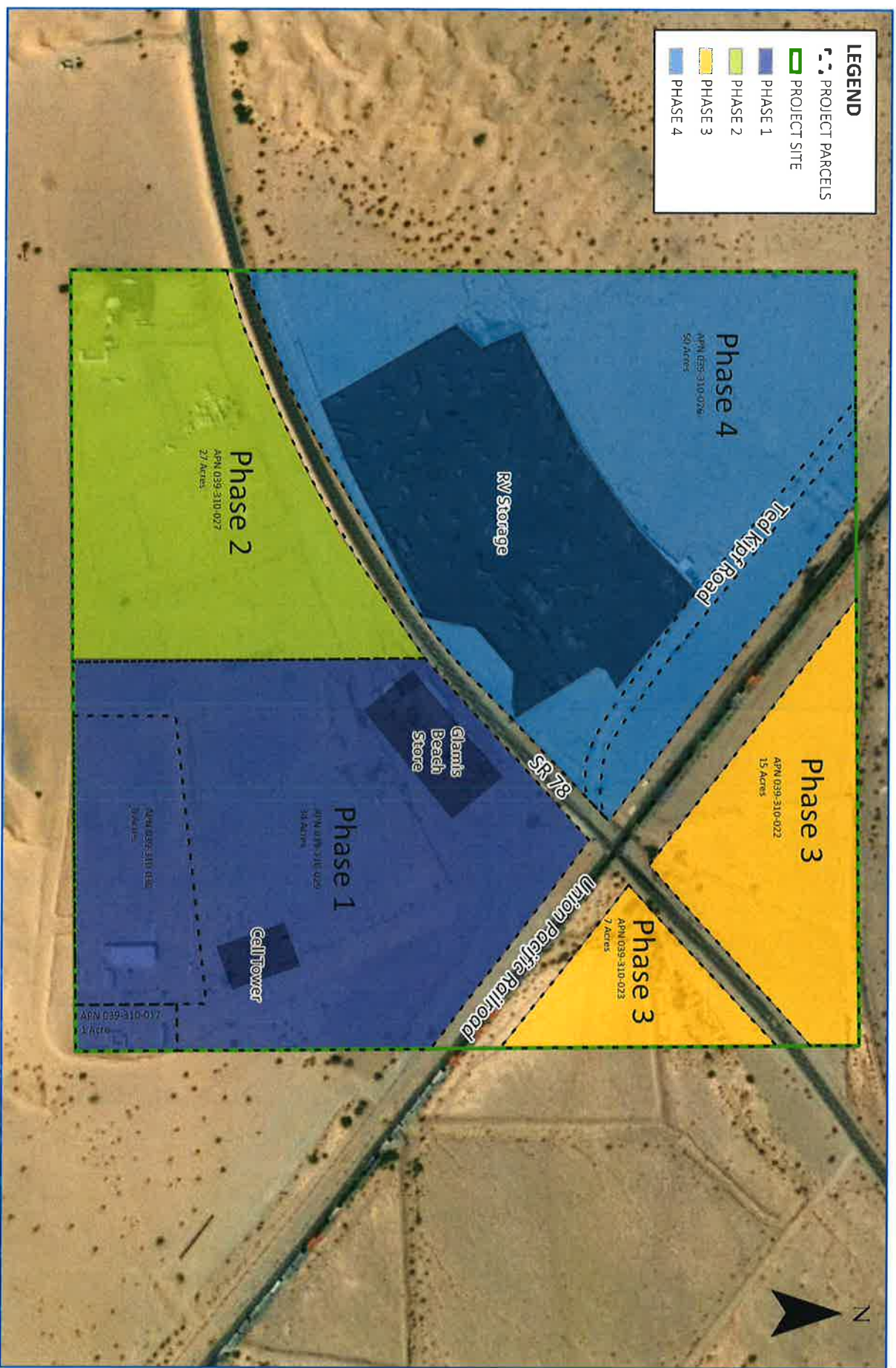
Phase Four, located on the north side of SR 78 (see Exhibit IV-5, *Phase 4*, would be located within Planning Areas 2, 3 and 4 as shown in Exhibit I-6. Most of the infrastructure improvements for this phase will be based on regulatory, safety and liability concerns, and consequently, will require specific infrastructure improvements to be in place prior to development. This is further illustrated in the conceptual layout in Exhibits IV-5.1, *Phase 4 with Conceptual Land Uses*).

The Glamis Mainstreet corridor is proposed to provide an optional circulation interconnection between Phase One and Phase Four. The project applicant will first need to work with and create a nexus as well as approvals between State, County of Imperial, and agencies as to the appropriate safe type of highway crossing (undercrossing or overcrossing) to be constructed across SR 78. This process will ensure that the crossing is designed to incorporate all required safety measures to the fullest extent possible.

All Phasing as proposed will be impacted by possible requirements that Caltrans may impose along SR 78 and for crossing the UPRR. The Imperial County Transportation Commission (ICTC) is currently conducting a feasibility study for a safe crossing over the UPRR lines for off road vehicles either at SR 78 or Wash 10 or some other location, and additional information available once the feasibility study is complete and used as

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applicable to future site specific plan reviews within the GSP area. The GSP does not encourage or desire to have off road vehicles cross the UPRR lines, therefore the parcels of land on the northeast side of the UPRR are proposed to have very restricted uses.



Phasing Plan



1 IN = 340 FT

Phase 1

Exhibit IV-2

Glamis Specific Plan



1 IN = 340 FT

Phase 1 with Conceptual Land Uses



1 IN = 250 FT

Phase 2

Exhibit IV-3

Glamis Specific Plan



1 IN = 250 FT

Phase 2 with Conceptual Land Uses



1 IN = 250 FT

Phase 3

Exhibit IV-4

Glamis Specific Plan



Phase 3 with Conceptual Land Uses

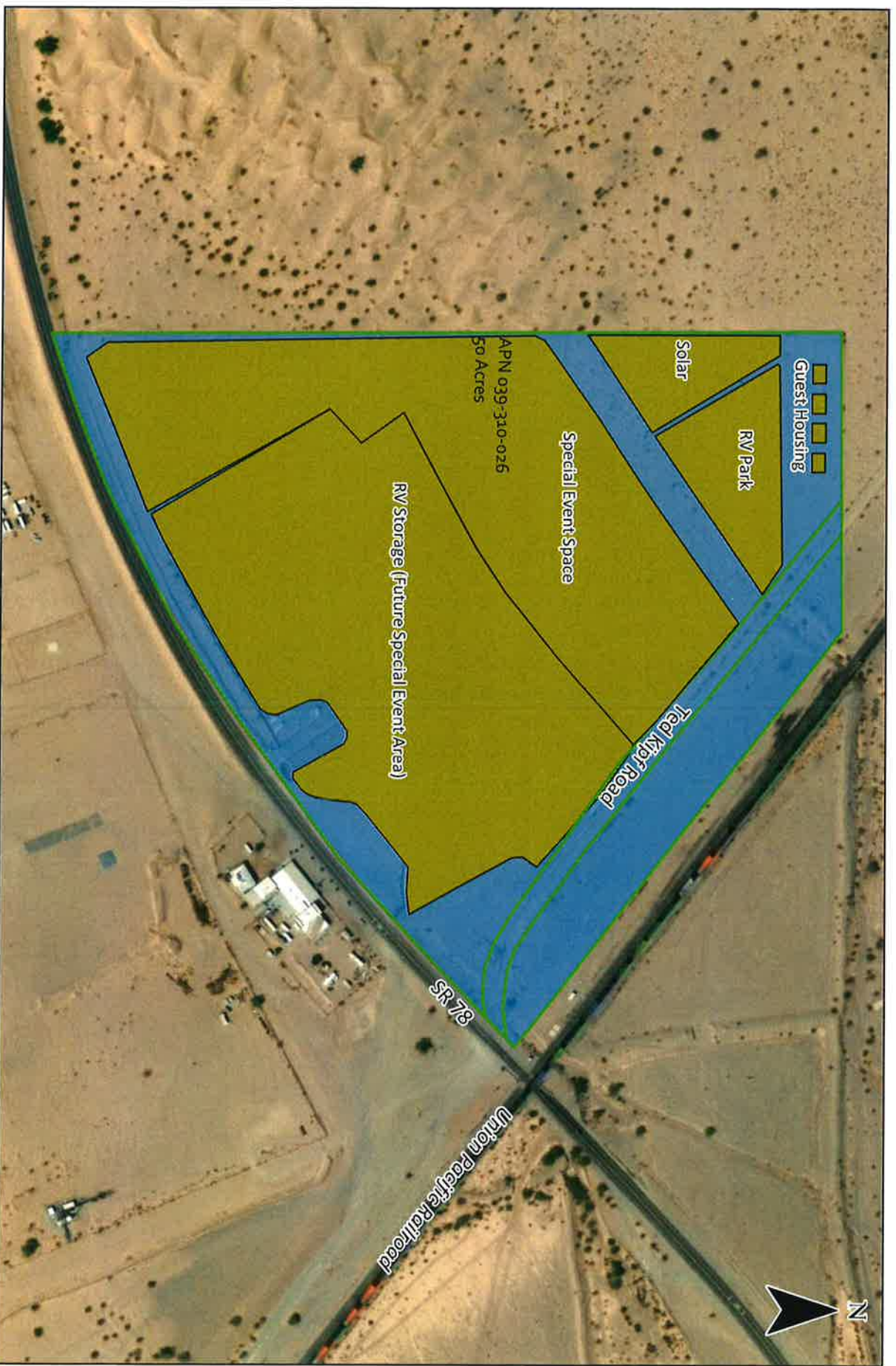


1 IN = 425 FT

Phase 4

Exhibit IV-5

Glamis Specific Plan



Phase 4 with Conceptual Land Uses

IV. Administration and Implementation

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V. General Plan Consistency Analysis

A. Purpose and Intent

The County of Imperial General Plan serves as a comprehensive guide for land development patterns within the County of Imperial and provides mechanisms to achieve desired community goals and objectives through a coordinated implementation program. The General Plan was completed and approved by the County of Imperial Board of Supervisors in 1993, with subsequent updates to certain chapters as described in the following analysis. The General Plan consists of the following ten Elements:: 1) Land Use: 2) Housing: 3) Circulation and Scenic Highways: 4) Noise: 5) Seismic and Public Safety: 6) Agricultural: 7) Conservation and Open Space: 8) Renewable Energy and Transmission: 9) Water; and 10) Parks and Recreation. The purpose of each element is to adhere to the County's long-term land development goals by implementing policies that guide the course of action in achieving the County's vision for future development.

The GSP seeks to establish a well-defined planning framework that implements the goals, policies and objectives of the County of Imperial General Plan. As a comprehensive development plan, the GSP ensures a cohesive, integrated framework for the development of commercial, recreational, and related land uses with the provision of adequate infrastructure improvements to serve the GSP development. This

chapter provides a summary discussion to demonstrate that the GSP is consistent with the County of Imperial General Plan and results in the implementation of applicable goals and policies of the County of Imperial General Plan.

B. Land Use Element

In the County of Imperial's Land Use Element, which was last updated October 6, 2015, proposed Specific Plans are required to demonstrate fiscal, economic, social, public facility, or other local public benefit. There are currently seven designated Specific Plan Areas described in the County of Imperial General Plan including: Wonderstone, Rio Bend, Mesquite Lake, Heber, Gateway, Holtville Airstrip, and Glamis.

The GSP is approximately 141 acres and located within the Glamis Specific Plan Area that is bisected by SR-78 and located approximately 27 miles east of the City of Brawley. The Union Pacific Railroad (UPRR) crosses the Glamis Specific Plan Area, intersecting SR-78, to the east of the Glamis Beach Store. Glamis is a supporting destination for off-highway vehicle (OHV) recreational users who seasonally visit the Imperial Sand Dunes Recreation Area (ISDRA) for camping, OHV riding, and related activities (refer to Chapter 1, *Introduction*).

The objectives specified in the County of Imperial's Land Use Element for the Glamis Specific Plan Area are intended to accommodate recreational-supporting land uses including but not limited to retail and service commercial, lodging, recreational vehicle-use, RV parks and other related uses. Additionally, coordination with the BLM and affected local agencies is required for development of a specific plan within the Glamis Specific Plan Area. During the development of the GSP, coordination with the BLM and other stakeholder agencies occurred as outlined in Chapter 1.J of this GSP. The BLM's and stakeholder agency input were utilized to develop the GSP. As phases of the project occur, the development would be required to provide supporting infrastructure

V. General Plan Consistency Analysis

and public services in accordance with GSP Chapter 2. These infrastructure and public services are to be implemented as needed to support each phase of the project are built out.

The GSP adheres to the policies specified in the Imperial County General Plan, including the Land Use Element objectives and policies defined for the Glamis Specific Plan Area, as detailed in the following table.

County of Imperial General Plan – Land Use Element – Section D.3. – Designated Specific Plan Areas - Glamis Specific Plan Area Policies	GSP – General Plan Consistency Analysis
The Specific Plan shall focus on visitor-serving facilities and accommodations. Residential uses shall not be intended for permanent occupancy except as needed for on-site employees.	As detailed in Chapter II, Section B, the GSP provides visitor-serving facilities and accommodations to visitors to the Glamis Specific Plan Area. Proposed residential uses and employee housing are intended solely as seasonal uses.
The Specific Plan shall include design guidelines for the physical arrangement of land uses and open space/recreation areas. Adequate open space shall be provided within the developed areas to complement the open space character of the area. Buildings should be sited to allow through views from Highway 78 to scenic vistas surrounding the site.	As detailed in Chapter II, Section C, the GSP includes design guidelines for the physical arrangement of proposed land uses and open space/recreation areas. Adequate open space is provided within Planning Areas of the GSP. These Planning Areas will be seasonally occupied and be left as open space the majority of the year. This is shown within <i>Exhibit I-8</i> – Conceptual Site Plan (showing preferred future land uses), and

County of Imperial General Plan – Land Use Element – Section D.3. – Designated Specific Plan Areas - Glamis Specific Plan Area Policies	GSP – General Plan Consistency Analysis
	as allowed for within (particularly) Commercial-Recreational Zone CR-3.
The Specific Plan shall include a public facilities financing plan outlining capital improvements needed for the project, feasible financing mechanisms and timing for their construction. This includes sewer, water, and fire and police protection.	The GSP includes a public facilities financing plan (see Chapter IV, Section C) that addresses public facilities including sewer, water, and fire and police protection needed to serve the proposed uses and activities described in the GSP.
The Specific Plan shall be accompanied by an Environmental Impact Report (EIR) which includes an analysis of project impacts to include the following: Air and water quality, biology, noise, traffic, visual/aesthetics, and such other issues as required by the County of Imperial and other agencies.	The GSP will have a corresponding Environmental Impact Report (EIR) that will analyze project impacts such as air and water quality, biology, noise, traffic, visual/aesthetics and such other issues as required by the County of Imperial and other agencies.

C. Circulation and Scenic Highways Element

The County of Imperial's Circulation and Scenic Highway Element was last updated January 29, 2008. The primary function, of this element of

V. General Plan Consistency Analysis

the General Plan, is to provide for the movement of goods and people, including pedestrians, bicycles, transit, train, air, and automobile traffic flows within and through the community. It is intended to provide a plan to accommodate a pattern of concentrated and coordinated growth, providing both regional and local linkage systems between unique communities and its neighboring metropolitan regions. The County, through the Department of Public Works (DPW), administers and coordinates the development of local transportation resources, financing and road maintenance in a manner compatible with local land use planning, development patterns and the environment.

A discussion of the key Circulation and Scenic Highways Element policies that apply to the GSP is provided below.

County of Imperial General Plan – Circulation and Scenic Highways Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
Safe, Convenient, and Efficient Transportation System Goal 1: <i>The County will provide and require an integrated transportation system for the safe and efficient movement of people and goods within and through the County of Imperial with minimum disruption to the environment.</i>	As detailed in Chapter II, section C, subsection A – Conceptual Circulation Plan (as shown in Exhibit II-1), the GSP contains a Conceptual Circulation Plan that describes how motor vehicles, OHVs and pedestrians would access the project site. This section of the Specific Plan demonstrates how development of the GSP would not interfere vehicular transportation along SR-78 and other area roadways, and would accommodate the County's goal of providing a safe and efficient transportation system with minimal disruption

County of Imperial General Plan – Circulation and Scenic Highways Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
Multiple Modes of Transportation Goal 2: <i>Consider all modes of transportation including motor vehicle, rail, transit, air transportation and non-motorized transportation.</i>	As detailed in Chapter II, Section C, subsection A – the Conceptual Circulation Plan considers all modes of transportation including motor vehicle, rail, transit, air transportation and non-motorized transportation regarding access to the GSP. Due to the GSP being a remote recreational enclave, the only feasible forms of transportation to/from the GSP Area and surrounding BLM lands is via car/truck, OHV, and pedestrian access. The GSP is not located within an urban area where public transit is proximately available.
Scenic Highways Goal 4: <i>The County shall make every effort to develop a circulation system that highlights and preserves the environmental and scenic amenities of the area.</i>	As detailed within Appendix I, <i>Visual Impact Assessment</i> , permanent structures proposed as part of development of the GSP are sited to allow through views from SR-78 to open space beyond. The GSP accommodates a circulation system, as discussed

V. General Plan Consistency Analysis

D. Agricultural Element

The County of Imperial's General Plan Agricultural Element, last updated October 6, 2015, function is to demonstrate the long-term commitment by the County to the full promotion, management, use, and development and protection of agricultural production. Agriculture has been the single most important economic activity of Imperial County for the past decade and is expected to play a major economic role in the foreseeable future. An overall purpose of the Agricultural Element is to describe the status and trends of agricultural resources in the planning area and to identify the goals, objectives, policies and measures to conserve agricultural lands while minimizing or avoiding conflicts with urban and other land uses.

A discussion of the key Agricultural Element policies that apply to the GSP is provided below.

County of Imperial General Plan – Agricultural Element Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
<p>Goal 4: Water Availability and Conservation</p> <p><i>Maximize the inherent productivity of Imperial County's agricultural resources by ensuring future availability of adequate and affordable irrigation water and by managing water such that it is used effectively and not wasted.</i></p>	<p>As detailed within Chapter II, Section B – <i>Conceptual Water and Sewer Plan</i>, and Chapter III, Zoning Ordinance, the GSP utilizes well water from an expanded on-site well to provide water to the proposed facilities. The GSP does not rely on any irrigation water, and therefore, would not affect the availability of irrigation water for agricultural use. As discussed in</p>

County of Imperial General Plan – Circulation and Scenic Highways Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
	<p>in Chapter II, section C, subsections 1 and 4, that highlights and preserves the environmental and scenic amenities of the area. Therefore, the GSP is consistent with this goal.</p>
<p>Regional Transportation System Goal 5: Participate in and assist with coordinating regional efforts which integrate the County Transportation System with the Regional Transportation System.</p>	<p>As detailed within Chapter II, Section C, subsection A – Conceptual Circulation Plan, during the development of the GSP, stakeholder meetings were held with Caltrans District 11, and the Imperial County Transportation Commission in order obtain their input into the development of the GSP, and to accommodate the County's goal of participating and coordinating with regional efforts to integrate the County Transportation System with the Regional Transportation System. Therefore, the GSP is consistent with this goal.</p>

V. General Plan Consistency Analysis

County of Imperial General Plan – Agricultural Element Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
	Chapter II, section C, subsection 2, the GSP implements water efficient appliances and other water conservation measures (e.g. xeriscape landscaping) that would reduce water use to the maximum extent possible. Therefore, the GSP is consistent with this goal.

E. Conservation and Open Space Element

The County of Imperial’s General Plan Conservation & Open Space Element, adopted March 8, 2016, is intended to protect and preserve the rich natural and cultural resources in Imperial County. The Conservation and Open Space Element focuses on the following environmental resources:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Mineral Resources
- Regional Aesthetics
- Air Quality and Climate Change
- Open Space and Recreation

A discussion of the key Conservation & Open Space Element policies that apply to the GSP is provided below.

County of Imperial General Plan – Conservation and Open Space Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
<p>Conservation of Environmental Resources for Future Generations Goal 1:</p> <p><i>Environmental resources shall be conserved for future generations by minimizing environmental impacts in all land use decisions and educating the public on their value.</i></p>	<p>The GSP conserves environmental resources by avoiding, minimizing, and/or mitigating environmental impacts that may occur within the project site and will comply with the Mitigation Monitoring and Reporting program included in the EIR prepared for the GSP. Therefore, the GSP is consistent with this goal.</p>
<p>Conservation of Biological Resources Goal 2: <i>The County will integrate programmatic strategies for the conservation of critical habitats to manage their integrity, function, productivity and long-term viability.</i></p>	<p>The GSP integrates programmatic strategies in order to promote the conservation of critical habitats to manage their integrity, function, productivity and long-term viability. As discussed in Chapter II, section C, subsection 4, the NADW is located northwest of the project site which prompts the development of the GSP to incorporate avoidance and minimization measures to mitigate potential impacts to on-site and/or adjacent natural</p>

V. General Plan Consistency Analysis

County of Imperial General Plan – Conservation and Open Space Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
	resources to the greatest extent. Restricted access to OHV travel is enforced by the fencing installation on the north-western boundary of Planning Area 4. Additionally, interspersed signage will be located throughout the project site. By incorporating such measures, the GSP remains consistent with this goal.
Preservation of Cultural Resources Goal 3: <i>Preserve the spiritual and cultural heritage of the diverse communities of Imperial County.</i>	The GSP preserves the spiritual and cultural heritage of the diverse communities of Imperial County by preserving the Glamis Beach Store, existing historical cemetery and avoiding impacts to the UPRR. The GSP preserves such resources by avoiding, minimizing, and/or mitigating impacts to such resources and will comply with the Mitigation Monitoring and Reporting Program included in the EIR for the GSP. Therefore, the GSP is consistent with this goal.

County of Imperial General Plan – Conservation and Open Space Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
Conservation of Visual Resources Goal 4: <i>The aesthetic character of the region shall be protected and enhanced to provide a pleasing environment for residential, commercial, recreational and tourist activity.</i>	As described in Appendix I, <i>Visual Resource Assessment</i> , the GSP avoids and/or reduces, potential impacts to the surrounding aesthetic character by positioning the proposed land uses to allow through views along SR-78, and preserving views of mountains and sand dunes and other features. Also large areas of the GSP will be left open when special events are not occurring. Therefore, the GSP is consistent with this goal.
Conservation of Water Resources Goal 5: <i>The County will conserve, protect and enhance water resources in the County.</i>	As detailed in Chapter II, Section C, Subsection 2, the GSP conserves, protects and enhances water resources in the County through implementation of water efficient appliances and other water conservation measures (e.g. xeriscape landscaping) that would reduce water use to the maximum extent possible. Therefore, the GSP is consistent with this goal.

V. General Plan Consistency Analysis

County of Imperial General Plan – Conservation and Open Space Element – Section III.B. - Goals and Objectives	GSP – General Plan Consistency Analysis
<p>Protection of Air Quality and Addressing Climate Change</p> <p>Goal 6: The County shall actively seek to improve the quality of air in the region.</p>	<p>As detailed in Chapter II, Section C, Subsection 1, the GSP focuses on providing internal clearly marked signage for both passenger vehicles and OHVs, including speed limits for dust control and lighted signage for nighttime circulation. Activities and development of the GSP will comply with the Mitigation Monitoring and Reporting Program in the EIR for the GSP. Therefore, the GSP is consistent with this goal. Therefore, the GSP is consistent with this goal.</p>
<p>Protection of Open Space and Recreational Opportunities Goal 7: Open space shall be maintained to protect the aesthetic character of the region, protect natural resources, provide recreational opportunities and minimize hazards to human activity.</p>	<p>As detailed in the Chapter III, the Zoning Ordinance allows for and accommodates for open space and recreational uses to maintain the aesthetic character of the region, protect natural resources, provide recreational opportunities and minimize hazards to human activity. Signage prohibiting OHV use to adjacent areas such as the NADW will be strategically located to</p>

County of Imperial General Plan – Conservation and Open Space Element – Section III.B. - Goals and Objectives	GSP – General Plan Consistency Analysis
	<p>protect natural resources. Additionally, as seen in the Conceptual Site Plan it delineates preferred land uses, which includes open space/recreational areas. . Therefore, the GSP is consistent with this goal.</p>

F. Renewable Energy and Transmission Element

The County of Imperial's General Plan Renewable Energy and Transmission Element, updated October 6, 2015, provides a framework for the review and approval of renewable energy projects in the County. The development projections in the Renewable Energy and Transmission Element function are based on forecasts obtained from the renewable energy industry, regional utilities and the Desert Renewable Energy Conservation Plan (DRECP). It is not the intent of the Element to provide zoning, regulation, permitting or taxation.

A discussion of key Renewable Energy and Transmission Element goals and policies that apply to the GSP is provided below.

V. General Plan Consistency Analysis

G. Housing Element

The County of Imperial's General Plan Housing Element, adopted September 17, 2013, evaluates the current and future housing needs in Imperial County. The purpose of the Housing Element is to establish specific goals and policies that facilitate the provision of housing to meet the County's needs for households of all income levels. The focus is to create a balance between necessities and desires of the community as a whole while maintaining neighborhood character, manage traffic, and minimize visual and environmental impacts of new development.

A discussion of key Housing Element policies that apply to the GSP is provided below:

County of Imperial General Plan – Renewable Energy and Transmission Element – Section III.B. - Goals and Objectives	GSP – General Plan Consistency Analysis
Goal 1: <i>Support the safe and orderly development of renewable energy while providing for the protection of environmental resources.</i>	As detailed in Chapter II, Section B, the GSP supports the safe and orderly development of renewable energy (solar, wind). The proposed zoning ordinance allows for on-site solar panels and are a preferred use as shown in Exhibit I-8, <i>Conceptual Site Plan</i> . Therefore, the GSP remains consistent with this goal.
Goal 3: <i>Support development of renewable energy resources that will contribute to and enhance the economic vitality of Imperial County.</i>	As described in Chapter II, Section B, the development of a small commercial solar PV system or wind generation facilities are supported by the GSP and are allowed through the zoning ordinance in CR1, CR2, and CR3 zones. This is a viable option to provide the GSP with efficient renewable energy. Therefore, the GSP is consistent with this goal.

County of Imperial General Plan – Housing Element – Section III - Goals, Policies, And Programs	GSP – General Plan Consistency Analysis
Policy 6.1 <i>Promote architectural design and orientation of residential developments in a way that promotes energy conservation.</i>	The GSP does allow for some limited permanent residential land uses within the project site, which consist mostly of employee housing. In addition, the proposed zoning ordinance as well as Exhibit I-8, <i>Conceptual Site Plan</i> , allows for solar generating facilities and are preferred land uses within the Conceptual Site Plan. The GSP includes small commercial solar photovoltaic and/or wind farm that could power residential development and could be used

V. General Plan Consistency Analysis

County of Imperial General Plan – Housing Element – Section III - Goals, Policies, And Programs	GSP – General Plan Consistency Analysis
	to meet future GHG emission reduction regulations. Therefore, the GSP is consistent with and results in the implementation of, this policy of the General Plan.

H. Noise Element

The County of Imperial's General Plan Noise Element, updated October 6, 2015, provides a program for incorporating noise issues into the land use planning process, with a goal of minimizing adverse noise impacts to receptors which are sensitive to noise. The Noise Element establishes goals, objectives and procedures to protect the public from noise intrusion. Implementation of these guidelines and procedures promote the development of noise sensitive land uses outside of noise impact zones and discourage the development of noise generating activities near noise-sensitive land uses.

A discussion of key Noise Element goals and policies that apply to the GSP is provided below:

County of Imperial General Plan – Noise Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
Goal 1: Noise Environment	As shown in Chapter I, Exhibit I-1, <i>Project Vicinity</i> , the GSP is

County of Imperial General Plan – Noise Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
<i>Provide an acceptable noise environment for existing and future residents in Imperial County.</i>	surrounded by open desert land managed by the BLM. There are no residential uses (and therefore no sensitive noise receptors) within close proximity to the project site All various BLM lands surrounding the GSP are designated RMZs which do not include any residential areas or other sensitive noise receptors in close proximity to the GSP. Therefore, the GSP is consistent with and results in the implementation of, this policy of the General Plan.
Goal 2: Project/Land Use Planning <i>Review proposed projects for noise impacts and require design noise impacts and require design which will provide acceptable indoor and outdoor noise environments</i>	During construction activities the GSP will comply with the County of Imperial's Noise Ordinance to minimize disturbance to surrounding areas. Furthermore, the GSP is consistent with varying policies established in the Noise Element in which goals, objectives and procedures will be taken into careful consideration to minimize adverse impacts to sensitive noise receptors. This includes consideration of design

V. General Plan Consistency Analysis

County of Imperial General Plan – Noise Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
	to provide adequate noise mitigation to provide acceptable indoor and outdoor noise standards.

I. Seismic and Public Safety Element

The County of Imperial's Seismic and Public Safety Element identifies potential natural and human-induced hazards and provide policy to avoid or minimize the risk associated with hazards. The goals and policies of the Seismic and Public Safety Element is focused on reducing the loss of life, injury and property damage that might result from a disaster or accident.

A discussion of key Seismic and Public Safety Element goals and policies that apply to the GSP is provided below:

County of Imperial General Plan – Seismic and Public Safety – Section III.B. –Goals and Objectives	GSP – General Plan Consistency Analysis
Land Use Planning and Public Safety Goal 1: <i>Include public health and safety considerations in land use planning.</i>	The GSP is committed to protecting public health and safety by providing proposed zoning with compatible allowable uses, a Conceptual Site plan showing preferred land uses within a compatible physical arrangement. Future

County of Imperial General Plan – Seismic and Public Safety – Section III.B. –Goals and Objectives	GSP – General Plan Consistency Analysis
	development within the project site will be required to comply with California and County building codes, and seismic standards. Proposed development will be regulated within flood-way areas in accordance with the Federal Emergency Management Agency (FEMA). Avoidable seismic risks will be avoided. The GSP implements measures, commensurate with risks, to reduce injury, loss of life, destruction of property and disruption of service. Environmental hazards will be considered when siting critical proposed facilities within the GSP. Therefore, the GSP is consistent with this goal.
Emergency Preparedness Goal 2: <i>Minimize potential hazards to public health, safety and welfare and prevent loss of life and damage to health and property resulting from both natural and human-related phenomena.</i>	The GSP ensures that adequate emergency preparedness and evacuation plans to respond to identified hazards and potential emergencies by implementing additional hydrant connections within Vendor Row as well as,

V. General Plan Consistency Analysis

County of Imperial General Plan – Seismic and Public Safety – Section III.B. –Goals and Objectives	GSP – General Plan Consistency Analysis
	<p>during Special Events, on-site law enforcement and fire protection will be provided with applicable services and apparatus (refer to Chapter II. Specific Plan, F. Public Safety Services). The GSP is appropriately regulated with applicable provisions including the Alquist – Priolo Special Studies Zone Act, California Building Code and Title 9 Division 15 of the County Land Use Ordinance. Furthermore, the GSP implements all site-specific recommendations set-forth in the Geotechnical Report prepared for the project. Additionally, signage will be strategically located throughout the GSP to prevent unsafe crossings of SR-78 and UPRR. A proposed OHV and pedestrian under-crossing in the vicinity of SR-78 and the Glamis Mainstreet will be built in concert with the build-out of the project.</p>
<p>Control Hazardous Materials Goal 3: Protect the public from</p>	<p>Vehicle repair within the GSP may result in accidental spillage</p>
County of Imperial General Plan – Seismic and Public Safety – Section III.B. –Goals and Objectives	GSP – General Plan Consistency Analysis
<p><i>exposure to hazardous materials and wastes.</i></p>	<p>and public exposure of hazardous materials and waste. Vehicle repair uses will be on raised impervious concrete pads to prevent public exposure and groundwater contamination of hazardous materials (as described in Chapter II, Section C, Subsection 4).</p> <p>If a use provides fuels or other hazardous material or repairs that include such fuels or material, the operator of such a space shall secure, in addition to any building permits that may be required the approval from the Fire Department and shall meet all such regulations that may apply to such services (see Chapter. III, Section 93308.03).</p>
<p>Seismic/Geologic Hazards Policy 4: Ensure that no structure for human occupancy, other than one-story wood frame structures, shall be permitted within fifty feet of an active fault trace as designated on maps compiled by the State Geologist</p>	<p>In the Geotechnical Engineering Feasibility Report, included-as Appendix E, it is found that there are no active faults within the project limits. The nearest mapped active fault is the Brawley seismic zone which is located 24 miles west of the site,</p>

V. General Plan Consistency Analysis

County of Imperial General Plan – Seismic and Public Safety – Section III.B. –Goals and Objectives	GSP – General Plan Consistency Analysis
<i>under the Alquist – Priolo Special Studies Zone Act.</i>	and the Imperial fault located 27 miles west-southwest of the site. As a result, future development within the GSP is not located within fifty feet of an active fault trace as designated on maps compiled by the State Geologist under the Alquist-Priolo Special Studies Zone Act.
Flood Hazards Policy 2: <i>Regulate and restrict development near major water courses and floodplains through application of appropriate land use measures.</i>	The GSP adheres to the regulations and restrictions proposed in the Seismic and Public Safety Element to implement procedures that avoids development near major water courses and floodplains.
Flood Hazards Policy 3: <i>Both the ground floor elevation of any building for human occupancy and the driving surface, if designated evacuation routes within the 100-year floodplain, shall be constructed above the projected profile of a 100-year flood event.</i>	As shown in Exhibit II-5, Conceptual Drainage Plan, Chapter II. Specific Plan, the conceptual grading is designed to meet the County of Imperial's drainage requirements, provide flood protection for future land uses within the entire project site and release the drainage to the southwest in an overall equivalent historical pattern of natural drainage courses

County of Imperial General Plan – Seismic and Public Safety – Section III.B. –Goals and Objectives	GSP – General Plan Consistency Analysis
	consistent with State drainage law. The project site will be graded so as to protect all building pads from the 100-year storm event and convey offsite flow in accordance with County of Imperial approval.
Flood Hazards Policy 4: <i>Require all new development for human occupancy within the 100-year floodplain to be adequately flood-proofed.</i>	All new permanent development within the GSP is adequately flood-proofed.
Flood Hazards Policy 5: <i>Establish technical design criteria which minimizes or mitigates impacts associated with crossing of floodplains by development. Unless such engineering alternatives are implemented, development in floodplains is to be restricted or prohibited.</i>	The GSP follows technical design criteria that either minimizes or mitigates impacts associated with crossing of floodplains by development. Future development of structures in floodplains is to be avoided.

V. General Plan Consistency Analysis

J. Water Element

The County of Imperial's Water Element function is to identify and analyze the types of water resources within Imperial County and to assure that goals and policies are adopted that preserve and enhance resource availability and quality.

A discussion of key Water Element goals and policies that apply to the GSP is provided below:

County of Imperial General Plan – Water Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
Adequate Domestic Water <i>Supply Goal 1: The County will secure the provision of safe and healthful sources and supplies of domestic water adequate to assure the implementation of the County General Plan and the long-term continued availability of this essential resource.</i>	The development of a water treatment system (discussed in <i>Chapter II, Section B, Subsection 2 Conceptual Water Plan and Sewer Plan</i>) which would treat ground water that is extracted from existing onsite wells is currently in progress. The water treatment plant will comply with California standards for drinking water and is being constructed to meet the needs of the current uses and with room for expansion. Therefore, the GSP is consistent with and results in the implementation of, this policy of the General Plan.
Adequate Domestic Water <i>Supply Policy 1: The efficient</i>	The development of a water treatment system which would

County of Imperial General Plan – Water Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
<i>regulations of land uses that economizes on water consumption, enhances equivalent dwelling unit demand for domestic water resources, and that makes available affordable resources for continued urban growth and development.</i>	treat ground water that is extracted from existing onsite wells is currently in progress. The water treatment plant complies with California standards and is being constructed to meet the needs of the current uses and with room for expansion. Therefore, the GSP is consistent with and results in the implementation of, this policy of the General Plan.
Protection of Water Resources from Hazardous Materials Goal 4: <i>The County will adopt and implement ordinances, policies and guidelines that assure the safety of County ground and surface waters from toxic or hazardous materials and wastes.</i>	The development and implementation of infrastructure abides by the ordinances, policies, and guidelines that reduce contamination and assure the safety of County ground and surface waters from toxic or hazardous materials and wastes. Therefore, the GSP is consistent with and results in the implementation of, this policy of the General Plan.
Protection of Water Resources from Hazardous Materials Policy 1: <i>Adoption and implementation of ordinances, policies and</i>	The development and implementation of infrastructure abides by the ordinances, policies, and guidelines that

V. General Plan Consistency Analysis

County of Imperial General Plan – Water Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
<i>guidelines which assure the safety of County ground and surface waters from toxic or hazardous materials and/or wastes.</i>	reduce contamination and assures the safety of County ground and surface waters from toxic or hazardous materials and wastes. Therefore, the GSP is consistent with and results in the implementation of, this policy of the General Plan.
Coordinated Water Management <i>Goal 5: Water Resources shall be managed effectively and efficiently through inter-agency and inter-jurisdictional coordination and cooperation.</i>	The GSP sets forth continued cooperation and coordination between Imperial County and other Local, State and Federal agencies, water resources can be conserved and managed effectively and efficiently for all approved beneficial purposes. Therefore, the GSP is consistent with and results in the implementation of, this policy of the General Plan.
Coordinated Water Management <i>Policy 1: Encourage and provide inter-agency and inter-jurisdictional coordination and cooperation for the management and wise use of water resources for contact and non-contact recreation, groundwater</i>	The GSP sets forth continued cooperation and coordination between Imperial County and other Local, State and Federal agencies involved in water resources conservation. Water resources are conserved and managed effectively and

County of Imperial General Plan – Water Element – Section III.B. – Goals and Objectives	GSP – General Plan Consistency Analysis
<i>recharge, hydroelectric energy production, and wildlife habitat as well as for domestic and irrigation use.</i>	efficiently for all approved beneficial purposes. Therefore, the GSP is consistent with and results in the implementation of, this policy of the General Plan.

K. Parks and Recreation Element

The County of Imperial General Plan Parks and Recreation Element, approved on January 29, 2008, establishes a framework for the stewardship of County parks and other recreational amenities that enhance the quality of life of County residents and visitors.

A discussion of key Parks and Recreation Element goals and policies that apply to the GSP is provided below:

County of Imperial General Plan – Parks and Recreation Element – Section V.B. - Landscaping Policies	GSP – General Plan Consistency Analysis
Landscaping Policy: <i>To promote water conservation, all vegetation installed shall follow xeriscape principles for reduced total water consumption.</i>	Future development within the GSP adheres to careful and appropriate selection of a drought-tolerant plant palette in a xeriscape design, fit for the Imperial County desert environment, ensuring the reduction in total water consumption. Therefore, the GSP

V. General Plan Consistency Analysis

County of Imperial General Plan – Parks and Recreation Element – Section V.B. - Landscaping Policies	GSP – General Plan Consistency Analysis
<p>Funding Mechanisms Policy:</p> <p><i>The County will encourage private sector development, operation and maintenance of recreation facilities.</i></p>	<p>is consistent with and results in the implementation of, this policy of the General Plan.</p> <p>Future development within the GSP is pursuant to the Quimby Act whereas continual coordination with the County occurs in effort to provide consistent public access to recreational activities within the GSP. The GSP sets forth a Conceptual Open Space and Recreational Plan (see Chapter II, Section C, Subsection 4) that complements the existing and future recreational use of adjacent BLM land. Therefore, the GSP is consistent with and results in the implementation of this policy of the General Plan.</p>

V. General Plan Consistency Analysis


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1000

LETTER OF TRANSMITTAL:

June 1, 2020

TO: Jim Minnick, Director and Patricia Valenzuela, Planner IV
Imperial County Planning & Development Department

FROM: Jurg Heuberger, Consultant for Polaris 

RE: Submittal of Specific Plan, Change of Zone and CUP for Glamis

Jim and Pat:

Enclosed herewith are the following applications and reports for the Polaris/Glamis Specific Plan project.

- Letter requesting adoption of the Specific Plan and Specific Plan (two original copies & 10 CDS)
- Change of Zone Application
- Conditional Use Application for water well allocation increase
- Technical documents in support of the Specific Plan as follows:
 - Air Quality Assessment
 - Biological Resource Assessment
 - Cultural Resource Inventory Report
 - Geotechnical Engineering Feasibility
 - Greenhouse Gas Report
 - Noise Study
 - Transportation Impact Study
 - Visual Impact Assessment
 - Zoning Ordinance (draft)

RECEIVED

JUN 01 2020

IMPERIAL COUNTY
PLANNING & DEVELOPMENT SERVICES

This application is in support and in compliance with the County's General Plan which required the preparation of a Specific Plan. Further it complies with the directions from your office pertaining to the current and future desired activities that may be held at Glamis either by Polaris or others. Lastly it complies with the planning requirements of the State of California.

The application/processing fee has already been submitted via separate cover.

Your office has obtained through an RFP process proposal for the preparation of an EIR for this project, and as we understand it has also selected a consultant that Polaris has agreed to.

At this time, it appears that Polaris has submitted all the documents and fees that are required; therefore, the County Planning Department can now process the application.

We respectfully request that a "kick off meeting" with the CEQA Consultant and the respective departments and agencies be initiated as soon as possible.

On a tangent note, it is our understanding that all CUP's that Polaris currently has are in full force and effect. However, once this plan is adopted it is expected that all CUP's with the exception of the water well CUP, for which an application to revise is included, will be terminated.

We look forward to a successful process and Polaris is ready and willing to provide any additional information or support that may be required.

LETTER OF TRANSMITTAL:

June 1, 2020

In conclusion we respectfully request that all general correspondence and or requests regarding this project be directed to me at jurgheuberger@gmail.com or by phone at 760-996-0313, and a "cc" be sent to Stefanie Schwalenberg at stefanie.schwalenberg@polaris.com.


Thank you.

CC: Stefanie Schwalenberg, Polaris

LETTER OF TRANSMITTAL:

June 1, 2020

TO: Jim Minnick, Director and Patricia Valenzuela, Planner IV
Imperial County Planning & Development Department

FROM: Jurg Heuberger, Consultant for Polaris 

RE: Request to prepare an EIR for the Glamis SP

Jim and Pat:

Pursuant to our discussion and the accompanying letter to process the Specific Plan for the Glamis project, please consider this separate memo as our request to have the County prepare and EIR as quickly as you can.

The Specific Plan and associated document have also been provided under separate cover.

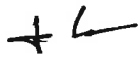
If you have any questions, please direct them to me, jurgheuberger@gmail.com or by phone at 760-996-0313.

Thank you...

LETTER OF TRANSMITTAL:

June 1, 2020

TO: Jim Minnick, Director and Patricia Valenzuela, Planner IV
Imperial County Planning & Development Department

FROM: Jurg Heuberger, Consultant for Polaris 

RE: Request to prepare and adopt a **Specific Plan for Glamis**

Jim and Pat:

Pursuant to the requirements of Imperial County's General Plan and the direction of the Imperial County Planning Department, Polaris is requesting the processing and adoption of a Specific Plan for the Glamis recreation area property owned by Polaris Corporation.

A Specific Plan along with numerous technical support documents have been prepared by the Altum Group on behalf of Polaris and are part of the application submittal.

The application includes the request to adopt a Specific Plan, a Change of Zone, and to modify the existing CUP for the water well.

If you have any questions, please direct them to me, jurgheuberger@gmail.com or by phone at 760-996-0313.

Thank you...

CHANGE OF ZONE

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

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

1. PROPERTY OWNER'S NAME Polaris Inc.		EMAIL ADDRESS Stefanie.schwalenberg@polaris.com & Jurgheuberger@gmail.com	
2. MAILING ADDRESS (Street / P O Box, City, State) 2100 Hwy 55, Medina, MN		ZIP CODE 55340	PHONE NUMBER 763-525-7741 & 760-996-0313
3. ENGINEER'S NAME N.A.		CA. LICENSE NO. N.A.	
4. MAILING ADDRESS (Street / P O Box, City, State) N.A.		ZIP CODE N.A.	PHONE NUMBER N.A.


5. ASSESSOR'S PARCEL NO. 039-310-(030); (029); (023); (022); (026)	ZONING (existing) S-2 and C-2	ZONING (proposed) See attached
6. PROPERTY (site) ADDRESS 5575 HWY 78, Brawley, CA. 92227		SIZE OF PROPERTY (in acres or square foot) 141.95 ac.
7. GENERAL LOCATION (i.e. city, town, cross street) Glamis is located at the intersection of HWY 78 and the UPRR east of Brawley		
8. LEGAL DESCRIPTION see attached		

8. DESCRIBE CURRENT USE ON / OF PROPERTY (list and describe in detail)
 see attached Specific Plan and technical documents

9. PLEASE STATE REASON FOR PROPOSED USE (be specific)
 required by the County's General Plan; the intent of the area is to be a recreational area and this project is in support of that goal

10. DESCRIBE SURROUNDING PROPERTY USES
 BLM open space/recreational area

I / WE THE LEGAL OWNER (S) OF THE ABOVE PROPERTY
CERTIFY THAT THE INFORMATION SHOWN OR STATED
HEREIN IS TRUE AND CORRECT.

Jurg Heuberger
 Print Name _____
 Date 6-1-2020
 Signature 

REQUIRED SUPPORT DOCUMENTS

- A. SITE PLAN
- B. PRELIMINARY TITLE REPORT (6 months or newer)
- C. FEE _____
- D. OTHER _____

APPLICATION RECEIVED BY: _____
 APPLICATION DEEMED COMPLETE BY: _____
 APPLICATION REJECTED BY: _____
 TENTATIVE HEARING BY: _____
 FINAL ACTION: ☐ APPROVED ☐ DENIED

DATE 6/1/2020
 DATE _____
 DATE _____
 DATE _____
 DATE _____

REVIEW / APPROVAL BY
OTHER DEPT'S required.
☐ P. W.
☐ E. H. S.
☐ A. P. C. D.
☐ O. E. S.
☐ _____
☐ _____

ZC #

19-0004

CONDITIONAL USE PERMIT

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 Polaris Inc.	EMAIL ADDRESS Stefanie.schwalenberg@polaris.com & jurgheuberger@gmail.com	
2. MAILING ADDRESS (Street / P O Box, City, State) 2100 HWY 55, Medina, MN	ZIP CODE 55340	PHONE NUMBER 763-525-7741
3. APPLICANT'S NAME Polaris Industries Inc	EMAIL ADDRESS on behalf of Polaris use jurgheuberger@gmail.com	
4. MAILING ADDRESS (Street / P O Box, City, State) 2100 HWY 55 Medina, MN	ZIP CODE 55340	PHONE NUMBER 763-524-7741 or 760-996-0313 (Jurg)
4. ENGINEER'S NAME N A	CA. LICENSE NO. N A	EMAIL ADDRESS N A
5. MAILING ADDRESS (Street / P O Box, City, State) N A	ZIP CODE	PHONE NUMBER

6. ASSESSOR'S PARCEL NO. 039-310-(030) + (029) + (023) + (022) + (026)	SIZE OF PROPERTY (in acres or square foot) approx. 141.95 acres	ZONING (existing) S-2 and C-2
7. PROPERTY (site) ADDRESS 5575 CA 78, Brawley, Ca. 92227		
8. GENERAL LOCATION (i.e. city, town, cross street) Glenn is located at the intersection of HWY 78 and UPRR		
9. LEGAL DESCRIPTION (see attached)		

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

10. DESCRIBE PROPOSED USE OF PROPERTY (list and describe in detail) A Specific Plan, Zone Change and Conditional Use permit for a recreational commercial designation	(Water Well increase in allocation see attached)
11. DESCRIBE CURRENT USE OF PROPERTY off road vehicl service provider, i.e. bar, store, residential	
12. DESCRIBE PROPOSED SEWER SYSTEM septic tank(s)	
13. DESCRIBE PROPOSED WATER SYSTEM potable water system permitted through County EHS	
14. DESCRIBE PROPOSED FIRE PROTECTION SYSTEM 10,000 gal water storage tanks	
15. IS PROPOSED USE A BUSINESS? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	IF YES, HOW MANY EMPLOYEES WILL BE AT THIS SITE? unknown at this time

I / WE THE LEGAL OWNER (S) OF THE ABOVE PROPERTY
CERTIFY THAT THE INFORMATION SHOWN OR STATED HEREIN
IS TRUE AND CORRECT.

Jurg heuberger on behalf of Polaris Ind. Inc 6-1-2020
Print Name Date
Signature
Print Name Date
Signature

REQUIRED SUPPORT DOCUMENTS

A. SITE PLAN	
B. FEE	
C. OTHER	
D. OTHER	

APPLICATION RECEIVED BY: _____
APPLICATION DEEMED COMPLETE BY: _____
APPLICATION REJECTED BY: _____
TENTATIVE HEARING BY: _____
FINAL ACTION: ☐ APPROVED ☐ DENIED

DATE 6/1/2020
DATE _____
DATE _____
DATE _____
DATE _____
REVIEW / APPROVAL BY
OTHER DEPT'S required.
☐ P.W.
☐ E.H.S.
☐ A.P.C.D.
☐ O.E.S.
☐ _____
☐ _____

CUP #

19-0027

CUP 13-0060 Amendment:

It is requested that Conditional Use Permit 13-0060 issued on the 24th day of May, 2014 be amended to increase the amount of water allocated.

The current CUP allows 1.5 acre feet of water per year to be extracted and used on site. With the preparation and implementation of the Specific Plan, and with the requirements of having adequate potable water on site by Environmental Health, and with the increased need for dust control, particularly during events, an increase to 25 ac. ft./yr. is requested.

the 'information' and 'communication' fields. The 'information' field is defined as:

...the study of the nature, sources, uses, and management of information, and the study of the communication of information. (p. 1)

The 'communication' field is defined as:

...the study of the nature, sources, uses, and management of communication, and the study of the communication of information. (p. 1)

These definitions are not mutually exclusive, and the two fields overlap significantly.

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DRAFT
Initial Study & Environmental Analysis

For:

Glamis Specific Plan (SP 19-0001)
Zone Change (19-0006)
Conditional Use Permit (#19-0027)
Initial Study (IS) #19-0030)



Prepared By:

COUNTY OF IMPERIAL

Planning & Development Services Department
801 Main Street
El Centro, CA 92243
(442) 265-1736
www.icpds.com

October 2020

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SECTION I. INTRODUCTION

A. PURPOSE

This document is a ☒ policy-level; ☐ project level Initial Study for evaluation of potential environmental impacts resulting with the proposed Glamis Specific Plan Project.

B. CEQA REQUIREMENTS AND THE IMPERIAL COUNTY "GUIDELINES AND REGULATIONS TO IMPLEMENT CEQA AS AMENDED"

As defined by Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines and Section 7 of the County's "Guidelines for the Implementation of CEQA as Amended", an Initial Study is prepared primarily to provide the Lead Agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Mitigated Negative Declaration, Negative Declaration, or other environmental document, would be appropriate for providing the necessary environmental documentation and clearance for any proposed project.

☒ According to Section 15065, an EIR is deemed appropriate for a particular proposal if the following conditions occur:

- The proposal has the potential to substantially degrade quality of the environment.
- The proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposal has possible environmental effects that are individually limited but cumulatively considerable.
- The proposal could cause direct or indirect adverse effects on human beings.

☐ According to Section 15070(a), a Negative Declaration is deemed appropriate if the proposal would not result in any significant effect on the environment.

☐ According to Section 15070(b), a Mitigated Negative Declaration is deemed appropriate if it is determined that though a proposal could result in a significant effect, mitigation measures are available to reduce these significant effects to insignificant levels.

This Initial Study is prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code, Section 21000 et. seq.); Section 15070 of the State & County of Imperial's Guidelines for Implementation of the California Environmental Quality Act of 1970, as amended (California Code of Regulations, Title 14, Chapter 3, Section 15000, et. seq.); applicable requirements of the County of Imperial; and the regulations, requirements, and procedures of any other responsible public agency or an agency with jurisdiction by law.

Pursuant to the County of Imperial Guidelines for Implementing CEQA, depending on the project scope, the County of Imperial Board of Supervisors, Planning Commission and/or Planning Director is designated the Lead Agency, in accordance with Section 15050 of the CEQA Guidelines. The Lead Agency is the public agency which has the principal responsibility for approving the necessary environmental clearances and analyses for any project in the County.

C. INTENDED USES OF INITIAL STUDY

This Initial Study is an informational document which is intended to inform County of Imperial decision-makers, other responsible or interested agencies, and the general public of potential environmental effects of the proposed applications. The environmental review process has been established to enable public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals.

The Initial Study prepared for the project will be circulated for a period of 35 days for public and agency review and comments. At the conclusion, if comments are received, the County Planning & Development Services Department will prepare a document entitled "Responses to Comments" which will be forwarded to any commenting entity and be made part of the record within 10-days of any project consideration.

D. CONTENTS OF INITIAL STUDY

This Initial Study is organized as described below to facilitate a basic understanding of the existing setting and environmental implications of the proposed applications.

SECTION 1

I. INTRODUCTION presents an introduction to the entire report. This section discusses the environmental process, scope of environmental review, and incorporation by reference documents.

SECTION 2

II. ENVIRONMENTAL CHECKLIST FORM contains the County's Environmental Checklist Form. The checklist form presents results of the environmental evaluation for the proposed applications and those issue areas that would have either a significant impact, potentially significant impact, or no impact.

PROJECT SUMMARY, LOCATION AND ENVIRONMENTAL SETTINGS describes the proposed project entitlements and required applications. A description of discretionary approvals and permits required for project implementation is also included. It also identifies the location of the project and a general description of the surrounding environmental settings.

ENVIRONMENTAL ANALYSIS evaluates each response provided in the environmental checklist form. Each response checked in the checklist form is discussed and supported with sufficient data and analysis as necessary. As appropriate, each response discussion describes and identifies specific impacts anticipated with project implementation.

SECTION 3

III. MANDATORY FINDINGS presents Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

IV. PERSONS AND ORGANIZATION CONSULTED identifies those persons consulted and involved in preparation of this Initial Study.

V. REFERENCES lists bibliographical materials use in the preparation of this document.

VI. FINDINGS

SECTION 4

VIII. RESPONSE TO COMMENTS (IF ANY)

IX. MITIGATION MONITORING AND REPORTING PROGRAM (IF ANY)

E. SCOPE OF ENVIRONMENTAL ANALYSIS

For evaluation of environmental impacts, each question from the Environmental Checklist Form is summarized and responses are provided according to the analysis undertaken as part of the Initial Study. Impacts and effects will be evaluated and quantified, when appropriate. To each question, there are four possible responses, including:

1. **No Impact:** A "No Impact" response is adequately supported if the impact simply does not apply to the proposed applications.
2. **Less Than Significant Impact:** The proposed applications will have the potential to impact the environment. These impacts, however, will be less than significant; no additional analysis is required.
3. **Potentially Significant Unless Mitigation Incorporated:** This applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact."
4. **Potentially Significant Impact:** The proposed applications could have impacts that are considered significant. Additional analyses and possibly an EIR could be required to identify mitigation measures that could reduce these impacts to less than significant levels.

F. POLICY-LEVEL or PROJECT LEVEL ENVIRONMENTAL ANALYSIS

This Initial Study will be conducted under a ☒ policy-level, ☐ project level analysis. Regarding mitigation measures, it is not the intent of this document to "overlap" or restate conditions of approval that are commonly established for future known projects or the proposed applications. Additionally, those other standard requirements and regulations that any development must comply with, that are outside the County's jurisdiction, are also not considered mitigation measures and therefore, will not be identified in this document.

G. TIERED DOCUMENTS AND INCORPORATION BY REFERENCE

Information, findings, and conclusions contained in this document are based on incorporation by reference of tiered documentation, which are discussed in the following section.

1. Tiered Documents

As permitted in Section 15152(a) of the CEQA Guidelines, information and discussions from other documents can be included into this document. Tiering is defined as follows:

"Tiering refers to using the analysis of general matters contained in a broader EIR (such as the one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."

Tiering also allows this document to comply with Section 15152(b) of the CEQA Guidelines, which discourages redundant analyses, as follows:

"Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including the general plans, zoning changes, and development projects. This approach can eliminate repetitive discussion of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration."

Further, Section 15152(d) of the CEQA Guidelines states:

"Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

- (1) Were not examined as significant effects on the environment in the prior EIR; or
- (2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means."

2. Incorporation By Reference

Incorporation by reference is a procedure for reducing the size of EIRs/MND and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly useful when an EIR or Negative Declaration relies on a broadly drafted EIR for its evaluation of cumulative impacts of related projects (*Las Virgenes Homeowners Federation v. County of Los Angeles* [1986, 177 Ca.3d 300]). If an EIR or Negative Declaration relies on information from a supporting study that is available to the public, the EIR or Negative Declaration cannot be deemed unsupported by evidence or analysis (*San Francisco Ecology Center v. City and County of San Francisco* [1975, 48 Ca.3d 584, 595]).

When an EIR or Negative Declaration incorporates a document by reference, the incorporation must comply with Section 15150 of the CEQA Guidelines as follows:

-
- The incorporated document must be available to the public or be a matter of public record (CEQA Guidelines, Section 15150[a]). The General Plan EIR is available, along with this document, at the County of Imperial Planning & Development Services Department, 801 Main Street, El Centro, CA 92243, phone (442) 265-1736.
 - This document must be available for inspection by the public at an office of the lead agency (CEQA Guidelines Section 15150[b]). These documents are available at the County of Imperial Planning & Development Services Department, 801 Main Street, El Centro, CA 92243; phone (442) 265-1736.
 - These documents must summarize the portion of the document being incorporated by reference or briefly describe information that cannot be summarized. Furthermore, these documents must describe the relationship between the incorporated information and the analysis in the tiered documents (CEQA Guidelines Section 15150[c]). As discussed above, the tiered EIRs address the entire project site and provide background and inventory information and data which apply to the project site. Incorporated information and/or data will be cited in the appropriate sections.
 - These documents must include the State identification number of the incorporated documents (CEQA Guidelines Section 15150[d]). The State Clearinghouse Number for the 1993 County of Imperial General Plan Final EIR is SCH #93011023.
 - The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150[f]).

SECTION II. ENVIRONMENTAL CHECKLIST

1. **Project Title:** Glamis Specific Plan
2. **Lead Agency Name and Address:** Imperial County Planning & Development Services Department
3. **Contact Person and Phone Number:** Patricia Valenzuela, Planner IV, 442-265-1749
4. **Address:** 801 Main Street, El Centro CA, 92243
5. **E-mail:** PatriciaValenzuela@co.imperial.ca.us
6. **Project Location:** The proposed Specific Plan Area is located in the unincorporated community of Glamis, a remote area in the eastern portion of Imperial County. The Specific Plan Area is located approximately 27 miles east of the City of Brawley; approximately 32 miles northeast of the City of El Centro; approximately 20 miles north of Interstate 8; and approximately 35 miles southeast of the Salton Sea (**Figures 1 and 2**). The Specific Plan Area consists of approximately 143 acres located within Section 33, Range 18 East, Township 13 South within the U.S. Geological Survey (USGS) Glamis, California 7.5-minute topographic quadrangle (Assessor Parcel Numbers [APNs] 039-310-017, 039- 310-022, 039-310-023, 039-310-026, 039-310-027, 039-310-029, and 039-310-030).
7. **Project Sponsor's Name and Address:** Polaris Industries Inc.
8. **General Plan Designation:** Glamis Specific Plan Area (GSPA)
9. **Zoning:** The existing zoning designations within the Specific Plan Area are Open Space/Preservation (S-2) and General Commercial (C-2) (**Figure 3**).

10. Description of Project:

The GSP creates a distinctive master-plan for recreation-serving land uses which are consistent with the historical use of the Glamis area. It provides for a great deal of flexibility as to the development of potential land uses within the GSP to promote the concept of an open desert playground that derives from the "Camp RZR" event, historically held in October of each year at the GSP area, and the surrounding Imperial Sand Dunes Recreation Area (ISDRA). This area attracts hundreds of thousands of OHV enthusiasts every Halloween, Thanksgiving, Christmas, New Years, and President's Day weekend.

The GSP consists of eight (8) Planning Areas, depicted on **Figure 4**. Planning Areas 1, 2, 3, and 4 are proposed for designation as Commercial-Recreation 3 (CR-3). This designation is intended to accommodate a large variety of commercial uses that are generally supportive of OHV activities and provide for large scale events to be held both on private property as well as adjoining federal lands.

Planning Areas 5 and 6 are designated Commercial-Recreation 1 (CR-1). This designation is intended to allow small scale, low density development of projects. These projects will be designed to deter the use of OHVs on

public highways or roads. These projects could include employee housing, research and development (R & D) facilities, RV park with restrictions and the like.

Planning Area 7 is designated Commercial-Recreation 2 (CR-2). This designation is intended to accommodate recreational related commercial opportunities and projects that will support the OHV and recreational uses of the area at a higher density and allowable uses than CR-1 but still be limited to specific uses that are less intense and more occasional than those allowed in CR-3. This could include small repair shops, limited housing, RV park with restrictions and the like.

Planning Area 8 would be re-zoned to the County's existing S-1 (Open Space/Recreation) designation. S-1 is used to recognize areas that embody the unique Open Space and Recreational character of Imperial County including the deserts, mountains and water front areas. The S-1 designation is primarily characterized by low intensity human utilization and small-scale recreation related uses.

As envisioned, the GSP will facilitate an entertainment enclave among the iconic dunes. This enclave will enhance the historic experiences that OHV riders and visitors expect when they visit the dunes.

The following is a brief description of the proposed land uses within the GSP (**Figure 5**).

Recreational - The GSP provides an opportunity for a variety of recreational activities to complement the established "Glamis" sand dunes experience of the surrounding ISDRA. These include an Adventure Center (offering activities such as OHV training, OHV rentals, etc.), amusement facilities, Desert Tours (off road experience), racetrack, shooting range, park/playground/picnic area, and other recreational-based activities.

Commercial/Retail - The GSP will allow for a wide range of commercial and retail development, which include fuel stations, rental facilities, entertainment and hospitality uses, and sporting goods stores to accommodate the needs of visitors to the Glamis area. It may also provide for RV Park(s) to accommodate a small number of users that desire to have conveniences not found in open dry camping.

Storage - OHV and RV storage is an existing land use within the Specific Plan Area. The GSP will provide for storage for OHVs and RVs to allow visitors to store their vehicles at Glamis year around.

Entertainment - The Glamis area has long been known as the premier destination for OHV enthusiasts to enjoy their recreational activities within the world-renowned ISDRA. The GSP will allow for a range of entertainment land uses whose purpose is to enhance the visitors experience to the Glamis Area. Entertainment uses could include an adventure center, amusement facilities, movie theater, obstacle courses, a fireworks and light display area, and racetrack.

Hospitality - With an average annual attendance of 200,000 visitors to the Glamis area, the GSP will provide for the development of various hospitality services to provide visitors with the accommodations they need to fully enjoy all that the Glamis area has to offer. Hospitality land uses may include medical services facility, mobile food trucks, tourist information center, public showers, public restrooms, and hotel/motel facilities.

Residential - The GSP will allow for limited residential development to accommodate those who require temporary housing in Glamis. Housing will be developed in the form of guest, employee housing, seasonal private residences and temporary use of RVs on Owner's property.

Renewable Energy - Due to the remote location of the GSP, renewable energy facilities will be developed to provide electricity to the Specific Plan Area. The GSP will allow for the development of a solar and wind energy generation facilities (including battery storage) located throughout the GSP, shown on **Figure 5**.

Infrastructure Improvements - In order to properly accommodate the large volume of visitors to the Specific Plan Area, existing water and wastewater facilities will need to be improved along with the development of additional infrastructure. The GSP will allow for the development of utility buildings, utility substation(s), renewable energy generating facilities and battery storage facilities, as well as water/wastewater treatment facilities and pipelines. Water needs for the Specific Plan and local fire safety requirements would be supplied from an existing well that would be modified as part of the Project. This water is unsuitable for consumption without treatment. Therefore, the Applicant proposes to install a water treatment (e.g. reverse osmosis system) so that it would be potable for use.

Research & Development Facility - The GSP provides for a R&D facility that will take advantage of the close proximity of the ISDRA. This R&D facility will allow Polaris to test their equipment in a natural and private setting.

11. Surrounding Land Uses and Setting:

The Specific Plan Area is surrounded by open desert land that is managed almost entirely by the BLM. Directly northwest of the Specific Plan Area, is the North Algodones Dunes Wilderness (NADW); which consists of approximately 26,000 acres of land managed by the BLM as part of the National Wilderness Preservation System. The NADW is closed to all vehicles and mechanized use, however, camping is allowed. The Specific Plan Area is directly adjacent to the ISDRA to the southwest, south and southeast. The ISDRA is the largest mass of sand dunes in the State of California. North of the NADW is the Chocolate Mountain Aerial Gunnery Range (CMAGR) which is a live-fire training range used for developing and training Marine Corps and Navy aviators. The area to the north east of the Specific Plan Area is BLM land but is not part of the ISDRA. **Figure 11, Surrounding Land Use**, shows the relationship between the Specific Plan Area and surrounding vicinity with the ISDRA located immediately to the southwest, the NADW immediately to the northwest, and the Chocolate Mountains and the CMAGR located to the north.

The Specific Plan Area is located on private land that is directly between the ISDRA and the North Algodones Dunes Wilderness in an unincorporated area of Imperial County. The Specific Plan Area contains the small unincorporated community of Glamis which is centered around the Glamis Beach Store. The Specific Plan Area includes seven project parcels. The Specific Plan Area is regionally accessible via SR-78 (a.k.a. Ben Hulse Highway), which serves as the primary form of access for motorists. Ted Kipf Road, a County-maintained dirt road, serves as a secondary form of access extending northwesterly for approximately 17 miles to Niland-Glamis Road from SR-78. The Specific Plan Area is also crossed by the Union Pacific Railroad (UPRR) which runs north and south through the eastern half of the Specific Plan Area and Wash Road which parallels the UPRR south of SR-78.

The Specific Plan Area can be characterized as an area of open desert with several adjoined one- and two-story metal building structures representing the Glamis Beach Store, and metal corrugated water tanks situated directly behind the store. Additionally, there is a separate seasonal OHV repair business connected to the Glamis Beach Store. A wood fence for delineated parking/vendor areas is located directly west of the store. A communications facility tower is located at the southeast portion of the Specific Plan Area. Due south is a single-family residence,

large RV storage garage, and other related equipment storage buildings. Additionally, a pre-fabricated residential structure is located on the southeast corner of the Specific Plan Area. To the west, across SR-78 and opposite the Glamis Beach Store, there is an existing RV storage area as well as vacant desert land. There is also an existing 20-acre paved RV storage area for Glamis Dunes Storage and Luv 2 Camp RV Trailer Rentals, and the existing historical cemetery located at the southwest corner of SR-78 and Ted Kipf Road. Last, on the northeast side of the Specific Plan Area, crossing the UPRR, there are two triangular parcels that are currently vacant. The topography of the Specific Plan Area can be characterized as relatively flat. The only minor changes in topography are found along the northeast portion of the property (northeast side of the UPRR), which can be attributed to existing elevated flood control earthen dikes and a slight, gradual southwest to northeast trending slope contour. Overall, the elevation of the Specific Plan Area ranges from 325 feet above mean sea level (msl) at the southwest corner to 344 feet above msl at the northeast corner. Areas of wind-blown sand dunes with sporadic native vegetation are found situated and encroaching upon the southeast corner of the Specific Plan Area.

Special events, such as Camp RZR, are permitted within the Specific Plan Area through the issuance of discretionary temporary event permits and Conditional Use Permits (CUPs) by the County. Currently, special and temporary events are permitted under CUP #08-0025. Events such as Camp RZR are required to undergo review and approval of event operations and protocols with the County and key stakeholder agencies.

12. Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement):

To approve a Specific Plan and a Zone Change. Other agency permits and approvals are listed below:

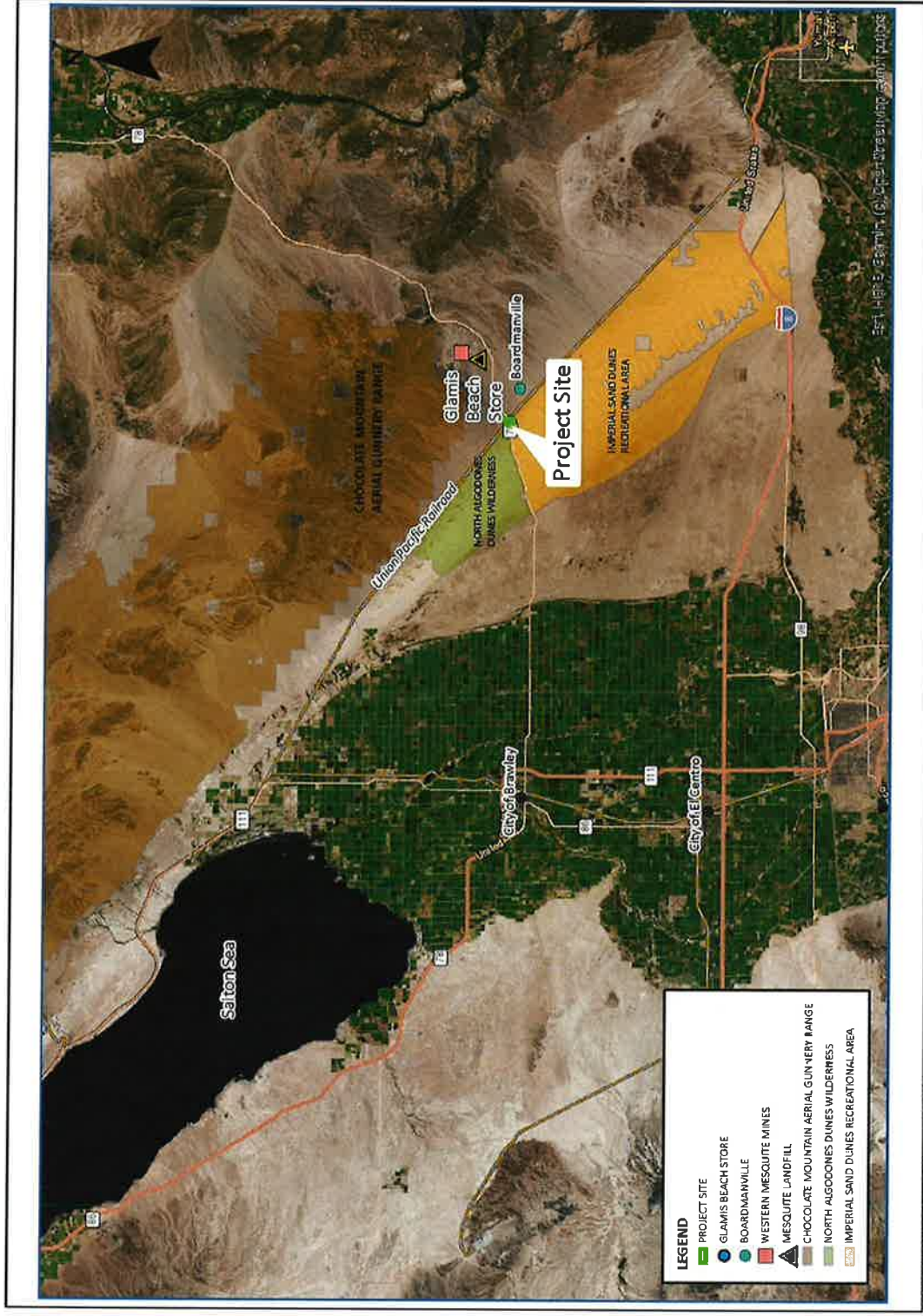
- Approval of the General Plan Amendment: A General Plan Amendment would be necessary to change the entire Specific Plan area from the current General Plan land use designation on the City's General Plan Land Use Map.
- Approval of the Specific Plan: The Glamis Specific Plan has been prepared to realize the objectives of the Project as defined in the Specific Plan. The Specific Plan would be adopted by resolution by the County of Imperial Board of Supervisors, with the Development Standards chapter adopted by ordinance.
- Approval of a Zone Change: A zone change would be necessary to change the zoning within the Specific Plan area from the current "Open Space (S-2) and "C-2" to "Glamis Specific Plan" on the County's zoning map.
- Section 404 Permit: United States Army Corps of Engineers, Clean Water Act (CWA) Section 404 Permit may be required, as necessary. Section 401 Permit: Santa Ana Regional Water Quality Control Board CWA Section 401 Permit may be required, as necessary.
- Streambed Alteration Agreement: California Department of Fish and Wildlife Streambed Alteration Agreement under Section 1602 of the California Fish and Game Act may be required, as necessary.
- Encroachment Permit: Caltrans Encroachment permit.
- Imperial County Air Pollution Control District: Authority to Construct and Permit to Operate.
- State Water Resources Control Board: National Pollutant Discharge Elimination System General Permit.
- Regional Water Quality Control Board (Region 8): Waste Discharge Requirements.

13. Native American Consultation: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?

In compliance with Senate Bill 18 (SB 18; Government Code Section 65352.3), the Imperial County Planning & Development Services Department (ICPDSD) sent letters to 14 federally recognized California Native American Tribes and 6 tribal representatives on February 11, 2020, providing notification of the Project and an invitation to participate in consultation. By law, tribes have 90 days from the date of receipt of the notice to request consultation (Government Code 65352.3(a)(2)).

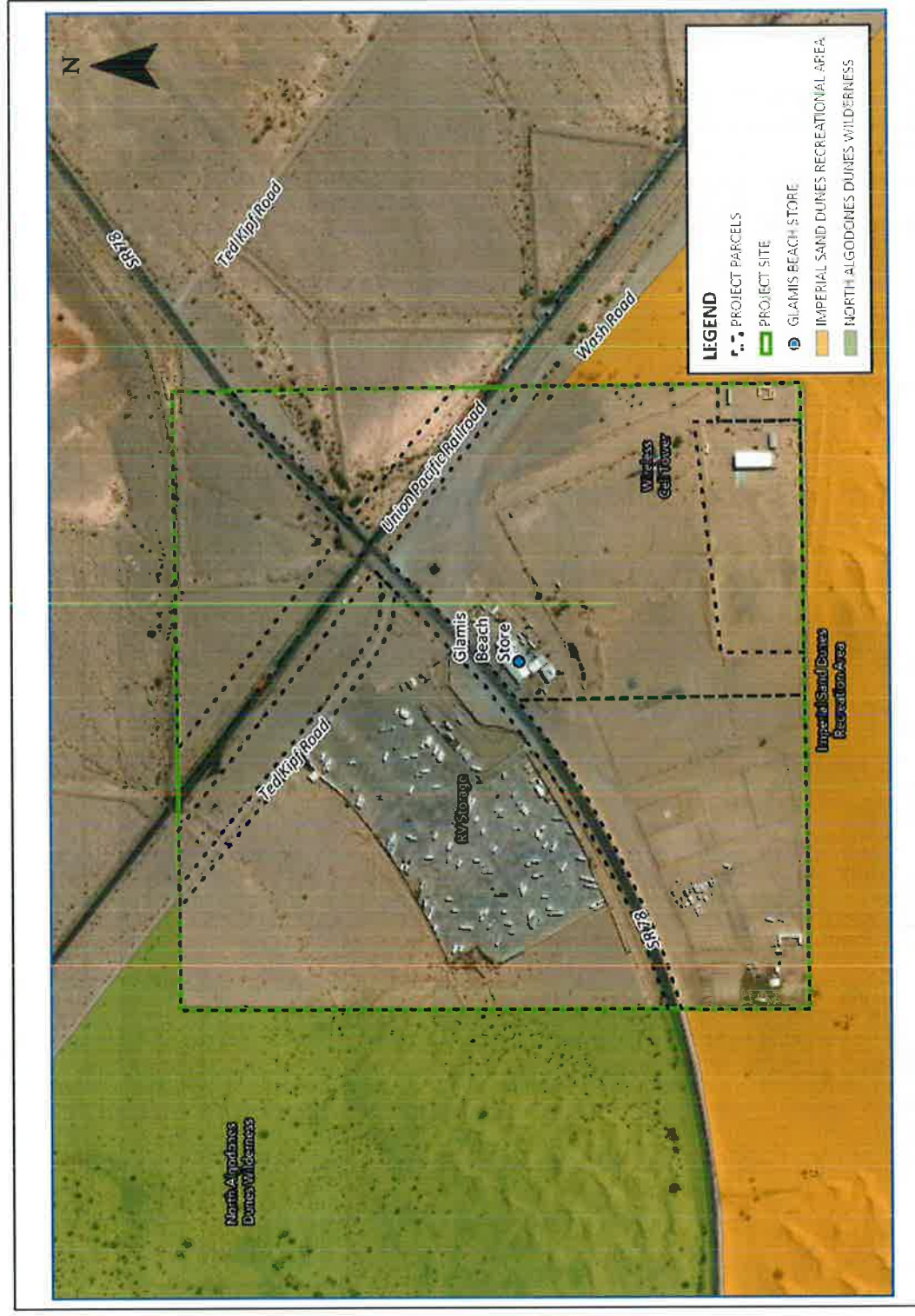
In compliance with Assembly Bill 52 (Chapter 532, Statutes 2014), the ICPDSD sent letters to one (1) California Native American Tribe on February 7, 2020, providing notification of the Project and an invitation to participate in consultation. Under AB-52, California Native American Tribes have 30 days from the date of receipt of the notice to request consultation.

As of the date of this Initial Study, no consultation requests have been received.



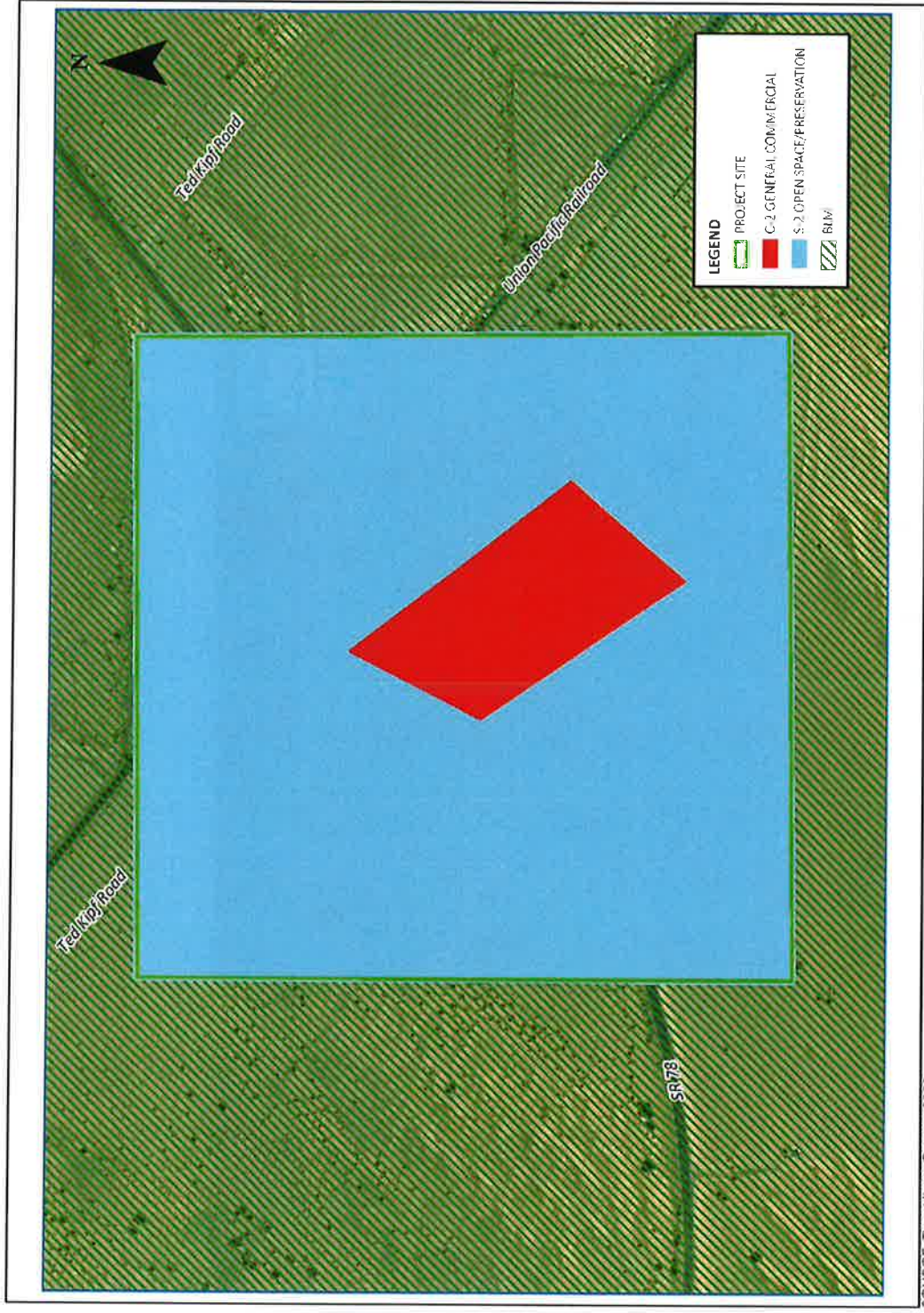
SOURCE: The Altum Group, 2020

Regional Location
Glamis Specific Plan
Figure 1

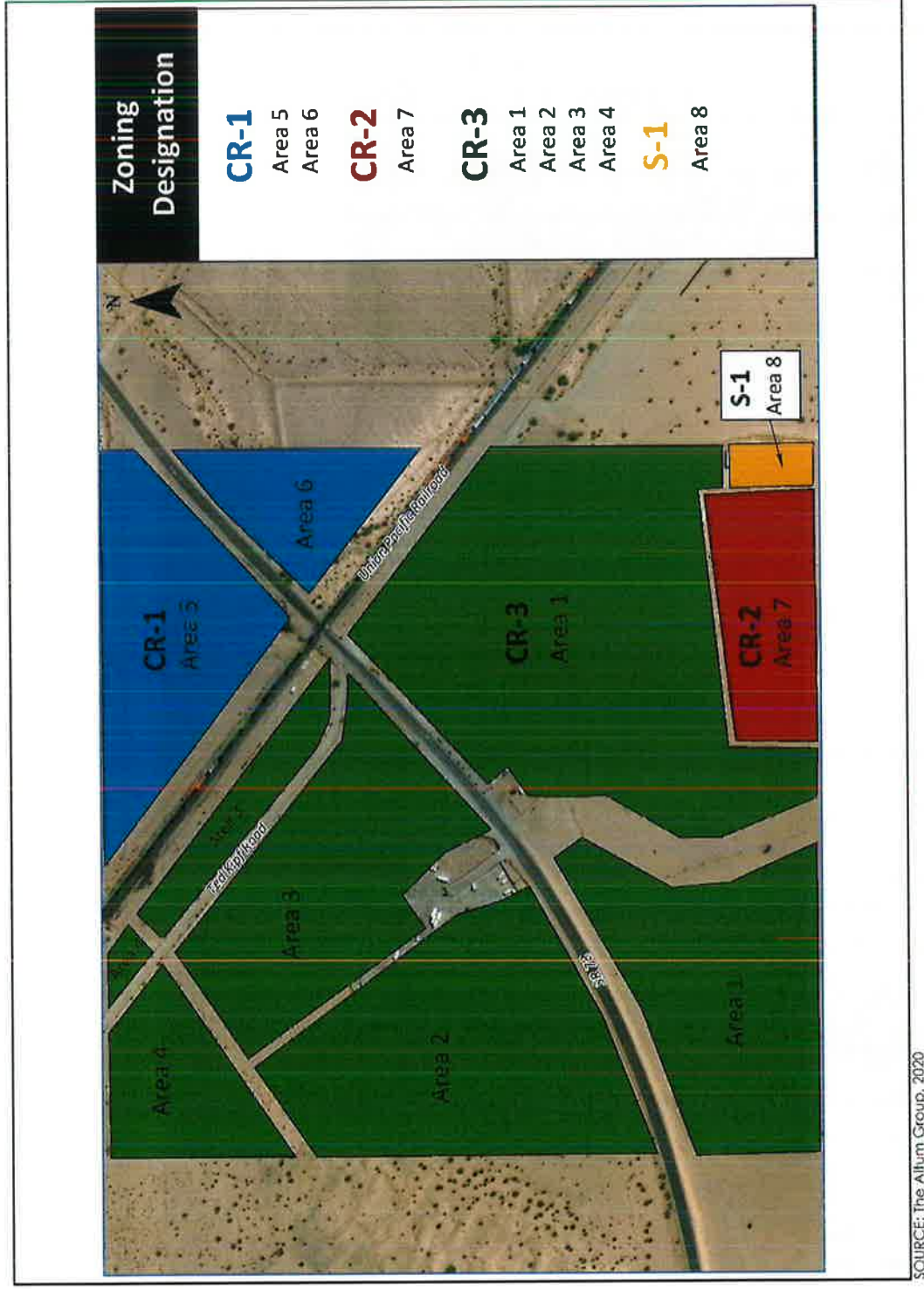


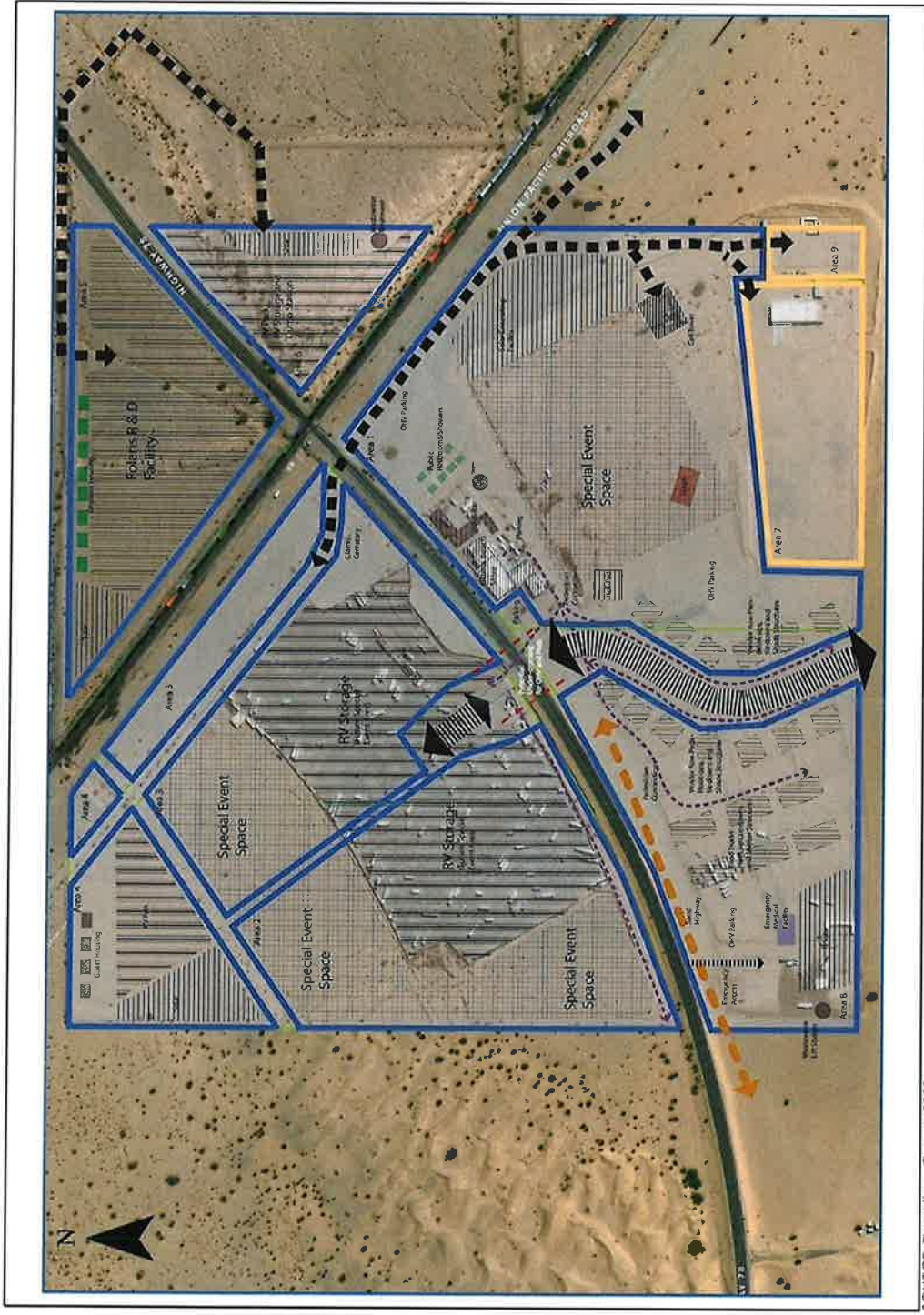
SOURCE: The Altum Group, 2020

Project Location
Glamis Specific Plan
Figure 2

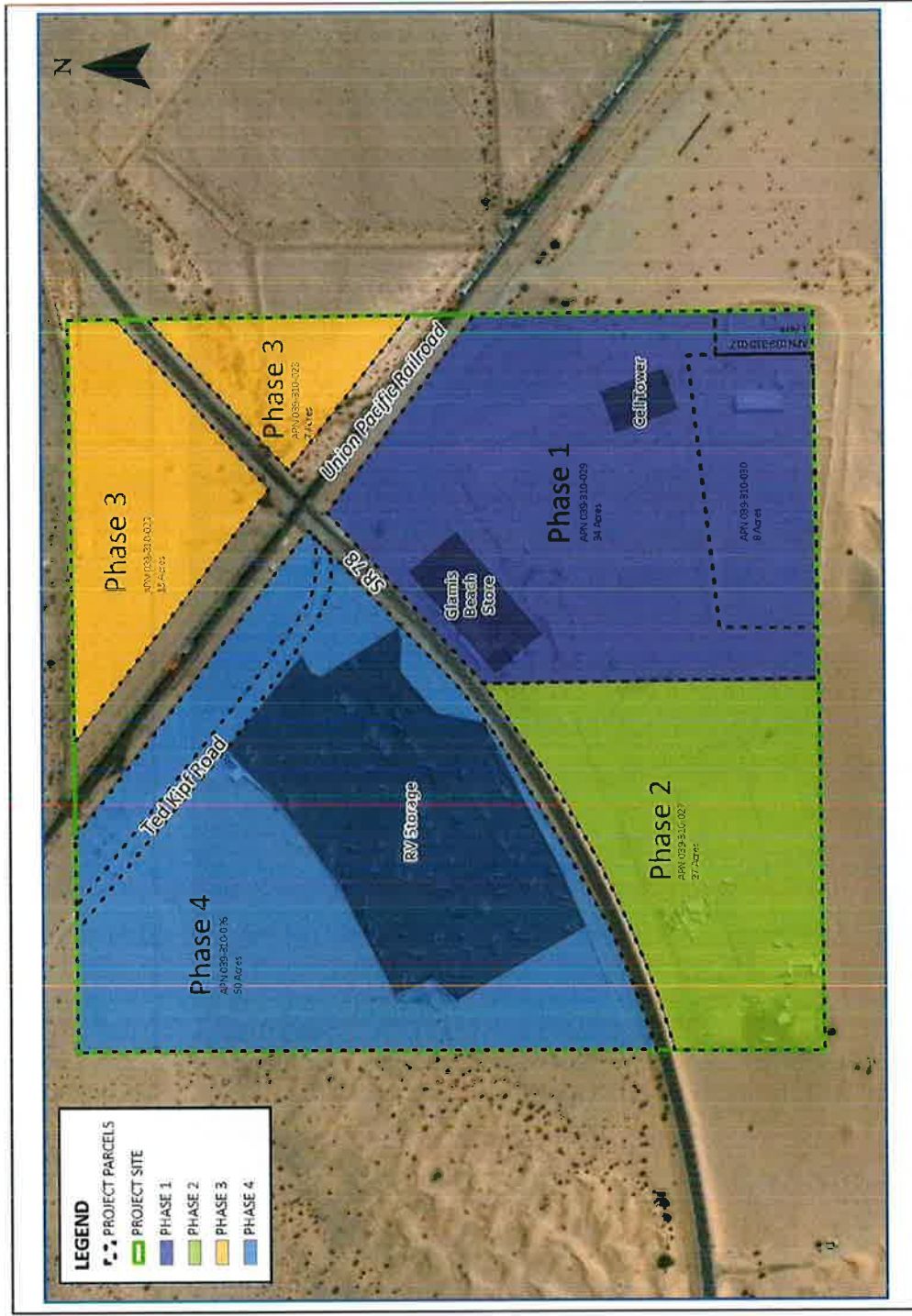


Existing Zoning
Glamis Specific Plan
Figure 3



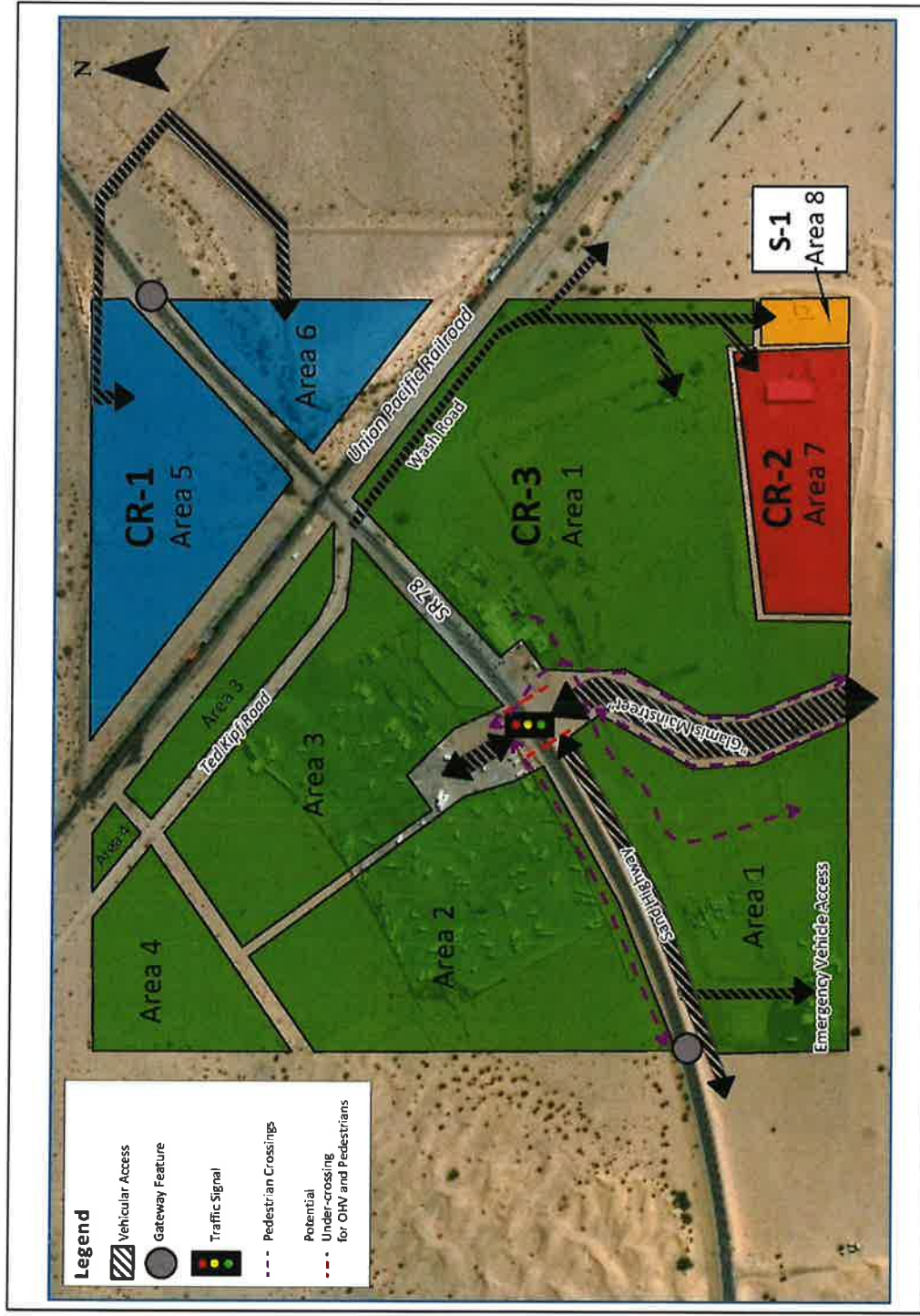


Conceptual Site Plan
Glamis Specific Plan
Figure 5



SOURCE: The Altum Group, 2020

Proposed Phasing Plan
Glamis Specific Plan
Figure 6



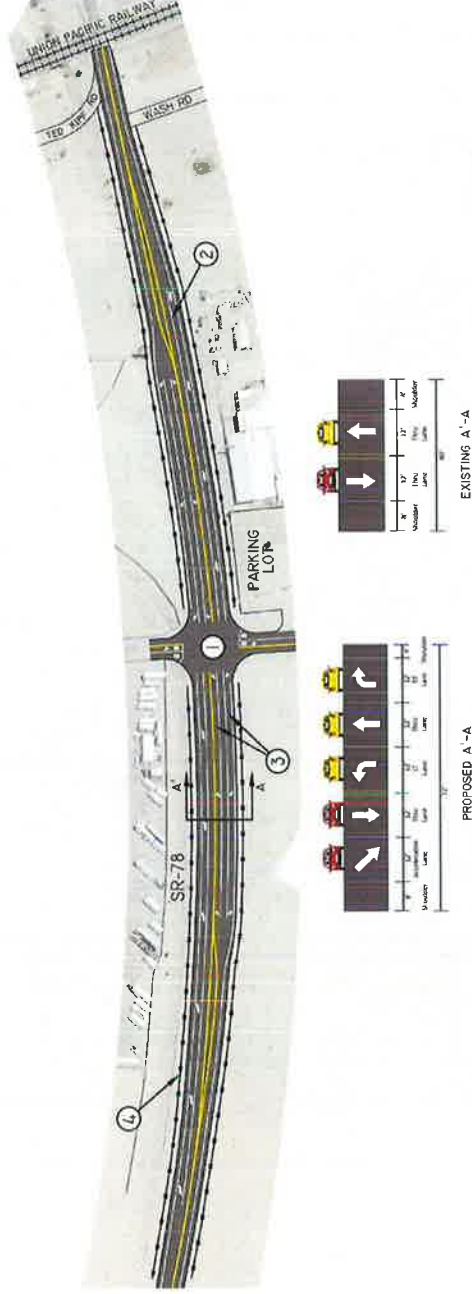
Conceptual Circulation Plan
Glamis Specific Plan
Figure 7

GENERAL NOTES:

- A TRAFFIC STUDY IS NEEDED TO DETERMINE SEVERAL DESIGN ELEMENTS
- EXTENSIVE COORDINATION WITH CALTRANS AND THE COUNTY IS NEEDED TO DETERMINE THE FINAL DESIGN ELEMENTS
- ANY DEVIATIONS TO DESIGN STANDARDS REQUIRE PROCESSING AND APPROVAL BY CALTRANS HEADQUARTERS
- TRAFFIC MANAGEMENT PLAN IS NEEDED DURING LARGE SPECIAL EVENTS (I.E. CAMP RZR)

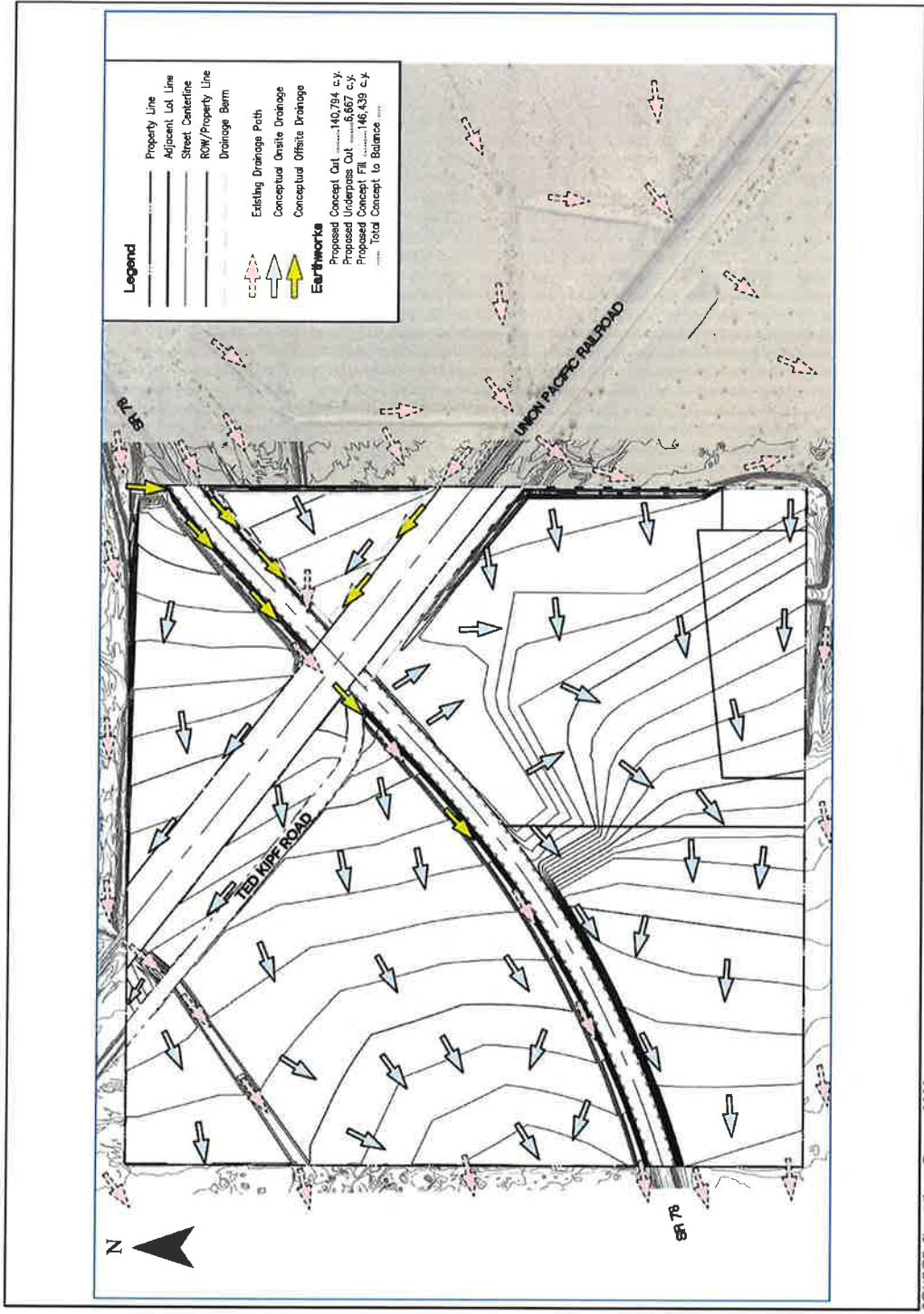
NOTES:

1. PROVIDE A TRAFFIC SIGNAL IF WARRANTED. IF A TRAFFIC SIGNAL IS WARRANTED, ACCELERATION LANES MAY NOT BE NEEDED.
2. 600 FEET OF ACCELERATION LANE LENGTH IS DEPICTED. TO PROVIDE THE RECOMMENDED 900 FEET OF ACCELERATION LANE LENGTH, COORDINATION IS NEEDED WITH THE UNION PACIFIC.
3. 100 FEET OF LEFT AND RIGHT TURN LANE STORAGE IS ASSUMED. THE ASSUMED STORAGE LENGTH PLUS 485 FEET OF DECELERATION LENGTH IS DEPICTED.
4. PHYSICAL BARRIER ALONG PROJECT FRONTAGE.

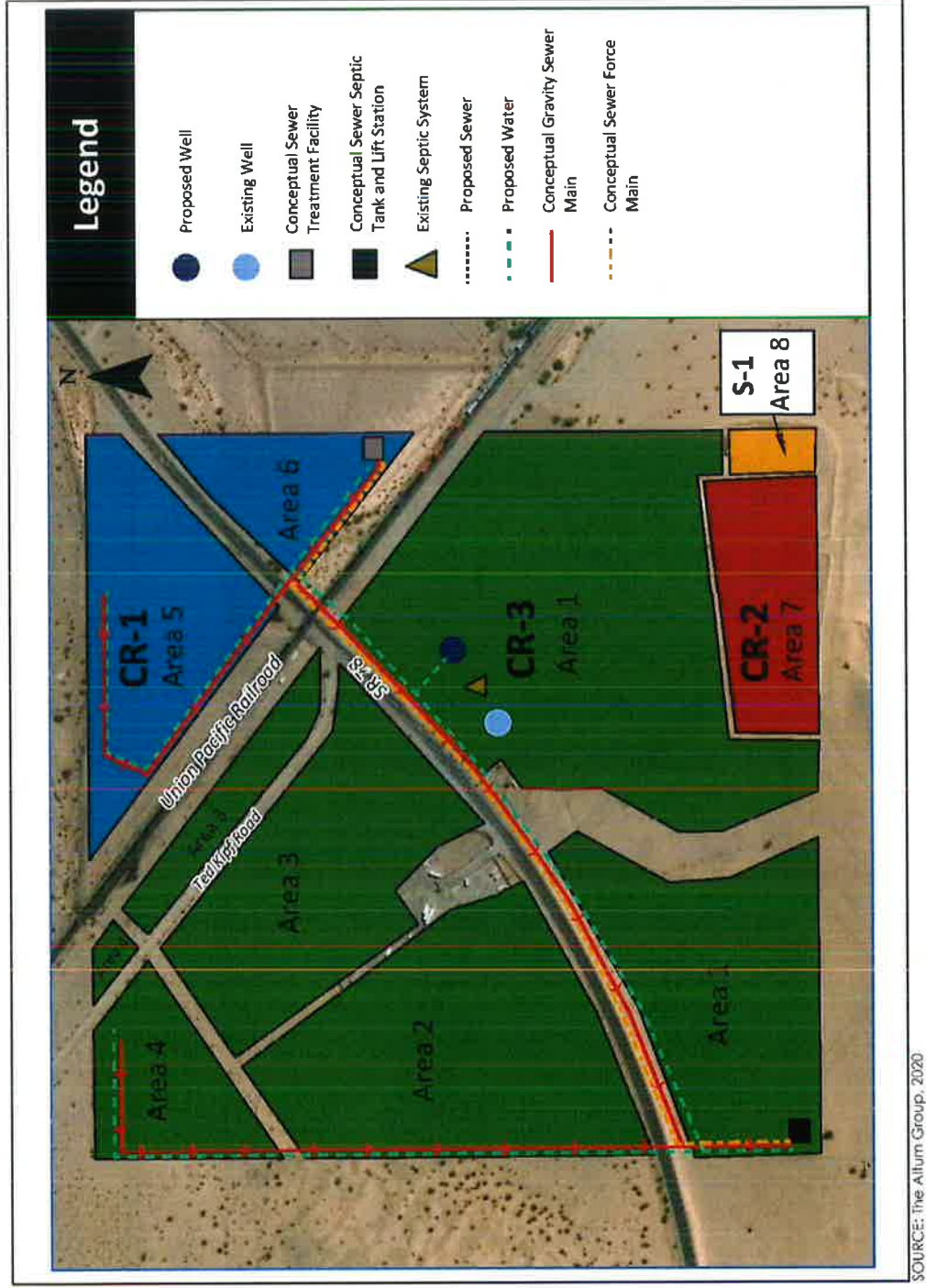


SOURCE: The Allum Group, 2020.

Conceptual Intersection Plan
Glamis Specific Plan
Figure 8



Conceptual Grading and Drainage
 Glamis Specific Plan
 Figure 9



Conceptual Water and Sewer Plan
Glamis Specific Plan
Figure 10

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology /Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

ENVIRONMENTAL EVALUATION COMMITTEE (EEC) DETERMINATION

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

- ☐ Found that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ Found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ Found that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ Found that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ Found that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Final EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier Final EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE DE MINIMIS IMPACT FINDING: ☐ Yes ☐ No

EEC VOTES	YES	NO	ABSENT
PUBLIC WORKS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ENVIRONMENTAL HEALTH SVCS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OFFICE EMERGENCY SERVICES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
APCD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
AG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SHERIFF DEPARTMENT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ICPDS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Jim Minnick, Director of Planning/EEC Chairman

Date:

PROJECT SUMMARY

Project Location

The Specific Plan Area is located in the unincorporated community of Glamis, a remote area in the central portion of Imperial County. The project site is located approximately 27 miles east of the City of Brawley; approximately 27 miles east of the City of Brawley; approximately 20 miles north of Interstate 8; and approximately 35 miles southeast of the Salton Sea (**Figures 1 and 2**). The Project site is located in Section 33, Range 18 East, Township 13 South within the U.S. Geological Survey (USGS) Glamis, California 7.5-minute topographic quadrangle (Assessor Parcel Numbers [APNs] 039-310-017, 039- 310-022, 039-310-027, 039-310-023, 039-310-029, 039-310-026, and 039-310-030).

Project Summary

The Specific Plan Area is contained within the County's designated Glamis Specific Plan Area (GSPA). The GSPA allows for the development of a Specific Plan in accordance with design criteria, objectives and policies that are consistent with the County's General Plan Land Use Element. Polaris Inc. (the Applicant) is proposing a Specific Plan for the development of the GSPA. The GSPA allows for the development of a Specific Plan in accordance with the design criteria, objectives and policies that are consistent with the County's General Plan Land Use Element. The proposed Glamis Specific Plan (GSP) would implement the County's objectives for the development of this area which is to accommodate recreation supporting land uses including retail and service commercial, motel accommodations, recreational vehicle and mobile home parks, and community facilities (Imperial County General Plan Land Use Element 2015).

Environmental Setting

The Planning Area is located on private land that is directly adjacent to the ISDRA and the NADW in an unincorporated area of Imperial County. The Planning Area contains the small unincorporated community of Glamis which is centered around the Glamis Beach Store (**Figure 6, Project Site**). The Planning Area includes seven project parcels. The Specific Plan Area is regionally accessible via SR-78 (a.k.a. Ben Hulse Highway), which serves as the primary form of access for motorists and bisects the area in a general east-west direction. Ted Kipf Road, a County-maintained dirt road serves as a secondary form of vehicular access extending northwesterly for approximately 17 miles to Niland-Glamis Road from SR-78. The Planning Area is also traversed by the Union Pacific Railroad (UPRR) which runs north and south through the eastern half of the Specific Plan Area and Wash Road which parallels the UPRR south of SR-78.

General Plan Consistency

The Project is located within the unincorporated area of Imperial County. The existing General Plan land use designation is " Glamis Specific Plan Area." The existing zoning for the majority of the Planning Area is Open Space/Preservation (S-2) and a very small area is designated General Commercial (C-2). The GSP would consist of eight proposed Planning Areas. Planning Areas 1, 2, 3, and 4 are proposed for designation as Commercial-Recreation 3 (CR-3). Planning Areas 5 and 6 are proposed for designation as Commercial-Recreation 1 (CR-1). Planning Area 7 is proposed for designation as Commercial-Recreation 2 (CR-2). Planning Area 8 would be re-zoned to the County's existing S-1 (Open Space/Recreation) designation.

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
I. AESTHETICS.				
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a) Less than Significant. Visual Impact Assessment (VIA) was prepared for the Specific Plan in March 2020 (Altum Group, 2020). The VIA found that no designated scenic vistas as identified by the County are located within visible distance of the Specific Plan Area. Per the List of Officially Designated County Scenic Highways from Caltrans, the Specific Plan Area is not located along a County designated scenic route. The Specific Plan Area is located in a relatively flat area and does not have any rock outcroppings and contains very few trees. The Specific Plan Area, as viewed from multiple vantage points, is already developed with commercial and infrastructure uses. The southwest portion of the Specific Plan Area contains an existing RV Storage facility, directly northwest of the Glamis Beach Store. The SR-78 and the UPRR bisect each other, running northeast and northwest respectively. The Specific Plan Area is bordered by the ISDRA to the south, the NADW to the west, and BLM land to the north and east. Immediate surrounding views from the project site consist of the NADW to the northwest, and the Chocolate Mountains Aerial Gunnery Range to the north and east. The NADW is managed by the Bureau of Land Management (BLM) as Visual Resource Management (VRM) Class I. VRM Class I objectives are to preserve the existing character of the landscape. This class provides for natural ecological changes; however, it does not preclude very limited management activity. The level of change to the characteristic landscape should be very low and must not attract attention. None of the activities associated with implementation of the specific plan would occur on the NADW or on BLM lands, thus, the proposed project would not result in a substantial adverse effect on a scenic vista and a less than significant impact would occur. While impacts to scenic vistas are anticipated to be less than significance, this impact will be analyzed in the EIR.

b) Less than Significant. According to the California Scenic Highway Mapping System (Caltrans, 2020), within Imperial County a portion of SR -78, between the Anza Borrego State Park Road and SR-86 near Salton City, is eligible for designation as a state scenic highway. However, that portion of SR-78 within the Specific Plan Area

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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and its immediate vicinity is not designated as a state scenic highway nor is it eligible for designation. The Specific Area is not located along a County designated scenic route. The Specific Plan Area does not contain any rock outcroppings and has very few trees. According to the Class III Cultural Resources Inventory Report prepared for the Specific Plan, the Glamis Beach Store is not considered a historical resource (ASM Affiliates, 2019). As such, implementation of the Specific Plan is not anticipated to substantially damage scenic resources. Impacts would be less than significant and this issue will be discussed in the EIR.

c) Less than Significant. The Specific Plan Area is rural in character with a few visual encroachments, including existing commercial and residential structures, a wireless communications tower, and railroad infrastructure. It is located in an area that has been extensively used by OHVs due to the recreational nature of the NADW and ISDRA that surrounds it. The Specific Plan's Conceptual Open Space and Recreational Plan provides for the inclusion of open space within Planning Areas 1, 2 and 3 to preserve their existing open space character. The Specific Plan also recommends that new structures be sited to provide public views from SR-78, Ted Kipf Road and other publicly accessible vantage points. Implementation of the Specific Plan is not anticipated to substantially degrade the existing visual character or quality of public views of the Specific Plan Area or its surroundings. Using BLM Visual Resources Inventory (VRI) classes system, the EIR will evaluate changes to visual character or quality of public views from implementation of the Specific Plan.

d) Less than Significant. Implementation of the Specific Plan is not expected to create a substantial new source of nighttime lighting or day-time glare and would provide external safety lighting for both normal and emergency conditions at the primary access points. Lighting will be designed to provide the minimum illumination needed to achieve safety and security in the and will be downward facing and shielded in order to focus the illumination in the immediate area. Additionally, Specific Plan implementation activities would be required to comply with Imperial County Ordinance 90301 which regulates glare, outdoor lighting, and night sky protection. All lighting associated with implementation of the Specific Plan will be subject to County approval and compliance with Imperial County Requirements (Altum Group 2020). Therefore, implementation of the Specific Plan is anticipated to result in less than significant lighting impacts and this issue will be addressed in the EIR.

The Specific Plan includes the development of solar arrays and solar generating facilities as a permitted use to provide onsite power to the Glamis area. Although there would be some level of potential reflectivity from the operation of solar panels, upon final design, solar panels would be selected that would help minimize reflectivity and would be oriented in a manner that would minimize reflectivity towards high use recreational areas on surrounding BLM lands. Solar arrays would be designed to not orient the panels towards any known air travel routes for private, commercial, or military airplanes. A full glint/glare analysis will be completed and potential impacts will be analyzed in the EIR.

II. AGRICULTURAL AND FOREST RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy

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Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) No Impact. According to the 2016 Farmland Mapping and Monitoring Program Map for Imperial County, the Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (California Department of Conservation 2016a)). No impacts related to the conversion of FMMP farmlands to non-agricultural use would occur. This environmental parameter is not proposed for further analysis in the EIR.

b) No Impact. The existing General Plan land use designation is " Glamis Specific Plan Area" and the existing zoning is Open Space/Preservation (S-2) and Medium Commercial (C-2). Agricultural uses are not allowed in the C-2 zone. While the storage of agricultural products and other agricultural activities are an allowable use within the S-2 Zone, there are no agricultural activities ongoing with the Specific Plan Area. Additionally, the Specific Plan Area is not covered under a Williamson Act contract (California Dept. of Conservation, 2016b). For these reasons, the proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impacts are identified for this issue area. This environmental parameter is not proposed for further analysis in the EIR.

c) No Impact. Neither the Specific Plan Area nor surrounding areas are used for timber production or are defined as forest lands. The proposed project would not conflict with any zoning designations designed to preserve timber

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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or agricultural resources. No impacts are identified for this issue area. This environmental parameter is not proposed for further analysis in the EIR.

d) No Impact. There are no existing forest lands either on-site or in the immediate vicinity of the Project Area. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur under this threshold. This environmental parameter is not proposed for further analysis in the EIR.

e) No Impact. The proposed project does not include changes in the existing environment which, due to their location or nature, would result in the conversion of neighboring farmland to non-agricultural use. The Specific Plan Area is surrounded by open desert and the nearest agricultural lands occur approximately one mile to the north, across State Route 86/Highway 86. The proposed project would not result in the conversion of farmlands off-site to non-agricultural uses. No impacts are identified for this issue area. This environmental parameter is not proposed for further analysis in the EIR.

III. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a) Potentially Significant Impact. The Specific Plan Area is located within the jurisdiction of the Imperial County Air Pollution Control District, in the Salton Sea Air Basin (SSAB). The SSAB is classified by the State as a nonattainment area for ozone (O3) as well as a nonattainment area for the State standards pertaining to particulate matter less than 10 microns (PM10). In addition, the SSAB is classified as a serious nonattainment area for the PM10 standard.

Project construction activities would generate ozone precursor (i.e., oxides of nitrogen [NOX] and reactive organic gases [ROG]) emissions as well as CO, PM2.5, and PM10 emissions that could result in significant impacts on regional air quality. Emissions sources would include heavy equipment used for excavation and grading, cranes, tractors, loaders, backhoes, pavers and on-road motor vehicles for equipment and material deliveries as well as construction workers' vehicles. Specific Plan implementation activities (Camp RZR, etc.) are other emissions

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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sources. Grading and activities on unpaved roads would contribute to fugitive PM10 and PM2.5 emissions. These impacts could be potentially significant. Further analysis of air quality impacts is warranted to determine whether the project would conflict with or obstruct implementation of the applicable plans for attainment and, if so, the reasonable and feasible mitigation measures that could be adopted to reduce such impacts. These issues will be evaluated in the EIR.

b) Potentially Significant. SSAB is classified by the State as a nonattainment area for ozone (O3) as well as a nonattainment area for the State standards pertaining to particulate matter less than 10 microns (PM10). In addition, the SSAB is classified as a serious nonattainment area for the PM10 standard.

ICAPCD rules and regulations would apply to all cumulative project activities within the SSAB. Construction emissions will be analyzed in the EIR as well as short- and long-term emissions from implementation of the Specific Plan. Cumulative contributions of emissions to the SSAB would be considered potentially significant and will be evaluated further in the EIR.

c and d) Potentially Significant. At present, the Specific Plan Area does not contain a substantial number of persons or sensitive receptors. Construction and operational activities would result in fugitive dust and diesel exhaust and emissions that could adversely affect air quality and/or be a source of odors. Mitigation measures recommended by the ICAPCD for diesel equipment and dust control will be evaluated as part of the EIR to avoid or reduce impacts; however, these impacts are considered potentially significant and will be evaluated in the EIR.

IV. BIOLOGICAL RESOURCES.

Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Potentially Significant Unless Mitigation Incorporated. The Project has the potential to adversely affect candidate, sensitive, or special status species including flat-tailed horned lizard (FTHL) (Barrett Biological 2019). FTHL could potentially occur within the softer sands (within and around the washes, and along the roadsides) in the creosote bush scrub on-site. There is an abundance of prey (ants) that could support FTHL presence. There is potential that there would be direct and/or indirect impacts to this species if construction occurs during the active period of mid-February to mid-November. Ground disturbance from heavy equipment, which may potentially impact the FTHL, would be considered significant and would require mitigation.

b) No Impact. There is no riparian habitat found on site, therefore this project will not have a substantial adverse effect on any riparian habitat.

c) No Impact. A stormwater channel runs through a small portion of the northeast which is channeled under the railroad track. On the southeast portion, a wash is piped under SR-78. Several established washes and ephemeral washes were observed on site. It is recommended that the ACOE and CDFW be consulted to determine permitting requirements (Barrett Biological 2019). There are no wetlands found on site; therefore this project will have no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d) Less Than Significant Impact. This project is in a predominately developed and fenced community. The Site is bisected on by SR-78, Ted Kipf Road and Union Pacific railroad and as a result of these existing barriers, the projects will not interfere substantially with the currently restricted movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Thus, the impact would be less than significant.

e) Potentially Significant Unless Mitigation Incorporated. The Imperial County General Plan Open Space and Conservation Element (County of Imperial 2016) contains an Open Space Conservation Policy that requires detailed investigations to be conducted to determine the significance, location, extent, and condition of natural

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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resources in the County, and to notify any agency responsible for protecting plant and wildlife before approving a project which would impact a rare, sensitive, or unique plant or wildlife habitat. As noted above, implementation of the Specific Plan has the potential to result in significant impacts to candidate, sensitive, or special status species, and washes and ephemeral streams. Such impacts could conflict with Open Space and Conservation Element and are considered potentially significant.

f) No Impact. The Specific Plan is not located within an area that is subject to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

V. CULTURAL RESOURCES.

Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines § 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a, b, and c) Potentially Significant Impact. A Phase III Cultural Resources Inventory Report was prepared for the Specific Plan by ASM Affiliates in July 2019(ASM Affiliates, 2019). A total of approximately 141 acres was subject to 100 percent intensive Class III pedestrian survey. Prior to the survey, a cultural resources records search was completed at the South Coastal Information Center (SCIC) of the project area of potential effect (APE). Seven cultural resources were identified within the APE. Three of these were discovered during survey while the remaining four were previously recorded. A single isolated prehistoric artifact was identified within a disturbed context, while historic cultural resources include refuse deposits, roads, a railroad, and a cemetery.

Project-related ground disturbing activities could cause a substantial adverse change in a historical or archaeological resource. Although unlikely, there is a potential for unknown human remains to be unearthed during earthwork activities. Therefore, a potentially significant impact is identified for these resources. The findings of the cultural resources report will be included in the EIR analysis.

VI. ENERGY.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Less Than Significant. The existing use requires diesel generators to supply power. These generators would be phased out once the project has been connected to a constant electricity source. Upgrades to the electrical system could include construction and installation of a power line (transmission line and/or distribution line) by Imperial Irrigation District (IID) to extend power from the nearest substation (approximately 7.2 miles to the northeast). A second and potentially more viable option would be to develop a small commercial solar photovoltaic (PV) system, with a backup battery storage component or another green power system. A third option may be wind generation. No wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation would occur. This is considered a less than significant impact and will be further evaluated in the EIR.

b) No Impact. Implementation of the Specific Plan would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and no impacts would occur under this criteria.

VII. GEOLOGY AND SOILS.

Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: | | | | |
| 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
creating substantial direct or indirect risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a.1) Less Than Significant Impact. The Specific Plan is located in southern California, an area known to be geologically active and which is subject to seismic events. The project site does not lie within a currently delineated State of California, Alquist-Priolo Earthquake Fault Zone. Well-delineated fault lines cross through this region as shown on California Geological Survey [CGS] maps; however, no active faults are mapped in the immediate vicinity of the site. Therefore, active fault rupture is unlikely to occur at the project site. While fault rupture would most likely occur along previously established fault traces, future fault rupture could occur at other locations. Aerial photographs from 1961 to 2016 were reviewed and no naturally occurring lineaments were observed within or adjacent to the site. Anthropogenic lineal features associated with drainage control are common in the site vicinity (Earth Systems Pacific 2019). Thus, there would be a less than significant impact from rupture of a known earthquake fault.

a.2) Less Than Significant Impact Approximately 15 active faults or seismic zones lie within 70 miles of the Specific Plan area. The primary seismic hazard to the site is strong ground shaking from earthquakes along regional faults including the Brawley and Imperial faults. The Brawley segment of the San Andreas fault is located approximately 24 miles west of the site. The Imperial segment of the San Andreas fault is located approximately 27 miles west of the site. The site is located within a very active seismic area in southern California where large numbers of earthquakes are recorded each year. Approximately 31 magnitude 5.5 or greater earthquakes have occurred within 60 miles of the site since 1852. Significant local Imperial Valley earthquakes have included the 1940 Imperial Valley (6.9), 1942 Fish Creek Mountains (6.6), 1968 Borrego Mountain (6.6), 1979 Imperial (6.4), 1987 Elmore Ranch and Superstition Hills (6.6), and 2010 Baja (7.2) earthquakes (Earth Systems Pacific 2019).

Most of the historic earthquakes have occurred along segments of the San Jacinto fault or Brawley seismic zone which produces very regular ground shaking of low (magnitude 1) to higher magnitude as described above. Ground shaking which may be tolerable from a structural design perspective, can have psychological effects that need to be understood by buyers and users of the site (Earth Systems Pacific 2019).

While accurate earthquake predictions are not possible, various agencies have conducted statistical risk analyses. In 2013, the CGS and the United States Geological Survey [USGS] presented new earthquake forecasts for California (USGS UCERF3). The recent Working Group of California Earthquake Probabilities estimated a 35 to 41 percent conditional probability that a magnitude 6.7 to 7.0 or greater earthquake may occur in 30 years (2014 as base year) along the nearby Coachella segment of the San Andreas fault, 37 to 45 percent for the Brawley

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seismic zone, 30 to 41 percent for the Imperial fault, and about 5 to 7 percent for the San Jacinto (Superstition Hills section) fault. The revised estimate for an 8+ magnitude earthquake along the local San Andreas fault is about 7%. The primary seismic risk at the site is a potential earthquake along the Brawley seismic zone and San Andreas, San Jacinto, and Imperial faults that are northwest and west of Glamis. Geologists believe that the San Andreas fault has characteristic earthquakes that result from rupture of each fault segment. The estimated characteristic earthquake is magnitude 8.1 for a multi-segment San Andreas rupture event. The San Jacinto fault is historically be one of the most active faults in southern California, especially in the southern Imperial Valley and San Jacinto Valley. Multi-segment magnitudes for a San Jacinto fault rupture is approximately 7.9. A geotechnical report was prepared for the Project (Earth Systems Pacific 2019) and will be discussed in the EIR.

a.3 and a.4) Less Than Significant. Liquefaction is the loss of soil strength from sudden shock (usually earthquake shaking), causing the soil to become a fluid mass. Liquefaction describes a phenomenon in which saturated soil loses shear strength and deforms as a result of increased pore water pressure induced by strong ground shaking during an earthquake. Dissipation of the excess pore pressures will produce volume changes within the liquefied soil layer, which can cause settlement. Shear strength reduction combined with inertial forces from the ground motion may also result in lateral migration (lateral spreading). Factors known to influence liquefaction include soil type, structure, grain size, relative density, confining pressure, depth to groundwater (typically occurs in the upper 50 feet), and the intensity and duration of ground shaking. Soils most susceptible to liquefaction are saturated, loose sandy soils and low plasticity clay and silt. Groundwater depth at the project site is more than 50 feet below the ground surface and therefore liquefaction potential is low. (Earth Systems Pacific 2019). Due to the flat topography of the site the potential for a landslide is very low. Thus, the impact would be less than significant.

Non-seismic hazards within the Specific Plan area will be addressed in the EIR.

b) Potentially Significant Impact. The proposed Project would result in changes to the current topography because of grading and site preparation activities. Although these changes will be designed to meet stringent regulatory requirements, there is a potential for soil erosion, loss of topsoil, and geologic instability. The EIR will evaluate these potentially significant adverse impacts.

c) Less Than Significant Impact. As discussed in c. 3 and 4, the proposed project risk for on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse are expected to be less than significant. These issues will be addressed in the EIR.

d) Less Than Significant Impact. Expansive soils are characterized by their ability to undergo significant volume change (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors, and may cause unacceptable settlement or heave of structures, concrete slabs supported-on-grade, or pavements supported over these materials. Depending on the extent and location below finished subgrade, expansive soils can have a detrimental effect on structures. Site soils were observed to be granular however clayey zones could be present. As such, the Expansion Index of the onsite soils is anticipated to be "very low" for granular soils, and if encountered, could be medium to high for clayey soils as defined by ASTM D 4829. Samples of building pad soils

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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should be observed or tested during grading to confirm or modify these findings (Earth Systems Pacific 2019). The EIR will evaluate the potential impacts related to expansive soils.

e) No Impact. Soils in the Specific Plan Area currently support the existing septic system and leach field that provide the small amount of wastewater needed for Glamis Beach Store employees. This same infrastructure would be used for the proposed Project. No impacts are expected.

f) Less Than Significant Impact.

Previous geologic mapping reports indicate that the study area is immediately underlain by "Pleistocene nonmarine sedimentary deposits." Although in most cases Pleistocene sedimentary deposits are typically assigned an undetermined paleontological potential, the observation of probable Holocene-age undissected alluvial deposits on-site during the paleontological field survey supports a low paleontological potential rating for the sedimentary deposits underlying the Project site. In addition, the artificial fill present in previously graded portions of the Project site has no paleontological potential. Given the no-to-low paleontological potential of the deposits present on the Project site, it is unlikely that their disturbance by earthwork related to future development within the Project site will result in negative impacts to paleontological resources (San Diego Natural History Museum 2019). Thus, potential impacts to paleontological resources would be less than significant.

VIII.GREENHOUSE GAS EMISSIONS.

Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan or policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a) Potentially Significant. Greenhouse gases (GHGs) emitted by human activity are implicated in global climate change or global warming. The principal GHGs are Carbon Dioxide (CO₂), Methane (CH₄), Nitrous Oxide (N₂O), and Fluorinated Gases. The transportation sector (e.g., on-road motor vehicles, off-highway vehicles, aircraft) is the single largest source of GHG emissions and accounts for one-half of GHG emissions globally. Short-term greenhouse gas emissions from construction could come from construction equipment, construction support vehicles, material truck trips, and worker vehicle trips. Long-term emissions would come from combustion of natural gas and diesel fuel (producing greenhouse gas emissions of CO₂ and CH₄), as well as from fugitive emissions (a component of fugitive emissions is methane). Indirect emissions associated with electrical generation and with worker and truck transportation offsite could also result. An air quality and greenhouse gas emission analysis will be prepared for the Project and potentially significant impacts related to GHG emissions will be addressed in the EIR.

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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b) Potentially Significant. The Specific Plan would be considered to have a significant impact if it would be in conflict with State plans, policies or regulations adopted for the purpose of reducing GHG emissions. GHG emissions and the Specific Plan's consistency with applicable GHG plans, policies, and regulations will be evaluated in the EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Specific Plan Area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a) Less Than Significant. The Specific Plan Area is characterized as an area of open desert consisting of several adjoined one and two story metal building structures representing the Glamis Beach Store, and metal corrugated water tanks situated directly behind the store. Additionally, there is a separate seasonal OHV repair

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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business connected to the Glamis Beach Store. A wood fence for delineated parking/vendor areas is located directly west of the store. A communications facility tower is located at the southeast portion of the property. Due south is a single family residence, large recreational vehicle storage garage, and other related equipment storage buildings. Additionally, a dilapidated pre-fabricated residential structure is located on the southeast corner of the project site. To the west, on the opposite side of the Glamis Beach Store, there is an existing RV storage area as well as vacant desert land. There is also an existing 20-acre paved RV storage area for Glamis Dunes Storage and Luv 2 Camp RV Trailer Rentals, and the existing historical cemetery located at the southwest corner of SR-78 and Ted Kipf Road. Lastly, on the northeast side of the GSP, crossing the Union Pacific Railroad, there are two triangular parcels that are currently vacant. The proposed project would not require the limited transport, storage, and use of fuels, polymer-based sealants, and other fluids for the fueling/servicing of construction equipment. These practices are already in place for current operations and the Project would not substantially increase the transport or use of hazardous materials above current levels.

Transportation, storage, and disposal/recycling of such products are extensively regulated at the local, state and federal levels. Current and future construction and operations are, and will be, required to be in compliance with these regulations. The current inventory of chemicals on site are not expected to increase markedly as a result of the proposed project. Because operations would be similar to current operations, impacts would be less than significant and will be evaluated in the EIR.

b) No Impact. Based on a search of the Government Code Section 65962.5 "Cortese" list, the Glamis Beach Store is not listed as a hazardous materials site and is not listed on the Cortese Knox list. According to the State Water Resources Control Board, there are no Underground Storage Tanks in the vicinity of the landfill. This environmental parameter is not proposed for further analysis in the EIR.

c) No Impact. Implementation of the Specific Plan would not emit hazardous emissions, handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The nearest school (Magnolia Union Elementary School) is located 21 miles west of the Project site. No impacts would occur, and this environmental parameter is not proposed for further analysis in the EIR.

d) No Impact. Based on a search of the Government Code Section 65962.5 "Cortese" list, the Glamis Beach Store is not listed as a hazardous materials site. No impacts would occur, and this environmental parameter is not proposed for further analysis in the EIR.

e) No Impact. The Project is not located within the Airport Land Use Compatibility Plan for Imperial County Airports (County of Imperial, 1996) or within two miles of a public airport or public use airport. The nearest public use airport, Holtville Airport, is located 14 miles southwest the project vicinity. For these reasons, the proposed project would not result in a safety hazard or expose people residing or working in the area to excessive noise levels. No impacts have been identified for this issue area and this environmental parameter is not proposed for further analysis in the EIR.

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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f) Potentially Significant Impact Unless Mitigation Incorporated. Implementation of the Specific Plan would generate construction trips and the potential for temporary roadway lane closures during construction of proposed traffic improvements, which could temporarily affect an emergency response or evacuation plan. This impact is considered potentially significant and will be addressed in the EIR.

g) Less than Significant. The Project site is located in the unincorporated area of Imperial County. According to the Seismic and Public Safety Element of the General Plan, the potential for a major fire in the unincorporated areas of the County is generally low (County of Imperial, n.d.). This is considered a less than significant impact and will be addressed in the EIR

X. HYDROLOGY AND WATER QUALITY.

Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would: | | | | |
| 1) Result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff; or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

a) Potentially Significant. A stormwater channel runs through a small portion of the northeast section of the Specific Plan which is channeled under the railroad track. On the southeast portion, a wash is piped under SR-78. Several established washes and ephemeral washes also occur within the Specific Plan Area (Barrett Biological 2019). Potential discharges could be wastewater generated by the Glamis Beach Store, restaurant and bar which is currently being discharged into an existing septic tank located near to those buildings and potential discharges related to the water and wastewater treatment systems.

Future wastewater treatment needed (i.e., secondary and tertiary treatment) will be determined by the amount of wastewater forecasted to be generated by each phase of structural improvement. Free groundwater was not encountered in borings or test pits during explorations conducted in January of 2019. Boring depths exceeded 50 feet from the ground surface. Moisture contents observations of the soils indicate the soils are dry to moist. By definition, perched ground water conditions were not observed during exploration. Observations did not indicate "wet" soils meaning free water was noted on the soil. Impermeable type soils (generally clay) were not found at depths ranging from the ground surface to 50 feet bgs. Moisture contents performed in the lab indicated values between 1 percent and 9 percent, which indicates degrees of saturation less than approximately 50 percent (Earth Systems Pacific 2019). Thus, the introduction of these materials into groundwater resources through percolation or inundation would result in less than significant water quality impacts. Impacts to water quality could also occur through sedimentation of local runoff associated with erosion, and the discharge of substances indirectly related to Project construction or operation (e.g., diesel or automobile fuels).

The potential to create substantial erosion and siltation or violate any water quality standards or waste discharge requirements is considered significant and will be discussed in the EIR.

b) Less than Significant. Non-potable water for the existing RV Park and Glamis Beach Store is provided via an existing on-site water well, which would be modified as part of the Specific Plan' implementation. A water supply assessment for the Project is being prepared and would evaluate potential impacts to water resources. Potential impacts to groundwater resources are expected to be less than significant and will be addressed in the EIR.

c.1), c.2) and c.3) Less Than Significant Impact. A stormwater channel runs through a small portion of the northeast which is channeled under the railroad track. On the southeast portion, a wash is piped under SR 78. Several established washes and ephemeral washes were observed on site (Barrett Biological 2019). According to the Conceptual Drainage and Grading Plan Element of the Specific Plan, the existing topography and drainage of the project site generally drains from the northeast to the southwest via existing earthen channels and berms. The northeast portion of the project site (Planning Areas 5 & 6) are openly affected by offsite flows and are directed towards three existing concrete culverts that pass under the UPRR. The drainage flows from these three concrete culverts underneath the UPRR, flow through and/or around portions of the existing project site (Planning Areas 1, 2, 3, 4, 7 and 8) towards the southwest, which are located north and south of SR-78. All planning areas southwest of the UPRR, where future land uses are proposed, are protected by earthen channels and berms. The remaining open areas, throughout the entire site, have areas that are protected by existing earthen channels and berms.

Grading for the proposed project would provide flood protection for future land uses within the entire project site and release the drainage to the southwest in an overall equivalent historical pattern of natural drainage courses

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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consistent with California drainage law. The on-site design northeast of the UPRR will provide flood protection (Planning Areas 5 and 6) by continuing the off-site flows with modifications to each of the earthen drainage berms and channels. These modifications will re-direct the drainage around each of the planning areas to the southwest towards the three existing concrete culverts that pass under the UPRR. The modified existing earthen berm north of Planning Area 5 will continue to redirect flows north and west as will a new earthen berm to the southeast for planning area 6, to the south and west. The remainder of the drainage will be directed into the modified existing earthen channels along each side of SR 78. Each of these earthen channels and berms will be constructed on-site and will re-direct the existing flows in a manner consistent with the surrounding drainage patterns and practices. The manner and release of the drainage flows will be equivalent to the existing capture, conveyance and release to the Southwest under the UPRR, via existing concrete culverts. Drainage impacts are anticipated to be less than significant and will be addressed in the EIR.

d) Less Than Significant Impact. A small water storage tank and basin are located approximately 4 miles northeast and upgradient of the project, associated with mining activities. In the event of tank rupture or basin failure due to seiching, there is a remote possibility of some flooding within the defined drainages of the alluvial fan, although it appears, that any runoff would trend southerly of the Specific Plan Area, depending on localized drainage courses and man-made modifications to drainage paths.

The Specific Plan lies within two designated FEMA Flood Zones: A and X Zone "A" is defined as "Without Base Flood Elevation" and Zone "X" is defined as "Areas of 0.2% annual chance floodplain; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas of less than 1 square mile; and areas protected by levees from 1% annual chance flood." These zones are defined on FEMA Map Number 06025C1125C and 06025C1475C both effective 9/26/2008. The project site is in an area where sheet and concentrated flow and erosion could occur. Appropriate project design by the civil engineer, construction, and maintenance can minimize the sheet flooding potential (Earth Systems Pacific 2019).

The site is far inland, so the hazard from tsunamis is non-existent.

Potential impacts from floods and seiches would be less than significant.

e) Less than Significant. The Project site located within the Ocotillo-Clark Valley Groundwater Basin (Basin Number 7-25), as defined by the California Department of Water Resources. The Ocotillo-Clark Valley Groundwater Basin does not fall within the basin classification that requires implementation of a sustainable groundwater management plan (also known as a groundwater sustainability plan, or GSP, under the Sustainable Groundwater Management Act definitions). However, in April 2017 the County amended a comprehensive Groundwater Management Ordinance to preserve, protect and manage groundwater resources. The Groundwater Ordinance, codified as Division 22 of Title 9 of the Imperial County Code, aims to avoid or minimize impacts on existing and proposed groundwater extraction activities and groundwater resources. The Groundwater Ordinance requires that existing extraction facilities be permitted and registered with the County. New extraction facilities must also obtain a permit from the County. The Project would apply for an extraction permit for the new well, in compliance with the Groundwater Ordinance, and less than significant impacts are expected. These issues will be evaluated in the EIR.

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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XI. LAND USE AND PLANNING.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a) No Impact. Implementation of Specific Plan would not divide an established community. No impact would occur.

b) No Impact. The Specific Plan Area is contained within the County's designated Glamis Specific Plan Area (GSPA). The GSPA allows for the development of a Specific Plan in accordance with design criteria, objectives and policies that are consistent with the County's General Plan Land Use Element. Polaris Inc. (the Applicant) is proposing a Specific Plan for the development of the GSPA. The proposed Glamis Specific Plan (GSP) would implement the County's objectives for the development of this area which is to accommodate recreation supporting land uses including retail and service commercial, motel accommodations, recreational vehicle and mobile home parks, and community facilities (Imperial County General Plan Land Use Element). Thus, the proposed project would be consistent with the County's General Plan Land Use Element and there would be no impact.

XII. MINERAL RESOURCES.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a, b) No Impact. A number of mineral resources are currently being extracted in Imperial County including gold, gypsum, sand, gravel, lime, clay, stone, kyanite, limestone, sericite, mica, tuff, salt, potash, and manganese. According to the Existing Mineral Resources Map (Figure 8) in the Conservation and Open Space Element of the County of Imperial General Plan (2016), no known mineral resources occur within the Project vicinity nor are there any mapped mineral resources within the boundary of the Project site (County of Imperial, 2016). Thus, no impacts related to the loss of availability of a known mineral resource would occur.

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

Would the project result in:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a and b) Potentially Significant. Construction activities for Specific Plan activities could result in temporary or periodic increases in noise and groundborne vibration. Construction activities include site preparation and soil compaction; roadway improvements/paving, pipeline trenching, etc. Operation activities could result in short- and long-term increases in noise vibration. Although implementation of the Specific Plan t is not expected to expose people to excessive noise or vibration levels, further analysis is warranted, and impacts are considered potentially significant. A noise report will be prepared for the Project and included in the EIR.

c) No Impact. The proposed project is not located within the vicinity of a private airstrip and the nearest privately-owned/public use airport, Salton Sea Airport, is located 13 miles northwest the Project Site. Additionally, the Project is not located within the Imperial County Airport Land Use Compatibility Plan (County of Imperial, 1996). For these reasons, the Project would not expose people residing or working in the area to excessive noise levels; therefore, no impact would occur.

XIV. POPULATION AND HOUSING.

Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

a) Potentially Significant Unless Mitigation Incorporated. The proposed project could result in a seasonal population growth (October through May) through the expansion of commercial and recreational activities within the Specific Plan Area. These activities would result in the development of new businesses and would require employee housing to be constructed. The proposed project allows for some limited permanent residential land uses within the project site, which consist mostly of employee housing. The proposed zoning changes allow for the development of condominiums. Thus, the proposed project could result in significant impacts from unplanned population growth, however, this population growth would be seasonal (October through May).

b) No Impact. There are no year-round residents within the Specific Plan Area. The proposed project would not result in the demolition of existing housing or result in the displacement of any residents.

XV. PUBLIC SERVICES.

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any public services:

Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Fire and Police) Potentially Significant Impact Unless Mitigation Incorporated. Fire protection services are provided to the Specific Plan Area by the County of Imperial Fire Department through the Brawley Fire Department Station, located in the City of Brawley approximately 25 miles to the east. There are existing fire hydrant connections within the "Vendor Row" area. Additional connections would be installed, as necessary to meet the needs of the GSP. During Special Events, onsite fire protection would be provided with applicable fire protection services and apparatus.

The County of Imperial Sheriff's Department provides law enforcement to the GSP planning area. Sheriff's officers that patrol the area are based at the Brawley Police Department in the City of Brawley located approximately 27 miles east of the GSP planning area. During Special Events, on-site law enforcement will be provided with applicable services and apparatus.

The County of Imperial has a Development Impact Fee (DIF) which is authorized by County of Imperial Ordinance No. 4.32. This fee is applied to all development projects in incorporated and unincorporated County of Imperial land. Payment of the DIF is required of developers to fund public facilities such as fire protection facilities and sheriff facilities. As the GSP is developed, DIF fees will be required to ensure that resources will be available for capital improvements to implement the County's capital and operational funding of future facilities. Potential impacts on fire and police services could be potentially significant and will be evaluated in the EIR.

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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Schools, Parks, and Other Public Facilities) No Impact. Implementation of the Specific Plan would not include the provision of, or the need for, new schools, parks or other public facilities. The proposed project would not result in new long-term housing. Any new housing would be for employees of the new businesses and would be seasonal only. There would not be a permanent increase in the population. Because the Project would not result in a substantial increase in population, it does not require additional schools, parks, or other public facilities beyond that which already exists. No physical impacts related to the provision of schools, parks, or other facilities would occur.

XVI. RECREATION.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

a, and b) No Impact. There are no existing neighborhood or regional parks within the Specific Plan Area. The ISDRA is located south of the Specific Plan Area. The proposed project would create a distinctive master-plan for recreation-serving land uses which are consistent with the historical use of the Glamis area and the ISDRA. However, it would not serve to increase visitation to the ISDRA. Thus, there would be no impact on existing neighborhood and regional parks or other recreational facilities. The proposed project would provide an opportunity for a variety of recreational activities to complement the established "Glamis" sand dunes experience of the surrounding ISDRA. These include an Adventure Center (offering activities such as OHV training, OHV rentals, etc.), amusement facilities, Desert Tours (off road experience), racetrack, park/playground/picnic area, and other recreational-based activities. However, construction of these facilities would be within the footprint of the Specific Plan Area and no adverse impacts to the environment would occur.

XVII. TRANSPORTATION / TRAFFIC.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
intersections) or incompatible uses (e.g., farm equipment)?				
d) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a) Less than Significant. Implementation of the Specific Plan is anticipated to be consistent with the County of Imperial General Plan and is not anticipated to conflict with a program, plan, ordinance or policy addressing roadway, transit, bicycle or pedestrian facilities. Implementation of the Specific Plan would increase the number of vehicle trips in the area and the number of on-site personnel. However these increases are not expected to be substantial Project conflicts with applicable programs, plans, ordinance or policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities will also be addressed in the EIR.

b) Less Than Significant. A transportation impact analysis (TIA) will be prepared for the Glamis Specific Plan to determine and evaluate traffic impacts on the local circulation system due to implementation of the Specific Plan. In compliance with Senate Bill 743 (SB 743) and CEQA Section 15064.3b, the TIA will also include an assessment of project-related changes in vehicle miles traveled compared to existing conditions and the findings presented in the EIR.

c) Less Than Significant Impact. The Specific Plan contains a Conceptual Circulation Plan that identifies vehicle and pedestrian access points and proposed roadway improvements including installation of a new crossing of SR-78 and installation of a traffic signal (See Figure 7, Conceptual Circulation Plan). The proposed intersection may be signalized and will provide access to the Planning Areas north and south of SR-78 (See Figure 8, Conceptual Intersection Plan). A potential OHV and pedestrian undercrossing or overcrossing is also identified for SR-78. The planned improvements will be designed to be consistent with the Imperial County Circulation Element. Design features that would result in transportation-related hazards or safety concerns are not anticipated. However, impacts related to increased hazards could be potentially significant and will be addressed in the EIR. A traffic study is being prepared and will be used to analyze potential impacts in the EIR.

d) Potentially Significant. Implementation of the Specific Plan would generate construction trips and the potential for temporary roadway lane closures exists. It is anticipated that emergency access would be maintained at all times, and appropriate detours would be provided, as necessary. Nonetheless, impacts related to emergency access are considered potentially significant and will be addressed in the EIR.

XVIII. TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a) and b) Potentially Significant. As required by SB 18 and AB 52, the Imperial County Planning and Development Services Department sent consultation notices to Native American tribal representatives regarding the proposed Project. Specifically, AB-52 Consultation notices were sent to the Quechan and Torres-Martinez Desert Cahuilla Indian Tribes. SB-18 Consultation Letters were sent to the tribes/tribal representatives listed below:

- Augustine Band of Cahuilla Mission Indians
- Campo Band of Mission Indians
- Chemehuevi Reservation
- Cocopah Indian Tribe
- Colorado River Indian Tribe
- Ewiiapaayp Tribal Office
- Fort Yuma-Quechan Indian Tribe
- Internal Tribal Cultural Resource Protection Council
- Kumeyaay Cultural Repatriation Committee
- La Posta Band of Mission Indians
- Manzanita Band of Kumeyaay Nation
- Torres-Martinez Desert Cahuilla Indians,
- Native American Heritage Commission,
- Kwaaymii Laguna Band of Mission Indians

As of the date of this Initial Study, no Tribes have requested consultation. Results of any Native American consultation will be included in the EIR. As discussed under Response to Item V. Cultural Resources, implementation of the Specific Plan could have potentially significant impacts to archaeological resources, which could be considered a significant resource to a California Native American tribe.

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

- | | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
development during normal, dry and multiple dry years?				
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a) Potentially Significant Impact. The Specific Plan would include the expansion of existing water and wastewater facilities along with the development of additional infrastructure to properly accommodate the large volume of visitors to the Specific Plan Area. The GSP will allow for the development of utility buildings, utility substation(s), and water/wastewater treatment facilities. The proposed project would also allow for the development of a solar energy generation facilities (including battery storage) located throughout the Specific Plan Area as well as the addition of a 7.2 mile long electrical transmission / distribution line to bring power to the Specific Plan Area. The Conceptual Drainage and Grading plan would provide flood protection for future land uses within the entire Specific Plan Area and release the drainage to the southwest. Construction of the infrastructure improvements could cause significant environmental effects which will be addressed in the EIR.

b) Potentially Significant Impact Unless Mitigation Incorporated. Currently two wells provide water to the Specific Plan Area and additional water is trucked in during periods of high visitation such as Camp RZR. The proposed project would include a CUP for modification of the existing well. An SB-610 Water Supply Assessment will be prepared to assess the impact to water supplies in the Specific Plan Area. This issue will be addressed in the EIR.

c) Potentially Significant Impact. Wastewater treatment for the existing Specific Plan Area is provided by an on-site septic system and leach field. Implementation of the Specific Plan would result in the need for expanded wastewater treatment options. This issue will be addressed in the EIR.

d) Less than Significant Impact. Implementation of the Specific Plan would result in an increase in solid waste generation during construction and operation. Solid waste would be disposed of using a locally-licensed waste hauling service. It is anticipated that solid waste would continue to be hauled to the landfill nearest the Planning Area. The Salton City Solid Waste Site (13-AA-0011) is located at 935 W. Highway 86 Salton City, CA 92275. As of September 2018, this landfill had approximately 1,264,170 cubic yards of remaining capacity and was

	Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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estimated to remain in operation through 2038 (CalRecycle, 2019b). Solid waste generation associated with implementation of the Specific Plan will be addressed in the EIR.

e) No Impact. The Applicant will comply with federal, state and local statutes related to solid waste. No impacts would occur.

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a) No Impact. According to the Draft Fire Hazard Severity Zone Map for Imperial County prepared by the California Department of Forestry and Fire Protection, the Specific Plan Area is not located in or near state responsibility areas or lands classified as very high hazard severity zones (California Department of Forestry and Fire Protection 2007). As noted under Hazards and Hazardous Materials (Response IX. f) the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. No impact is identified for this issue area and this environmental parameter is not proposed for further analysis in the EIR.

b) No Impact. The Specific Plan Area is not located in or near state responsibility areas or lands classified as very high hazard severity zones (California Department of Forestry and Fire Protection 2007). Therefore, the proposed project would not exacerbate wildfire risks. No impact is identified for this issue area and this environmental parameter is not proposed for further analysis in the EIR.

c) No Impact. The project site is not located in or near state responsibility areas or lands classified as very high hazard severity zones (California Department of Forestry and Fire Protection 2007). The proposed project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that would

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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result in temporary or ongoing impacts to the environment. No impact is identified for this issue area and this environmental parameter is not proposed for further analysis in the EIR.

d) Less than Significant. The project site is not located in or near state responsibility areas or lands classified as very high hazard severity zones (California Department of Forestry and Fire Protection 2007). The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impact is identified for this issue area and this environmental parameter is not proposed for further analysis in the EIR.

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino, (1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Revised 2009- CEQA
Revised 2011- ICPDS
Revised 2016 – ICPDS
Revised 2017 – ICPDS
Revised 2019 – CEQA

Potentially Significant Impact (PSI)	Potentially Significant Unless Mitigation Incorporated (PSUMI)	Less Than Significant Impact (LTSI)	No Impact (NI)
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SECTION III. MANDATORY FINDINGS OF SIGNIFICANCE

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a) Potentially Significant Impact. The EIR's biological resources section will discuss direct and indirect impacts on plants, fish and wildlife species. The EIR will also evaluate direct and indirect impacts on cultural and tribal cultural resources. Finally, the EIR will evaluate the Specific Plan's contribution to cumulative impacts, identify whether the contribution is cumulatively considerable, and propose feasible mitigation, as appropriate, to reduce such impacts to less-than-significant levels.

b) Potentially Significant Impact. The Project has the potential to contribute to cumulative impacts related to air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, noise, transportation and traffic, tribal cultural resources, and utilities and service systems. The EIR will evaluate the project's contribution to cumulative impacts in these areas as well as other areas as further impacts are identified.

c) Potentially Significant Impact. The Project could potentially result in environmental effects that have adverse impacts on human beings, either directly or indirectly. These impacts will be fully addressed in the EIR.

SECTION IV. PERSONS & ORGANIZATIONS CONSULTED/ REFERENCES

A. COUNTY OF IMPERIAL

- Jim Minnick, Director of Planning & Development Services
- Michael Abraham, AICP, Asst. Director of Planning & Development Services
- Patricia Valenzuela, Planner IV
- Imperial County Air Pollution Control District
- Department of Public Works
- Fire Department
- Agricultural Commissioner
- Environmental Health Services
- Sheriff's Office

B. OTHER AGENCIES/ORGANIZATIONS

- CDFW
- USFWS
- Caltrans

C. REFERENCES

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